Tampa Bay Intermodal Center(s) Feasibility Report

Hillsborough / Pinellas Counties, Florida

FPN: 415348 1 94 01

Florida Department of Transportation
District Seven




Final Report
December 2004

TAMPA BAY INTERMODAL CENTER(S)

FEASIBILITY REPORT

HILLSBOROUGH AND PINELLAS COUNTIES, FLORIDA

FPN No: 415348 1 94 01

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INTRODUCTION

1.1 BACKGROUND

All too often, individual modes of transportation are planned and operated independently of each other. The result is often duplication of services and misuse of valuable economic resources. However, the 2020 Florida Transportation Plan[1] emphasizes that the transportation system should enhance Florida's economic competitiveness. In response to this challenge, the Florida Department of Transportation (FDOT) has initiated the development of the Strategic Intermodal System (SIS). Components of the SIS include: the Florida Intrastate Highway System (FIHS), the National Highway System, airports, seaports, spaceports, rail lines and stations, and selected intermodal facilities. FDOT has recently completed the designation of existing SIS components; several of which are located within District Seven boundaries. The *SIS legislation (S.B. 676 Section 46 and F.S. Section 339.61)* concluded that:

> Increasing demands are continuing to be placed on the state's transportation system by a fast-growing economy, continued population growth, and projected increases in freight movement, international trade, and tourism. The Legislature also finds that the state's growing regional and intercity economic centers will increase the demand for interregional and intercity travel and that the evolving service-based and information-based industries will change the type of transportation system that business and industry demand, increasing the importance of speed and reliability… Therefore, the Legislature declares that the designation of a strategic intermodal system, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship.

In light of the State's view of global trade, recent changes in travel behavior, and the passing of SIS legislation; an analysis of local and regional transportation studies and plans reveals the need for connectivity of the FDOT-District Seven region's transportation system and SIS components. In the Tampa Bay area, numerous studies and plans have been conducted addressing multiple modes of transportation. This project proposes the construction of one or more intermodal center(s) in the Tampa Bay area. These intermodal center(s) will provide the opportunity for connections between local and regional transportation systems including airports, seaports, highways, and transit services, such as high speed rail and light rail transit. As a result, the center(s) will enhance existing and planned transportation systems in the area. Specifically, the intermodal center(s) are intended to facilitate better transit linkages between Hillsborough and Pinellas counties, thereby maximizing the potential effectiveness of systems in each

county and eventually the surrounding counties. For a list of definitions pertinent to this report, refer to Appendix A.

The FDOT-District Seven Adopted Five Year Work Program for Fiscal Year (FY) 2004/2005-2008/2009 includes three phases of development for potential intermodal center(s). Phase I is the Feasibility Study (FY 03/04-initiated in previous work program), Phase II is the Project Development and Environment (PD&E) Study (FY 04/05), and Phase III is the Preliminary Engineering (FY 04/05). The purpose of the Feasibility Study is to prepare information for FDOT-District Seven to reach a decision on the type, design, and location of the Tampa Bay Intermodal Center(s) in Hillsborough and/or Pinellas County, Florida. FDOT-District Seven envisions the Tampa Bay Intermodal Center(s) project as the first step in assessing transit needs and achieving connectivity of the entire region.

This Tampa Bay Intermodal Center(s) Feasibility Report (Feasibility Report) presents information and issues which are relevant to the project decision and provides an objective and complete analysis of all factors related to the design and location of the facility(s), including transportation needs, social impacts, engineering analysis, and right-of-way (ROW) requirements. The recommended site configuration conceptually illustrates transit platforms, passenger services, amenities, and operation areas. The proposed sites resulting from the Feasibility Study will undergo a more detailed analysis during Phase II (PD&E) of the project. The PD&E Study will evaluate the alternatives for social, cultural, natural environment, and physical impacts. At the conclusion of the PD&E Study, a decision will be made to move forward with one or more than one alternative site into the Preliminary Engineering (Design) phase. At that point, conceptual plans developed in PD&E are further developed and refined, and result in detailed construction plans that will be used to build the project.

In order to make the best decisions for the region as a whole, FDOT-District Seven invited transportation/transit officials from Hillsborough and Pinellas counties to serve on the Executive Transportation Team (ETT). The ETT served in an advisory capacity to FDOT-District Seven throughout the course of the Feasibility Study and provided valuable comments and input to shape the study process and outcome. More details pertaining to the ETT are provided in Section 4 – Agency Coordination and Public Involvement.

1.2 PROJECT AREA

1.2.1 Project Location

For the purposes of this study, FDOT-District Seven has identified Pinellas and Hillsborough counties as the study area, referred to as the Tampa Bay area as defined in Appendix A. 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 Courtney Campbell Causeway (S.R. 60), Howard Frankland Bridge (I-275), and Gandy Boulevard (U.S. 92). Pinellas County is a peninsula west of the bay and Hillsborough County on the east side of the bay. Refer to Figure 1-1 for the project location map. Related studies may follow, which will further address the needs of the outlying counties.

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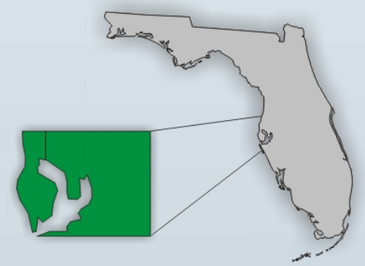

Figure 1-1

Location Map

1.2.2 Existing Conditions

Data collection for this study revealed a number of existing and planned transit systems within the Tampa Bay area. Figure 1-2 illustrates the 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 provides existing intercity bus service to downtown Tampa. Existing pedestrian and bike access is incorporated through the City of Tampa Greenways and Trails project. There is one major airport, Tampa International Airport (TPA), and a major cruise terminal, Port of Tampa. Planned transit systems in Hillsborough County include: the Florida High Speed Rail (FHSR) and the Tampa Light Rail Transit (LRT).

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

1.2.3 Regional Assumptions

Because many transit variables in the Tampa Bay area are currently unknown, the project team made several key assumptions during early stages of the Feasibility Study. These assumptions directly affected the decision-making process throughout the study and may direct the outcome of the PD&E Study, as well. The assumptions vary in nature and are discussed in the following paragraphs.

First, there are several facilities in the FDOT-District Seven area that are designated as SIS hubs, corridors, and connectors or emerging hubs, corridors, and connectors, as shown in Figure 1-3. 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 this Feasibility Study and connectivity of these facilities is essential. This project falls within the west central economic region, which includes Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Manatee counties. Figure 1-4a provides a listing of the designated SIS components and while Figure 1-4b provides a listing of emerging components located in the west central economic region.

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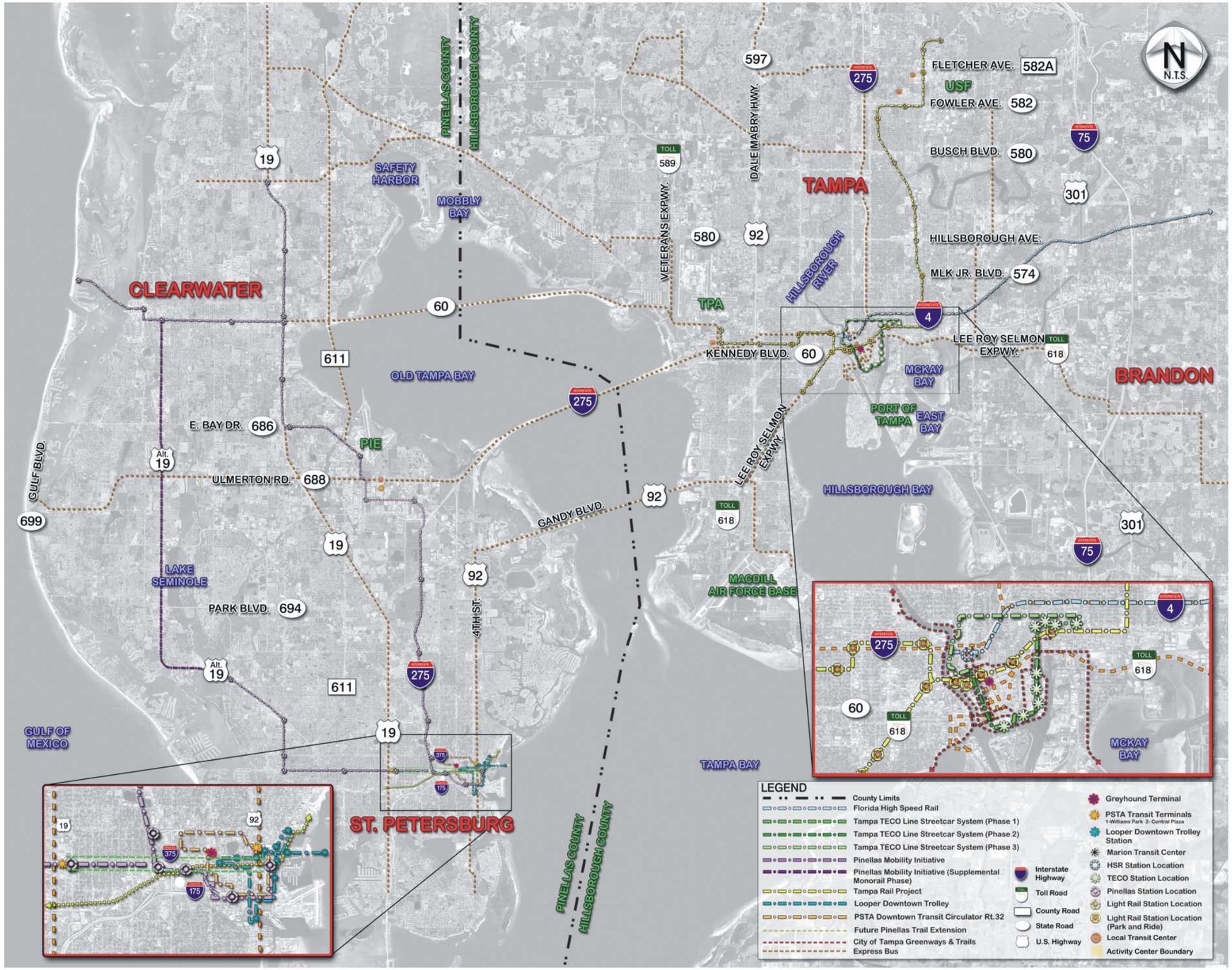


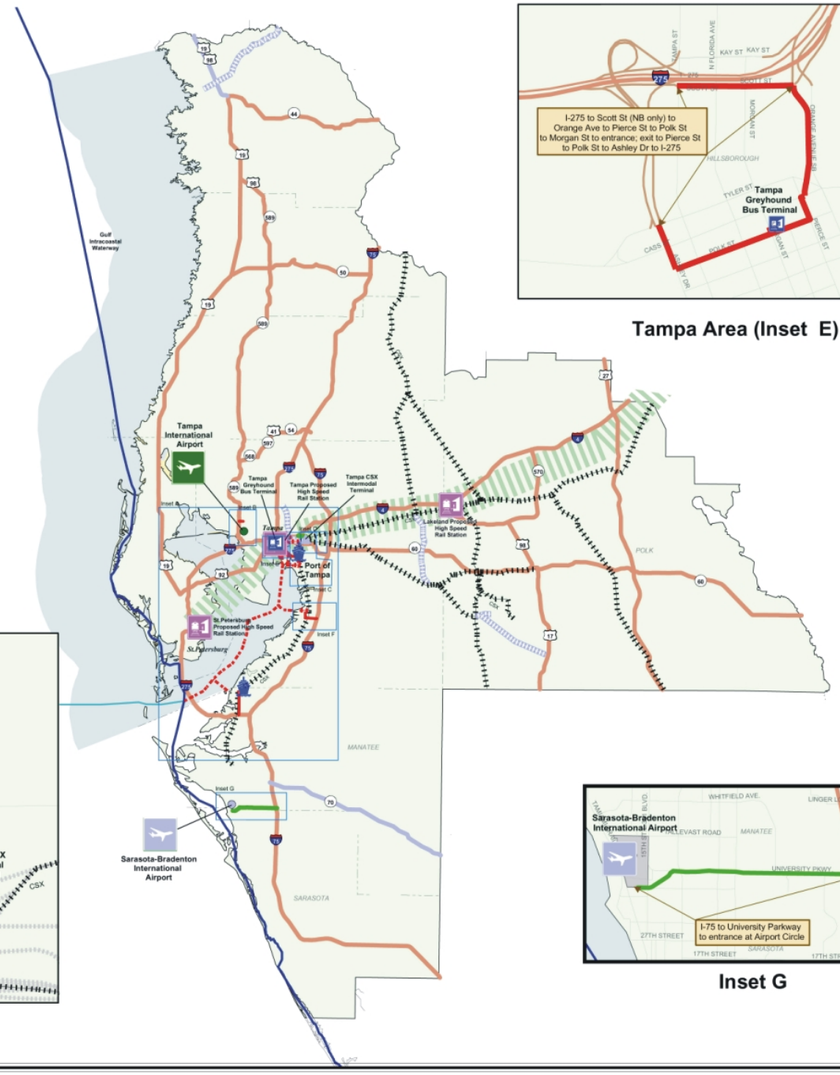
Figure 1-2

Area Transit Systems

Tampa Bay Intermodal Center(s) Feasibility Report

Tampa Area (Inset A)

Tampa Area (Inset E)



Tampa Area (Inset D)

Inset G

NOTE : Connector alignments as mapped are subject to additional minor adjustments pending final verification of roadway data

SIS & Emerging SIS
Hubs, Corridors & Connectors

October 15 2004

TAMPA BAY REGION (A)

LEGEND

SIS

Hubs
- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Provisional)
- Spaceport
- Intermodal Freight - Rail Terminals
- Proposed High Speed Rail Stations

Corridors
- Highway
- Highway (Provisional)
- Rail
- Waterways
- Proposed High Speed Rail[1]

Connectors
- Road Connectors
- Road Connectors (Provisional)
- Rail Connectors
- Waterway Connectors

Other
- Areas that are Urbanized[2]

Emerging SIS

Hubs
- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

Corridors
- Highway
- Rail
- Waterways

Connectors
- Road Connectors
- Road Connectors (Provisional)
- Rail Connectors
- Waterway Connectors

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NOTES
1. Depicts general, not specific, corridor and station locations, not a specific alignment.
2. Population density greater than 1,000 persons per square mile. (2000 Census)

Rail Connector Description
Road Connector Description
Waterway Connector Description

State of Florida
Department of Transportation
Office of Policy Planning

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Figure 1-3

SIS & Emerging SIS

Source: www.dot.state.fl.us/planning/sis

Table TB3. SIS Hubs and Corridors that Meet Adopted Criteria and Thresholds

	SIS commercial service airports	Tampa International
	SIS deepwater seaports	Port of Tampa Port Manatee
	SIS interregional or interstate passenger terminals	**Greyhound Intercity Bus Terminals** Tampa
	SIS spaceport	None
	SIS intermodal freight rail terminals	None
	SIS high-speed rail stations	St. Petersburg Tampa Lakeland
	SIS highways	**Interstates** I-75, I-275, I-175, I-375, I-4 (entire lengths) **Turnpikes and Expressways** South Crosstown (Lee Roy Selmon) Expressway Veterans Expressway (SR 589) Suncoast Parkway 1 (SR 589) Polk County Parkway (SR 570) **Other FIHS Facilities** U.S. 17 from I-75 to SR 60 U.S. 27 from SR 826/Palmetto Expressway to Florida's Turnpike at exit 289 U.S. 98 from SR 60 to SR 570/Polk County Parkway SR 60 from I-75 to I-95 U.S. 19 from Gandy Blvd. (SR 694) to SR 44 U.S. 98 from U.S. 19 to Suncoast Parkway (SR 589) U.S. 92/SR 694 (Gandy Blvd) from U.S. 19 to South Crosstown (Lee Roy Selmon) Expressway SR 44 from U.S. 19 to I-75 SR 50 from U.S. 19 to I-275 East/West Connector (SR 568, SR 597, U.S. 41, SR 54, and SR 56) from Veterans Expressway to I-75 I-275/Veterans Expressway Connector (SR 60)
	SIS freight rail corridors	**CSX Lines** From Bradenton north to Tampa From Tampa east to Bartow via Valrico, Edison, and Mulberry From Tampa east to Auburndale via Plant City and Lakeland From Plant City north to Baldwin via Zephyrhills, Wildwood, and Ocala From Arcadia north to Lakeland via Mulberry From Edison Junction east to Bradley Junction From Agricola north to Mulberry From Auburndale north to Jacksonville via Orlando and Sanford From Mangonia Park north to Auburndale
	SIS interregional or interstate passenger rail corridors	**Amtrak Corridors** From Tampa east to Auburndale via Plant City and Lakeland (along CSX tracks) From Vitis north to Baldwin via Zephyrhills, Wildwood, and Ocala (along CSX tracks) From Auburndale north to Jacksonville via Orlando and Sanford (along CSX tracks) From Mangonia Park north to Auburndale (along CSX tracks)
	SIS waterways	Gulf Intracoastal Waterway and shipping lanes
	SIS high-speed rail corridors	Phase 1a (Orlando to Tampa) Phase 1b (Tampa to St. Petersburg)

Source: www.dot.state.fl.us/planning/sis

Table TB4. SIS Intermodal Connectors that Meet Adopted Criteria and Thresholds

	SIS road connectors	**Port of Tampa** Hookers Point: Lee Roy Selmon Crosstown Expressway (SR 618) to 20th Street to Maritime Boulevard to entrance Ybor Cruise: Lee Roy Selmon Crosstown Expressway (SR 618) to 21st Street (SB)/22nd Street (NB) to Adamo Drive to Channelside Drive to entrance Port Sutton/Pendola Point: Lee Roy Selmon Crosstown Expressway (SR 618) to 20th Street to Causeway Boulevard (U.S. 41) to Port Sutton Road and Pendola Point Road to entrance Port Redwing: I-75 to Big Bend Road to US 41 to Pembroke Road to port entrance I-4/SR 618 Connector with truck lanes directly to 20th Street and port entrance *(provisional)* **Port Manatee** I-275 to U.S. 41 to Piney Point Road to entrance **Tampa International Airport** SIS corridor (SR 60) directly to passenger entrance SR 589 to SR 580 (Hillsborough Avenue) to air cargo entrance at Hoover Boulevard, Air Cargo Road **Tampa Greyhound Bus Terminal** I-275 to Scott St (NB only) to Orange Avenue to Pierce Street to Polk Street to Morgan Street to entrance; exit to Pierce Street to Polk Street to Ashley Drive to I-275
	SIS rail connectors	**Port of Tampa** Hookers Point: CSX spur from seaport property on Hookers Point to CSX line Port Sutton/Pendola Point: CSX spur from seaport property on Port Sutton/Pendola Point to CSX line Port Redwing: CSX spur from seaport property on Port Redwing to CSX line **Port Manatee** On-dock Class III railroad (owned and operated by Port) from seaport property to CSX line
	SIS waterway connectors	**Port of Tampa** Tampa/Hillsborough Bay Channel waterway connector to Gulf Intracoastal Waterway **Port Manatee** Port Manatee waterway connector to Gulf Intracoastal Waterway

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Figure 1-4a

SIS Hubs, Corridors & Connectors Tampa Bay

Table TB5. Emerging SIS Hubs and Corridors that Meet Adopted Criteria and Thresholds

	Emerging SIS commercial service airports	Sarasota-Bradenton International
	Emerging SIS deepwater seaports	None
	Emerging SIS interregional or interstate passenger terminals	None
	Emerging SIS intermodal freight rail terminals	**CSX Intermodal Terminal** Tampa
	Emerging SIS highways	**FIHS Facilities** SR 70 from I-75 to U.S. 17 U.S. 19 from SR 44 to the Georgia State Line
	Emerging SIS freight rail corridors	**CSX Lines** From Uceta Rail Yard to Busch Boulevard From Welcome north to Plant City in Hillsborough County From Bradley Junction east to Ft. Meade in Polk County From Crystal River to Newberry in Alachua, Levy, Marion, and Citrus Counties
	Emerging SIS waterways	None

Table TB6. Emerging SIS intermodal Connectors that Meet Adopted Criteria and Thresholds

	Emerging SIS road connectors	**Sarasota-Bradenton International Airport** I-75 to University Parkway to entrance at Airport Circle **Tampa CSX Intermodal Freight Terminal** I-4 to Columbus Drive to 62nd Street to entrance
	Emerging SIS rail connectors	**Tampa CSX Intermodal Freight Terminal** On CSX corridor
	Emerging SIS waterway connectors	None

Source: www.dot.state.fl.us/planning/sis

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Figure 1-4b
SIS Emerging Hubs, Corridors & Connectors Tampa Bay

Second, the project team established assumptions associated with the proposed FHSR system. The station in Hillsborough County would be located in downtown Tampa near the Marion Transit Center as designated in the FHSR Draft Environmental Impact Statement (Draft EIS)[2]. Although, the Draft EIS only addresses the Orlando, Florida to Tampa, Florida corridor, the project team does not preclude that FHSR could cross the bay connecting Hillsborough and Pinellas counties. The project team drew this assumption based on the 2001 Florida Legislation called the *Florida High Speed Rail Authority Act.* The criteria for assessment and recommendations of this act states that: "The initial segments of the system will be developed and operated between the St. Petersburg area, the Tampa area, and the Orlando area, with future service to the Miami area."

Finally, the project team established assumptions concerning the corridor for a transit bay crossing. The Feasibility Study assumes that a bay crossing could be located from the Courtney Campbell (S.R. 60) Causeway to the Gandy Boulevard (U.S. 92) Bridge with the preferred corridor located along Howard Frankland Bridge (I-275). 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.

1.3 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 Tampa Bay Intermodal Center(s) project relate to mobility, accessibility, plan conformity, cost effectiveness, flexibility, safety/security, and environmental stewardship.

1.3.1 Existing State, Regional, and Local Plans

In order to identify goals and objectives for the Feasibility Study, the project team collected state, regional, and local transportation and land use plans and studies and reviewed the documents for applicability to the Tampa Bay Intermodal Center(s) project. The ETT assisted in the development of the final list of plans and studies to be inventoried. The following plans were collected:

- 2020 Florida Transportation Plan, FDOT, 2000 Update
- Florida's SIS Plan, FDOT, not yet finalized

- State of Florida, Governor's Initiative, Enterprise Florida, Inc.; Partnerships: Partnering to Shape Florida's Economic Future, 2003-2008 Statewide Strategic Plan for Economic Development
- Future of the Region: Strategic Regional Policy Plan, Tampa Bay Regional Planning Council, July 1998
- 2025 Long Range Transportation Plan, Hillsborough County MPO, April 2003
- 2025 Long Range Transportation Plan (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
- 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
- TPA Master Plan, prepared by the Hillsborough County Aviation Authority, December 1999
- PIE Master Plan Update, Pinellas County Board of County Commissioners, September 2003
- FHSR Draft EIS, Florida High Speed Rail Authority; August 2003
- Tampa Rail Project Final Environmental Impact Statement, Hillsborough Area Regional Transit Authority, December 2002
- Tampa Bay Regional Commuter Rail Feasibility Study, Tampa Bay Commuter Rail Authority, 1993
- 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

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

Transit Development Plans (TDP)

Pinellas Suncoast Transit Authority (PSTA)

In addition, the project team incorporated the latest version of Hillsborough and Pinellas counties' individual transit development plans (TDP). The PSTA Five-Year TDP 2005-2009 includes reports on transit policies; demographics relating to the need for transit services, proposed transit-related service improvements, costs, and funding sources; and an implementation plan. The PSTA TDP incorporates the transportation policies of the Pinellas County Comprehensive Plan. The PSTA TDP incorporates policies and objectives associated with Goal 1 of the Comprehensive Plan to:

> Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to increase mobility, reduce the incidence of single-occupant vehicles, protect roadway capacity, reduce contribution to air pollution from motorized vehicles, and improve the quality of life for the citizens of Pinellas County.

Specifically, the project team has incorporated the goals of the PSTA TDP and the Pinellas County Comprehensive Plan in the established project goals of mobility and environmental stewardship.

Hillsborough Area Regional Transit

The purpose of the HART 2005-2014 TDP is to provide a multi-year operation plan for the county's transit services. The HART TDP serves as the transit element within the Hillsborough County MPO LRTP. During the early stages of the Feasibility Study, HART (through the ETT process) provided input for the development of goals and objectives. Goals from both the Hillsborough County MPO LRTP and the Hillsborough County Comprehensive Plan were vital to the development of project goals for mobility, accessibility, cost-effectiveness, and environmental stewardship. In 2003, HART added a new goal "to enhance local and regional connectivity". The HART TDP lists this intermodal study as one means of achieving that goal.

1.3.2 Documentation Process

The project team created a database to track a project goal or objective to its source document and vice versa. The project team extracted applicable goals and objectives from these plans and recorded them in the database. The ETT reviewed the database and provided revisions as necessary for applicability, accuracy, and thoroughness.

Once the prior studies' goals and objectives were finalized and entered into the database, it was necessary to prepare and format them for proper tracking. The project team reviewed the database and added objectives where no objectives were previously supplied (typically utilizing similar language as the associated goal). The project team decomposed broad objectives into two or more distinct objectives. It was also necessary to adjust objectives that contained references to both freight and passenger transportation to reflect the study's focus on passenger transportation or restate for clarification. In addition, the project team deleted objectives which: related to capacity problems or provision of new links or segments instead of connecting planned or existing facilities; required or promoted administrative actions or policies not focused on intermodal connections; were not relevant to the study purpose or were outside the study purview; or were out-of-date or either have been, or will be, achieved by another project. By identifying consistencies, analyzing distinctions, and retrofitting prior objectives, the project team compiled a list of project specific goals and objectives. Upon minor revision, the ETT concurred with the adjustments to the database and the list of project specific goals and objectives.

The project team mapped and linked the database components to allow sorting of database by prior studies' goals/objectives or by project goals/objectives. Appendix B is a table that depicts the documentation process from source to project goal. This correspondence table may be used to find how specific source material was interpreted in the overall structure of project goals and objectives. For each of the source documents in the leftmost columns, the source goals and objectives that were extracted are shown in the second column from the left. In the third column, more detailed objectives, based on the source material, are shown. In some cases, these were identified by the sources and others were developed or repeated by the project team. The fourth column from the left shows the project objective that will be used to represent the relevant aspects of each source objective in the project framework. The project objectives were compiled from the total source material, so some are broader in scope or less focused than the source objectives. In other instances, the project objective may be more focused on issues that are specific to intermodal facilities. The rightmost column shows the project goal with which the project objective is associated: mobility, accessibility, plan conformity, flexibility, cost-effectiveness, security and safety, or environment.

The table shown in Appendix C may be used to identify the original goals from which the project goals and objectives were derived. Although not an exhaustive compilation, this reverse mapping allows one to identify the source objectives that contributed to the selection or development of specific project objectives. Comparing both the project goal (leftmost column) and the project objective (second column from left) with the rightmost column allows one to develop a sense how prominently they figure in the source documents.

1.3.3 Project Goals and Objectives

The Tampa Bay Intermodal Center(s) project goals resulting from the documentation process are:

- Mobility: Improve passenger mobility by means other than personal motor vehicle.
- Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
- Plan Conformity: Be consistent with local and statewide plans.
- 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 have also been developed 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 previously mentioned plans.

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 high speed rail (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 attractions accessible to persons arriving by commercial airline.
- Maximize Tampa Bay trip attractions accessible to persons arriving by intercity HSR.
- Maximize 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 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 Pinellas monorail is not built.
- Minimize loss of site effectiveness if Tampa LRT is not built.
- Provide for future fixed-guideway 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.

1.4 PURPOSE AND NEED

A purpose and need statement was submitted into the Efficient Transportation Decision Making (ETDM) system in August 2004 (See Appendix D). Through the ETDM process, the state's Environmental Technical Advisory Team (ETAT) had 45 days to review and provide comments on the project. More details on the ETDM process and results are provided in Section 4–Agency Coordination and Public Involvement. 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.

1.4.1 Regional Connectivity

The passing of legislation to establish the SIS and an analysis of local studies and plans reveals the need for connectivity of the region's transportation system. The FDOT-District Seven envisions the Tampa Bay Area Intermodal Center(s) 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. As a follow-up to this study, FDOT-District Seven plans to initiate a Strategic Regional Transit Needs Assessment Study in FY 04/05 to further investigate the transit needs of the region.

The Feasibility Study assumes the need for direct intermodal center(s) access to and from multi-modes of transportation, including 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 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.

1.4.2 Plan Consistency

As mentioned previously, the project goals and objectives of the Tampa Bay Intermodal Center(s) 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, 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.

1.4.3 Future Population and Employment Growth in Area

The Tampa Bay area has been one of the fastest growing metropolitan areas in the country 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[3], 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.

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.

1.4.4 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[4], 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. Further, there are no plans for enhanced transit services crossing Tampa Bay.

The Feasibility Study did not test transit options using a travel demand forecasting model. Monorail ridership, or any other rapid transit service ridership, depends on a number of variables and can fluctuate significantly based on certain assumptions. Typically, the significant variables are: speed and frequency of the proposed transit service; boarding fare of the proposed transit service; locations and parking facilities of the stations; parking costs, if parking is available; highway travel time between origin and destination; and accessibility to other transportation modes. A number of studies, however, have been performed over the past several years, which considered HSR, monorail, LRT, and commuter rail services in the Tampa Bay area. Using sketch-planning techniques, a forecast of potential rail ridership crossing Tampa Bay in 2025 has been developed for use in Phase I of this project. Based on this analysis, it was estimated that total rail trips crossing Tampa Bay would range from 14,000 to 39,000 in the year 2025. The project team conducted reasonableness checks of the regional model, but did not code additional data or alternative modes at this stage. During the course of the Feasibility Study, it was agreed that a more detailed travel demand analysis would be performed during Phase II (PD&E) of the project.

1.4.5 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 Tampa Bay Intermodal Center(s) 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.

1.4.6 Access to Intermodal Facilities and Freight Activity Centers

The proposed Tampa Bay Intermodal Center(s) 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.

1.4.7 Bikeways and Sidewalks

One element of the connectivity process of the Tampa Bay Intermodal Center(s) is to tie into existing and proposed pedestrian trails, bikeways, and sidewalks. This aspect of connectivity is a priority consideration in the Feasibility Study and will continue to be evaluated in the PD&E Study.

1.5 SUMMARY

The Tampa Bay Intermodal Center(s) Feasibility Study is an effort to encourage intermodal connectivity in the Tampa Bay area. The Feasibility Report is a detailed description of the study process and results. Section 1 provides background information and the purpose and need statement. Section 2 establishes the project's site design criteria. Section 3 details the alternatives analysis and Section 4 discusses agency coordination and the public involvement program. Section 5 is the PD&E Recommendation. The Feasibility Report, especially the recommendations section, will serve as the basis for the PD&E Study.

1.6 REFERENCES/NOTES

1. 2020 Florida Transportation Plan; Florida Department of Transportation; Tallahassee, Florida; 2000 Update.

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

3. Florida Statistical Abstract 2003; University of Florida Bureau of Economic and Business Research; Gainesville, Florida; 2003.

4. Tampa Bay Regional Planning Model; Florida Department of Transportation, District Seven; Tampa, Florida; 2001.

Section 2.0
SITE DESIGN CRITERIA

2.1 INTRODUCTION

Once the project team identified goals and objectives and established the purpose and need for the project, it was necessary to outline general definitions, principles, and assumptions pertinent to the design of the intermodal centers. This information formed the basis for site design criteria. The project team used the criteria to identify potential sites and to classify them based on site size, shape, and the number of transportation modes present.

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 **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 (LRT) systems that are grade-separated or operate in exclusive rights-of-way (ROW). In Hillsborough County, the Tampa Light Rail would provide rapid transit service; similar service would be provided by the 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 and a mix of express limited-stop and /or frequent-stop services, 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, but some cities also offer LRT local service with streetcars (electric 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.

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). Where the alignments do not connect well, there are some principles that can be used to 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 Florida High Speed Rail (FHSR) Draft Environmental Impact Statement (Draft EIS)[1] 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 St. Petersburg, but the timeframe limitations of the Draft EIS 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 Draft EIS. 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 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. Notwithstanding, intermodal sites that would require major extensions or branches of rapid transit should be avoided on cost-effectiveness grounds.

- Scheduled *intercity bus service* is moderately flexible. Because it uses public roadways and the scale of operations in Tampa Bay is relatively modest, relocation of intercity bus terminal facilities is feasible. 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 a 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.

2.4 INTERMODAL FACILITIES

2.4.1 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.

2.4.2 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.

2.4.3 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 modes defined above, there are 14 intermodal site classes, or combinations of surface modes that may have distinct size requirements. These are shown in Table 2-1, together with the optional site features 1-9 above that were assumed to be included in each combination for the purpose of establishing planning-level size requirements for a nominal site. An additional class (15) is shown, representing a minimum configuration for an off-street facility serving only one mode (local transit).

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

- 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 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.

Table 2-2
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]	Nominal Footprint[2]	Minimum Footprint[3]	Minimum Height
						(Ft x Ft)	(Acres)	(Acres)	(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 effected on-street, and does not require any customer support that cannot be provided on-board.

The class of intermodal facility can also be linked to access criteria, as shown in Table 2-3. Table 2-3 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.

Table 2-3
Intermodal Facilities-Access Criteria

Modes						Site Access		
Site Class	HSR	Rapid Transit	Intercity Bus	Express Bus	Local Transit	Direct Access to/from Freeways	Connections to/from Arterials[1]	Directly on HSR Alignment
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.

2.5 DEVELOPMENT OF SITE HIERARCHY

In the process of defining the site design criteria, a definite hierarchy of sites emerged. Site Classes 1-7 are considered large sites. 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; sites which did not meet the criteria for at least Class 14 were not included in the 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. A more detailed description of the hierarchy by site class is provided in the following sections.

2.5.1 Large Sites (Classes 1-7)

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

2.5.2 Medium Sites (Classes 8-13)

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

2.5.3 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

2.6 REFERENCES/NOTES

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

Section 3.0
ALTERNATIVE SITES ANALYSIS

3.1 IDENTIFICATION OF ACTIVITY CENTERS

The first step in the alternative sites analysis is to define major activity centers within the region. As suggested in the list of definitions from the previously referenced Appendix A, a major activity center is an area that is potentially suitable for an intermodal center by virtue of an intense mixture of two or more land uses, including residential and commercial use. Land use is further emphasized by the number of trips generated within these activity centers by major attractors. With consensus of the Executive Transportation Team (ETT), the project team originally proposed seven major activity centers in the region. Figure 3-1 depicts the geographic location of these proposed activity centers. The ETT assisted in the definition of activity center boundaries, which were further refined to be consistent with traffic analysis zones (TAZ) as defined in the Tampa Bay Regional Planning Model[1] (TBRPM). More detailed graphics of the major activity centers are included in later sections. The activity centers include:

- Westshore
- Downtown Tampa
- University of South Florida (USF)
- Brandon
- Gateway
- Downtown St. Petersburg
- Clearwater

3.1.1 Westshore Activity Center

The Westshore Activity Center is located in Hillsborough County just east of downtown Tampa. The activity center boundaries are: Hillsborough Avenue (S.R. 580) to the north, Himes Avenue to the east, Kennedy Boulevard (S.R. 60) to the south, and Old Tampa Bay and Veterans Expressway (S.R. 589) to the west. According to the Westshore Alliance "About Westshore"[2], the Westshore area is one of Florida's largest office communities featuring nearly 8 million square feet (sq ft) of office space and approximately 4,000 different companies. The area is also characterized by an increasing density of hotels and has a strong retail component associated with International Plaza/Bay Street and Westshore Mall. Raymond James Stadium (Tampa Bay Buccaneers), Legends Fields (New York Yankees), Hillsborough Community College, and the National Immigration Service also generate numerous trips to the area. In addition, according to the Tampa International Airport (TPA) Fact Sheet 2004[3], TPA is one of the largest airports in the country hosting over 15.5 million passengers

Tampa Bay Intermodal Center(s) Feasibility Report

District 7

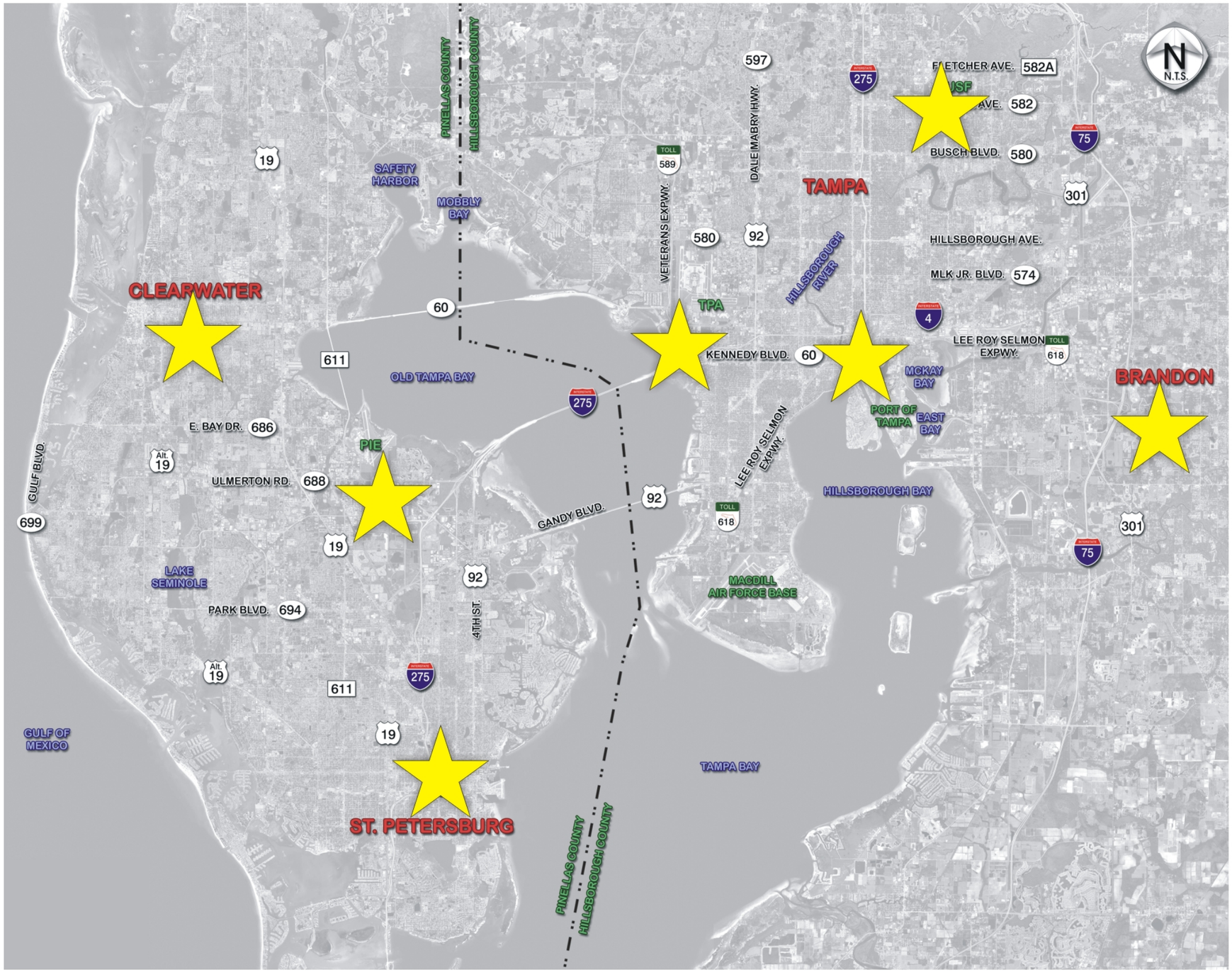


Figure 3-1

Proposed Activity Centers

annually. Some residential areas are scattered throughout the activity center, but are primarily located in the heart of the activity center to the east of Jefferson High School.

The Westshore Activity Center is also a staging point for a number of existing and planned transit systems. The proposed Tampa Light Rail Transit (LRT) alignment crosses the eastern boundary of the activity center at Cypress Street continuing west to Trask Street. At Trask Street, the alignment turns north and terminates at Boy Scout Boulevard. The 1999 Tampa International Airport Master Plan Update Report[4] shows a future light rail station on the east side of the existing airport terminal complex and this plan is currently being upated; therefore, connection to the Tampa LRT alignment is undetermined. In addition to TPA and the proposed light rail system, other transit considerations in this activity center include: Hillsborough Area Regional Transit (HART) express bus routes, on-road and off-road pedestrian and bicycle trails, and automobile traffic via Florida Intrastate Highway System (FIHS) roadways. I-275 is the only limited access FIHS facility in the area, while Veterans Expressway (S.R. 589) is the only controlled access FIHS facility. This report assumes that neither high speed rail (HSR) nor intercity bus service would terminate in this activity center. It is important to note that any potential sites that are identified in the Westshore Activity Center would require the approval from the Hillsborough County Aviation Authority (HCAA) and the Federal Aviation Administration (FAA) to verify compliance with FAA airspace regulations and land use compatibility. The Westshore Activity Center could also be a staging point for a future transit bay crossing.

3.1.2 Downtown Tampa Activity Center

The Downtown Tampa Activity Center is also located in Hillsborough County. The activity center boundaries are: 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 sq ft 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 acres (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 Village, Tampa Heights, Harbor Island/Davis Island, and the Ybor City areas, with new developments occurring in the Channelside area.

The Downtown Tampa Activity Center could 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 Florida High Speed Rail (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 terminus near Marion Street. Other transit considerations in this activity center include: Tampa Greenways and Trails, the Tampa Electric Company (TECO) Streetcar System, Marion Transit Center 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.

3.1.3 University of South Florida Activity Center

The USF Activity Center is located in northeast Hillsborough County. The activity center boundaries are: Bearss Avenue to the north, 56th Street to the east, Busch Boulevard (S.R. 580) to the south, and 18th Street/University Mall to the west. The employment density in this activity center consists of institutional land uses such as H. Lee Moffitt Cancer Center and Research Institute, University Community Hospital, Tampa Shriner's Hospital, and James A. Haley Veterans Administration (VA) Medical Center. According to "Quick Facts About USF"[6], USF is also a major trip generator with an annual enrollment of more than 41,000 area-wide students. In addition, regional trips are also generated by nearby attractions such as the Museum of Science and Industry (MOSI), Busch Gardens, and Adventure Island. There is a mixture of retail uses along Fowler Avenue and Bruce B. Downs Boulevard/30th Street, with the University Mall as the largest concentration (Fowler Avenue). Research/technology-related facilities, as well as several restaurants and hotels, are distributed along Fowler Avenue. Residential areas are scattered throughout the activity center; however, the majority of residents consist of college students and some retirement home or assisted living facility residents.

There are few transit systems within the USF Activity Center. The proposed Tampa LRT alignment enters the southwest corner of the activity center following the existing CSX rail alignment until Bruce B. Downs Boulevard/30th Street. At Bruce B. Downs Boulevard/30th Street the alignment turns north and follows Bruce B. Downs Boulevard/30th Street to the terminus at Skipper Road. There are two local transit stations in the area and numerous local bus routes, including shuttle service to/from the University Mall, James A. Haley VA Medical Center, and USF (provided by the USF "Bull Runner"). I-275 is a limited access FIHS facility located near the western boundary of the activity center, while I-75 is a limited access FIHS facility located just outside of the eastern boundary of the activity center. This report assumes that neither HSR, express bus, nor intercity bus service would terminate in this activity center.

3.1.4 Brandon Activity Center

The Brandon Activity Center is located in the western portion of Hillsborough County. The activity center boundaries are: Broadway and the CSX rail line to the north; Parsons Avenue to the east; Lee Roy Selmon Crosstown Expressway (S.R. 618) east to I-75, I-75 south to Causeway Boulevard, Causeway Boulevard east to the Brandon Parkway, and Brandon Parkway to S.R. 60 on the south side; and Faulkenburg Road to the west. The Brandon Activity Center is mostly residential with moderately scattered commercial and retail land uses. Major attractions include: Brandon Town Center, Florida Metropolitan

University (FMU), Hillsborough County Community College (HCC)-Brandon, Florida Baptist Schools, the Faulkenburg Jailhouse, and Brandon Regional Hospital.

There are also only a few transit systems to connect in the Brandon Activity Center. HART's express bus passes through the area, but there are no plans for Tampa LRT, FHSR, or intercity bus to terminate within this activity center. 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-75.

3.1.5 Gateway Activity Center

The Gateway Activity Center is located on the central east coast of Pinellas County. The activity center boundaries are: 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 St. Petersburg-Clearwater International Airport (PIE), which services approximately 1 million passengers annually.

There are both existing and planned transit systems to consider within the Gateway Activity Center. The proposed Pinellas Mobility Initiative (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, Pinellas-Suncoast Transit Authority (PSTA) local 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.

3.1.6 Downtown St. Petersburg Activity Center

The Downtown St. Petersburg Activity Center is located on the southeast coast of Pinellas County. The activity center boundaries are: 5th Avenue North to the north, Tampa Bay to the east, 5th Avenue South to the south, and 34th Street (U.S. 19) to the west. The downtown St. Petersburg area is characterized by a mixture of land uses including commercial offices, hotels, and some retail. The Port of St. Petersburg, with one of the largest municipal marinas in the southeast, is within close proximity to the St. Petersburg Pier, Museum of Fine Arts, Salvador Dali Museum, Florida International Museum, and Bayfront Center (Mahaffey Theatre and Times Arena). Tropicana Field (Tampa Bay Devil Rays), and Progress Energy Park (Tampa Bay Devil Rays-Spring Training) also generate numerous trips to the activity center. In addition, there are

several institutional land uses including All Children's Hospital, Bayfront Medical Center, and the USF-St. Petersburg campus. There is also a strong residential presence throughout the activity center.

The Downtown St. Petersburg Activity Center hosts numerous existing and planned transit systems. The proposed PMI monorail alignment crosses the northern boundary of the activity center at 5th Avenue North following 16th Street. The alignment follows 16th Street to 1st Avenue South, where it turns east for a few blocks and then south through the Tropicana Field parking lot. The alignment then shifts diagonally in the southeast direction to 6th Avenue South, where it follows 6th Avenue South to the east until 1st Street. The alignment turns north following 1st Street South and terminates at 1st Avenue South. Other transit considerations in this activity center include: PSTA local transit stations, Looper Downtown Trolley, proposed bus rapid transit (BRT), Greyhound Intercity Bus Terminal, and the Port of St. Petersburg. Limited access FIHS facilities include I-275, I-375, and I-175; there are no controlled access FIHS facilities within the activity center. 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 within the activity center.

3.1.7 Clearwater Activity Center

The Clearwater Activity Center is located on the central west coast of Pinellas County. The activity center boundaries are: Palmetto Street to the north, Highland Avenue to the east, Lakeview Road to the South, and the Gulf of Mexico to the west. This activity center is characterized by moderate tourism-related development along the gulf coast and institutional land uses in and around the downtown area. Major attractions include: the gulf beaches, Clearwater Community Sports Complex, and the Bright House Networks Field (Philadelphia Phillies-Spring Training).

Transit components for the Clearwater Activity Center include the proposed PMI monorail, existing express bus service, and the City of Clearwater's Jolley Trolley for beach access to and from downtown Clearwater. The proposed PMI monorail alignment enters the activity center from the east along S.R. 60 and terminates at Clearwater Beach. PSTA bus service and the beach trolley also follow S.R. 60 to the beach. There are no FIHS facilities within this activity center.

3.2 EVALUATION OF TRAVEL DEMAND

Once the boundaries of the activity centers were defined, the project team conducted evaluations of population, employment, and travel demand. Since the activity center boundaries were drawn in consistency with existing TAZs for the region, the new 2000 and 2025 versions of the TBRPM were used to summarize population and employment. Then, a special select zone analysis was conducted for each of the activity centers using the model to project trips. Socioeconomic data was further validated utilizing data from the University of Florida Bureau of Economic and Business Research.[7] Population, employment, and trip forecasts for each activity center are described in detail in the following sections.

3.2.1 Westshore Activity Center-Travel Demand

The Westshore area is one of the largest office districts in Florida, and particularly the Tampa Bay region. In the year 2000, total employment in the activity center area was almost 72,000 and the residential population was estimated to be over 8,000. Population in the area is expected to grow only slightly through 2025; however, employment is projected to grow by approximately 37 percent to more than 98,000 people. The area is also relatively dense, with a projected 2025 density of almost 15 employees per ac.

The total number of daily trips generated by and attracted to the area in 2000 was more than 460,000. With the projected increase in employment through the year 2025, total daily trips are forecasted to increase to almost 618,000. As shown on Table 3-1, these trips are primarily attraction trips due to the high concentration of employment in the activity center area.

Table 3-1
Travel Demand Summary by Activity Center

Activity Center	Population		Employment		Trip Productions		Trip Attractions	
	2000	2025	2000	2025	2000	2025	2000	2025
Downtown Tampa	15,167	24,834	70,872	120,430	138,181	285,728	293,898	571,808
Westshore	8,308	8,462	71,824	98,318	153,302	228,418	307,163	389,469
USF	36,575	52,999	46,970	71,882	228,615	343,690	254,848	304,103
Brandon	18,658	27,397	16,825	27,797	94,773	157,071	149,393	220,245
Gateway	17,745	20,466	75,339	85,889	151,997	179,805	278,573	326,401
Downtown St. Petersburg	13,954	15,922	40,599	45,387	86,450	116,897	177,157	232,249
Clearwater	17,355	20,268	27,858	30,635	94,130	109,819	145,880	172,670

Source: 2025 Tampa Bay Regional Planning Model

Figure 3-2 depicts the origins and destinations for trips related to the Westshore Activity Center utilizing desire lines. The desire line graphic illustrates that the activity center is a major regional destination, with numerous trips attracted to the area from both Hillsborough and Pinellas counties, equally.

3.2.2 Downtown Tampa Activity Center-Travel Demand

Downtown Tampa is largely regarded as the primary Central Business District (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.

The total number of daily trips generated by and attracted to the Downtown Tampa Activity Center area in the year 2000 equaled more than 430,000. With the predicted increases in population and employment, total daily trips are projected to almost double at just under 860,000. As with the Westshore area, these trips are primarily attraction trips due to the high concentration of employment in the activity center area. Figure 3-3 depicts the origins and destinations for trips related to the Downtown Tampa Activity Center. As would be expected for a major regional center, a significant number of trips are generated from and attracted to areas of Hillsborough, Pinellas, and Pasco counties.

Figure 3-2
Westshore-Travel Demand 2025

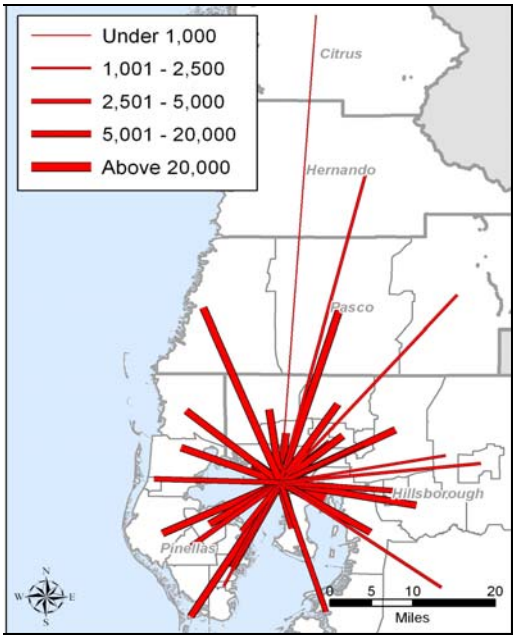
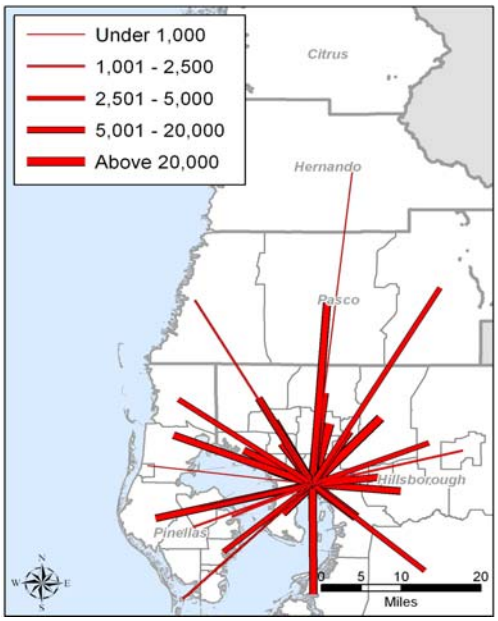


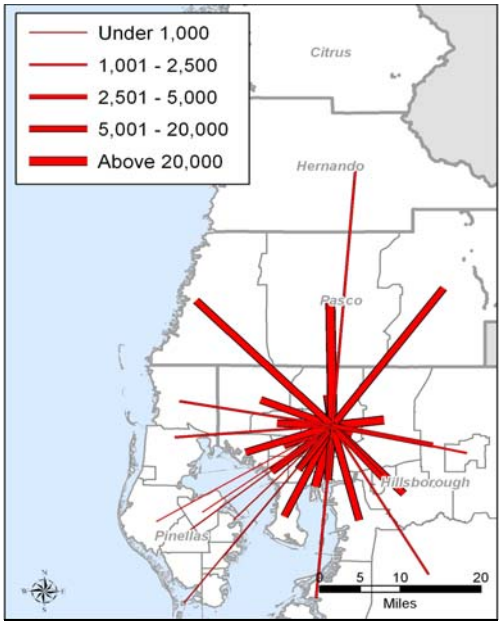
Figure 3-3
Downtown Tampa-Travel Demand 2025



3.2.3 USF Activity Center-Travel Demand

The USF area is a very balanced mixed-use district with a heavy population and employment base. In the year 2000, total population in the activity center area was almost 37,000 and employment totaled just less than 47,000. Population in the area is expected to grow by 45 percent to approximately 53,000 in 2025, with employment growth around 53 percent to almost 72,000. Distribution patterns in the area are also balanced with population densities of 10 persons per ac and employment densities of 14 persons per ac.

Figure 3-4
USF-Travel Demand 2025



Total trips generated by and attracted to the USF Activity Center area in the year 2000 were over 483,000. Trips are forecasted to grow to approximately 648,000 per day, an increase of 34 percent. The USF area generates more trips than most of the other activity centers studied; however, it is important to note that the majority of trips are local in nature. As shown on Figure 3-4, trips are primarily generated by and attracted to areas in Hillsborough and Pasco counties that are relatively proximate to the USF area.

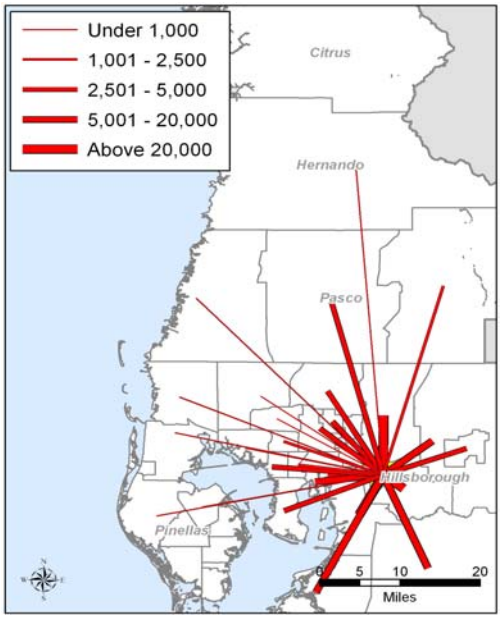
3.2.4 Brandon Activity Center-Travel Demand

The Brandon area is a rapidly growing residential and commercial center in eastern Hillsborough County. In the year 2000, total population in the activity center area was almost 19,000 and employment totaled just less than 17,000. Population in the area is expected to grow by 47 percent to more than 27,000 in the year 2025. However, employment growth is expected to remain almost constant with approximately 28,000 employees in the year 2025.

Total trips generated by and attracted to the Brandon Activity Center area in the year 2000 were over 244,000. Trips, fueled primarily by residential growth, are forecasted to grow to more than 377,000 per day, an increase of 55 percent. Similar to the USF and

Downtown St. Petersburg areas, trips generated from and attracted to the Brandon Activity Center are local in nature, as shown in Figure 3-5.

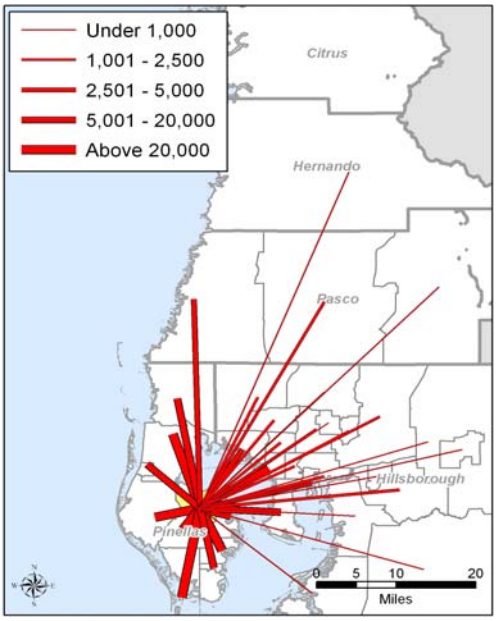
Figure 3-5
Brandon-Travel Demand 2025



3.2.5 *Gateway Activity Center-Travel Demand*

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.

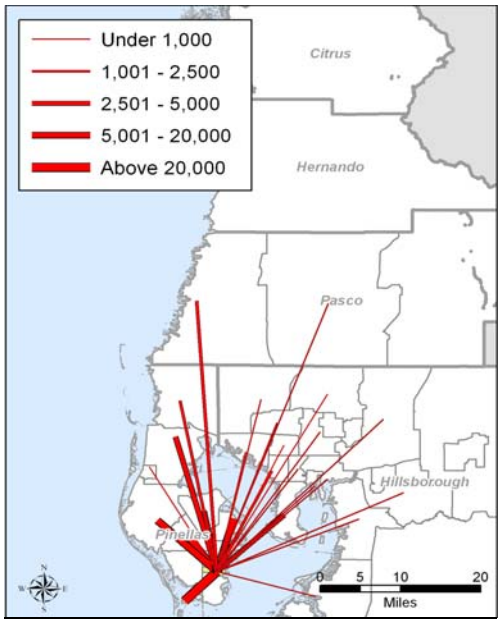
Figure 3-6
Gateway-Travel Demand 2025



The total number of daily trips generated by and attracted to the area in the year 2000 was more than 430,000. As population and employment are expected to grow minimally through 2025, total daily trips are forecast to increase by only 12 percent to over 506,000. As shown on Table 3-1, trips related to the Gateway Activity Center area are primarily attraction trips due to the large employment base in the area. Figure 3-6 depicts the origins and destinations for trips related to the Gateway Activity Center. Given its geographic location, it is not surprising that a majority of the trips generated by and attracted to the Gateway area are based in Pinellas County. Additional trips are also produced by and attracted to areas of western Hillsborough County, including south Tampa and the Westshore area.

3.2.6 Downtown St. Petersburg Activity Center-Travel Demand

Figure 3-7
Downtown St. Petersburg-Travel Demand 2025



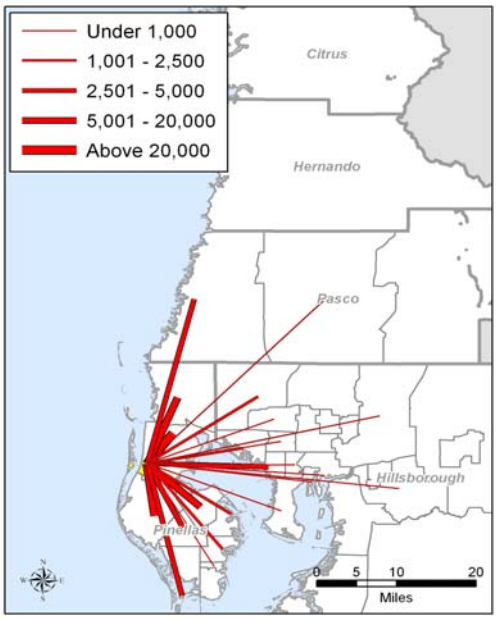
Downtown St. Petersburg is the second largest CBD in the Tampa Bay area. In the year 2000, the total population in the activity center area was almost 14,000 and employment totaled just over 40,000. Growth in the area is expected to be minimal, with population increasing to approximately 16,000 in the year 2025, and employment growing to just over 45,000 in 2025. Densities in Downtown St. Petersburg will also increase slightly to 5 residents per ac and 13 employees per ac by 2025.

Total trips generated by and attracted to the activity center area in the year 2000 were over 263,000. Trips are projected to grow somewhat more rapidly than population and employment to almost 350,000 trips per day. Similar to Downtown Tampa, the area has more than twice as many attraction trips as production trips. However, a key difference is that most of the trips are generated from nearby areas, such as southern Pinellas County, illustrating a lesser regional focus. Refer to Figure 3-7 for the desire line graphic depicting travel demand in this activity center.

3.2.7 Clearwater Activity Center-Travel Demand

The Clearwater Activity Center area is fairly dense, and consists of the government center of downtown Clearwater, including density generated by the Church of Scientology, as well as the tourist-oriented Clearwater Beach. In the year 2000, total population in the activity center area was over 17,000 and employment totaled just fewer than 28,000. Growth in the area is projected to be minimal, with population expected to increase to just over 20,000 and employment to more than 31,000 by 2025.

Figure 3-8
Clearwater-Travel Demand 2025



Total trips generated from and attracted to the Clearwater Activity Center area in the year 2000 were estimated to be more than 240,000. Forecasted trips for the year 2025 are expected to grow slightly, to approximately 282,000, an increase of 18 percent. The desire lines shown in Figure 3-8 suggests that trips generated by and attracted to the Clearwater area are mostly local in nature with some trips to and from Pasco, Sarasota, and Manatee counties.

3.2.8 Summary

Upon the review of the proposed activity centers and specific characteristics of each, the ETT concurred that the Brandon and Clearwater areas should be identified as minor activity centers. Although it is important to consider minor activity centers in the context of the entire region, it is unlikely that a major intermodal center will be necessary to accommodate an area of lesser regional significance. In accordance with the purpose of this study, these two activity centers were eliminated from further consideration for an intermodal center. However, because this study is the first component of a regional needs assessment, these areas may be considered in future studies pertaining to regional connectivity. Figure 3-9 provides the location and boundaries of the major activity centers, as well as existing and proposed transit systems.

Tampa Bay Intermodal Center(s) Feasibility Report

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

District 7

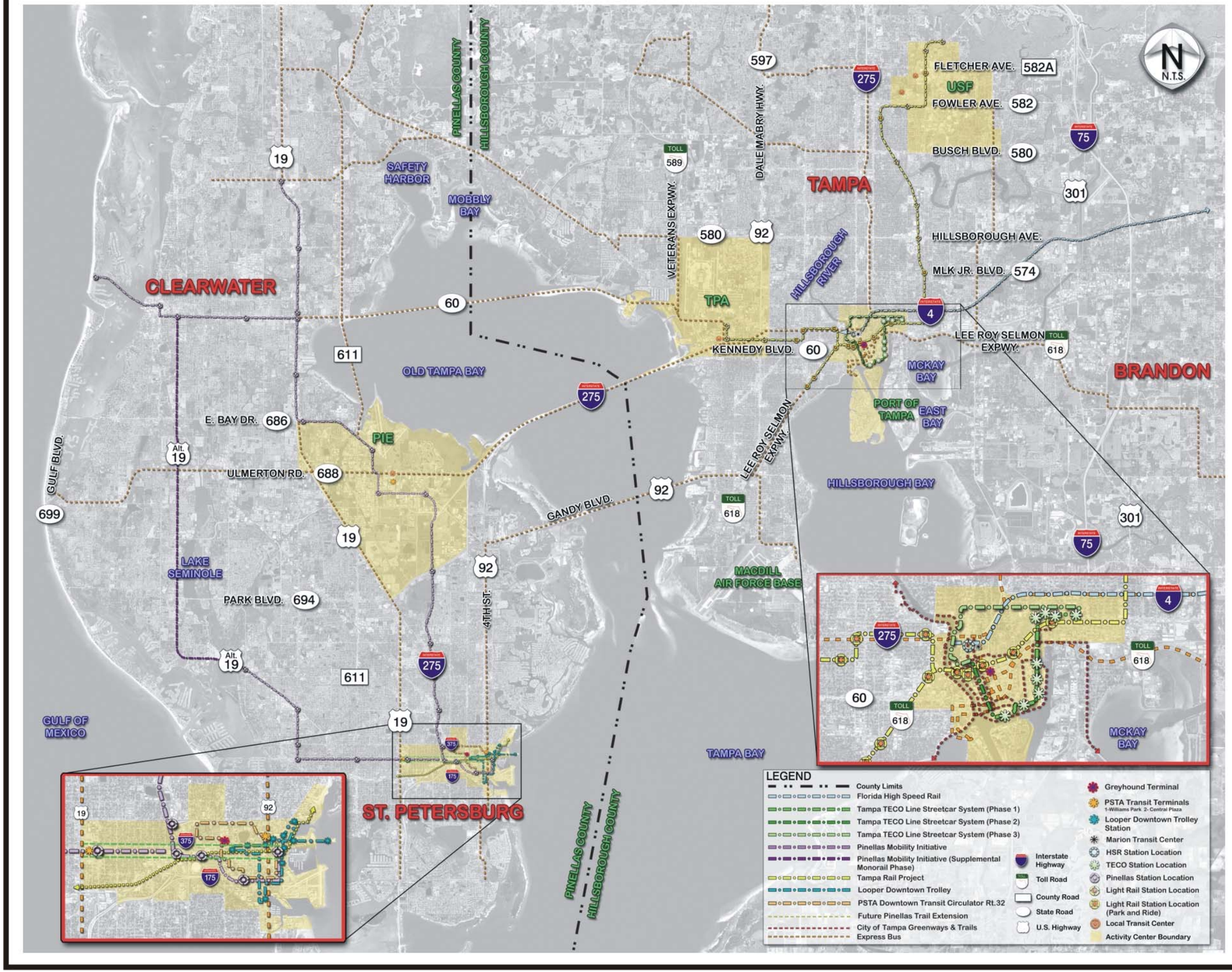


Figure 3-9

Major Activity Centers

Trip attractions serve as a primary indicator of the regional value of an activity center. Greater attraction trips, coupled with high employment, suggest that more people are traveling to and through an activity center, making the activity center a prime candidate for a major intermodal transit center. The Westshore, Downtown Tampa, and Gateway activity centers have the largest number of attraction trips in the year 2000 and by 2025. Tables 3-2 and 3-3 demonstrate this assessment in a comparison of employment and attractions by activity center in the year 2025.

Table 3-2
2025 Employment by Activity Center

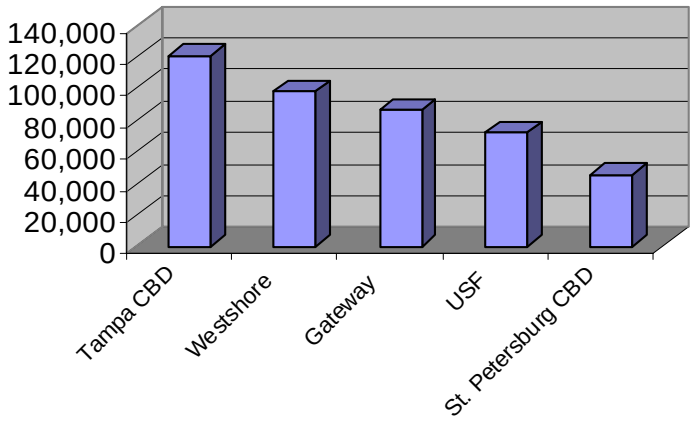
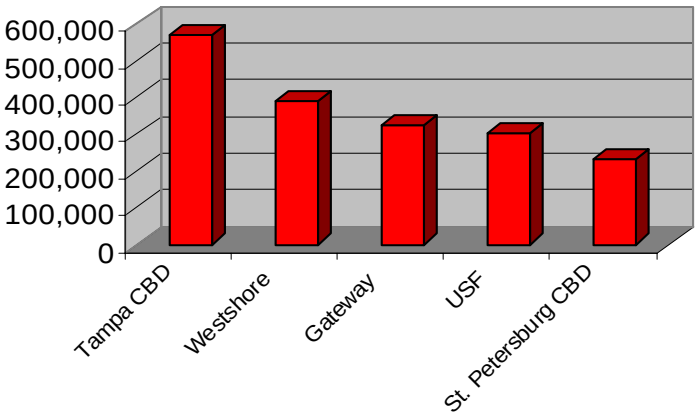


Table 3-3
2025 Attractions by Activity Center



In addition, as shown on Figure 3-10, trips generated by and attracted to Downtown Tampa, Westshore, and Gateway areas appear to be more regional in nature than the other activity centers. Although, the demand in the USF and Downtown St. Petersburg activity centers is substantial, the desire lines show that the demand is more local than regional. Further, it is important to place emphasis on the geographic location of the

activity center within the region. Therefore, a comparison of the activity centers' demographics, travel demand, geographic location, and trip patterns indicate that the Downtown Tampa, Westshore, and Gateway activity centers are the strongest candidates for a successful major intermodal center. However, the USF and Downtown St. Petersburg areas should remain viable as current satellite connections and have potential in the long term for a major intermodal center.

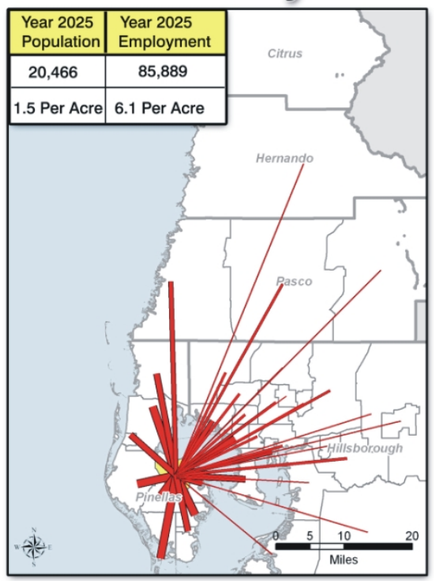
3.3 POTENTIAL TRANSIT RIDERSHIP FOR BAY CROSSING

As part of this study, the project team conducted an initial evaluation of transit ridership for a proposed bay crossing. In order to conduct this evaluation without engaging in extensive travel demand modeling, it was important to first look at the ridership estimates for local rail proposals in Hillsborough and Pinellas counties, as well as for FHSR. HART examined several alternatives for light rail in the Tampa area. These studies showed that approximately 6 percent of highway trips would divert to light rail. Similar results were found for the proposed FHSR line from Tampa to Orlando, where the Investment Grade Ridership Study, Summary Report[8] found that 4.3 percent of trips would divert from highway to rail.

Once this review had been completed, a review of traffic along four roadways connecting Hillsborough and Pinellas counties was conducted. Traffic counts in the year 2002 found that approximately 260,000 vehicles per day (vpd) utilized the Gandy Boulevard Bridge (U.S. 92), the Howard Frankland Bridge (I-275), the Courtney Campbell Causeway (S.R. 60), and Hillsborough Avenue (S.R. 580). According to the 2025 TBRPM, traffic on these corridors is projected to increase by 56 percent to 405,000 vpd. In developing transit ridership estimates, vehicle-trips must first be converted to person-trips utilizing the region-wide automobile occupancy factor of 1.27 persons per vehicle provided in the model. As such, there would be an average of the estimated mode shifts described previously, if 5 percent of those trips diverted to rail, then potential daily ridership would be over 25,000.

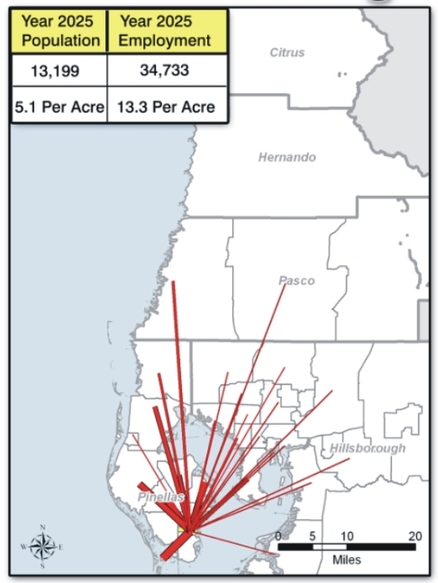
Gateway

Year 2025 Population	Year 2025 Employment
20,466	85,889
1.5 Per Acre	6.1 Per Acre



St. Petersburg

Year 2025 Population	Year 2025 Employment
13,199	34,733
5.1 Per Acre	13.3 Per Acre



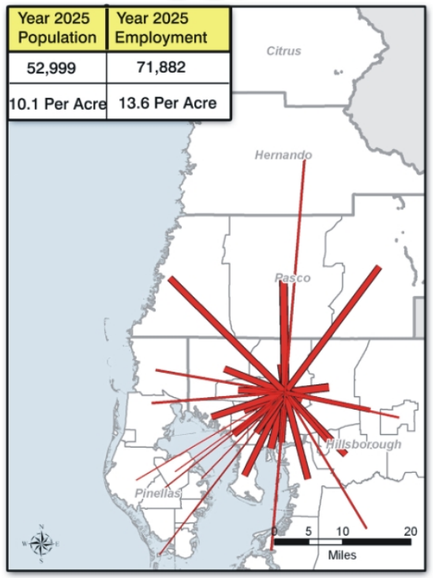
2025 Total Daily Trips: To & From

- Under 1,000
- 1,001 - 2,500
- 2,501 - 5,000
- 5,001 - 20,000
- Above 20,000

Source: 2025 Tampa Bay Regional Planning Model, FDOT

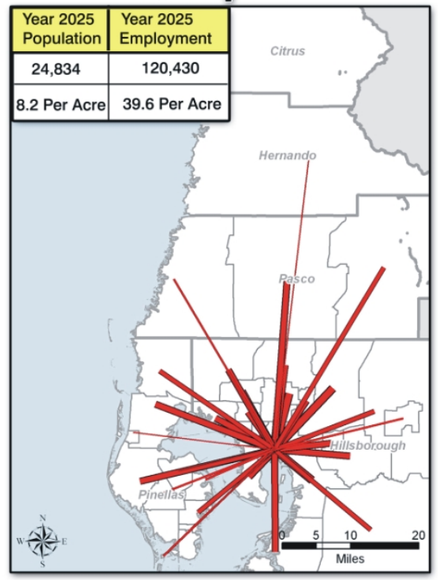
USF

Year 2025 Population	Year 2025 Employment
52,999	71,882
10.1 Per Acre	13.6 Per Acre



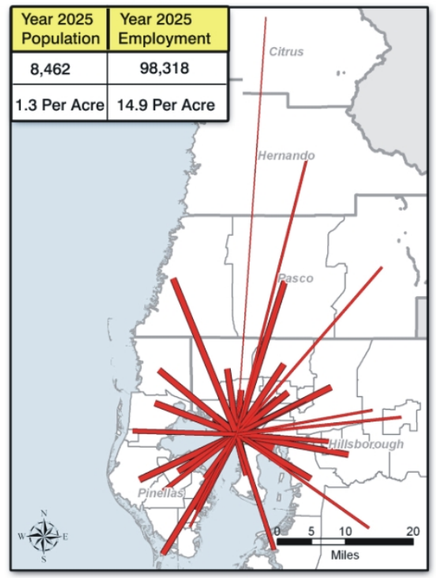
Tampa

Year 2025 Population	Year 2025 Employment
24,834	120,430
8.2 Per Acre	39.6 Per Acre



Westshore

Year 2025 Population	Year 2025 Employment
8,462	98,318
1.3 Per Acre	14.9 Per Acre



Tampa Bay Intermodal Center(s) Feasibility Report

District 7

Figure 3-10

Comparison of Activity Centers

Tampa Bay Intermodal Center(s) Feasibility Report

District 7

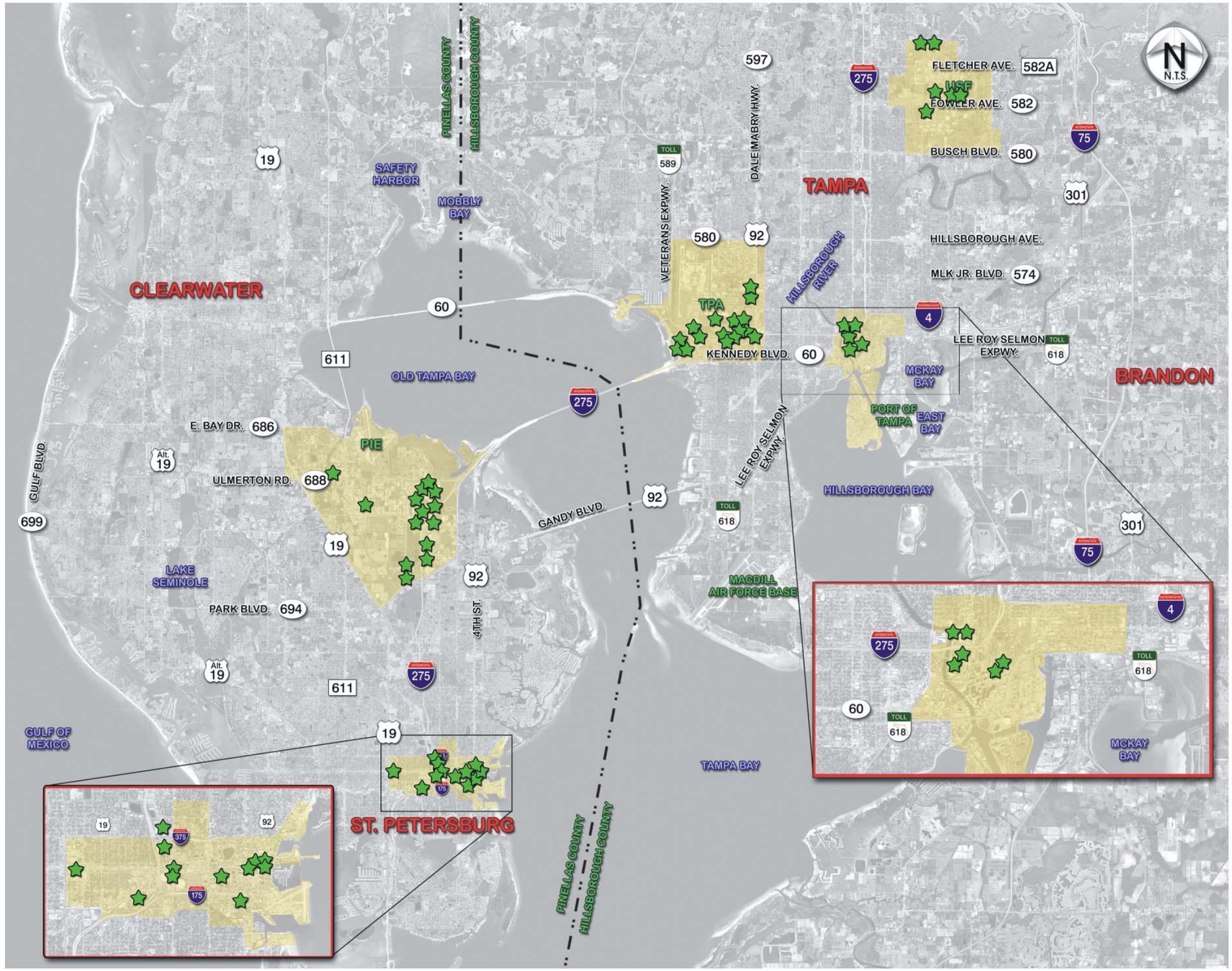


Figure 3-11

Alternative Sites Identification

3.5 EVALUATION OF ALTERNATIVE SITES

The first step in the evaluation of alternative sites was to conduct data collection and inventory for the potential sites. The project team conducted site visits to each parcel and provided a location and description of each of the 53 potential sites. Utilizing existing Geographical Information System (GIS) databases, the project team retrieved specific parcel data to include: folio number, acreage, ownership, zoning, existing land use, future land use, property value, and address. The project team also contacted and met with several property owners and representatives to retrieve additional information. The project team created a database for each activity center to organize the parcel information and track each step of the site evaluation process. Appendix E represents the data collected for each of the 53 sites.

3.5.1 Fatal Flaw Analysis

The next step in the site evaluation process was to conduct the fatal flaw analysis. Sites were considered fatally flawed and eliminated from further consideration due to one or more of the following issues:

- Airport Clear Zones
- Parks and Recreation Areas
- Historic Structures
- Part of Approved and Permitted Development or Redevelopment Plan
- Site Size
- Contamination (landfills)

Sites were fatally flawed if they were located within areas that are protected by runway protection zones, approach surfaces, and Part 77 airspace restrictions. Sites were also fatally flawed if there was potential impact to parks, recreation areas, or historic structures. If a site was located within a permitted and approved development or redevelopment area, or if the site did not meet the size requirement for even the smallest class of intermodal center, it was fatally flawed as well.

Severe contamination, typically in the form of major public landfills, led to the elimination of several sites. Landfills are often characterized by sporadic settlement and decay. Landfills are not geotechnically viable opportunities for development of transit systems, especially rail systems which typically have no toleration for settlement. Therefore, a structure such as an intermodal facility would require a deep foundation for stability. The required foundation risks penetrating existing containment structures which prevent contamination of adjacent parcels.

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. A site by site description of the cause(s) for elimination follows.

3.5.1.1 Westshore Activity Center

In the Westshore Activity Center, 7 sites were fatally flawed. Each fatally-flawed site is outlined in red with black hatching as illustrated on Figure 3-12. Green shading indicates a remaining viable site. Site #1264 is owned by the HCAA and is partially within the runway protection zone for Runway 27. Site #2442 is restricted for aviation-use by the 2000 Airport Land Use Map (TPA). Sites #1343, 1381, and 2045 are located within existing planned and permitted developments for a City of Tampa Recreation Area, multi-level urban town center, and Tampa Bay One, respectively. Site #1345 is geotechnically non-viable due to the existence of landfill structures (City of Tampa landfill). Finally, Site #2533 is planned for future development of the City of Tampa Cypress Point Park. After the fatal flaw analysis, there are 9 remaining potential sites within the Westshore Activity Center.

3.5.1.2 Downtown Tampa Activity Center

There are 3 fatally flawed sites located in the Downtown Tampa Activity Center as shown on Figure 3-13. Sites #1804 and 1818 are adjacent to the campus of Stetson University. Both parcels have potential impacts to the same park/playground area, and Site #1818 does not meet the minimum size requirement. Site #2264 is the Poe Garage, which has approved and permitted residential developments (100 percent construction plans) in association with the Tampa Museum of Art and park project. After the fatal flaw analysis, there are 2 remaining potential sites within the Downtown Tampa Activity Center.

3.5.1.3 USF Activity Center

There is 1 fatally flawed site located in the USF Activity Center as shown on Figure 3-14. Site #5391 is located on the northwest corner of Bearss Avenue and Bruce B. Downs Boulevard/30th Street and does not meet the minimum rectangle size criteria. After the fatal flaw analysis, there are 5 remaining potential sites within the USF Activity Center.

3.5.1.4 Gateway Activity Center

There are 10 fatally flawed sites located in the Gateway Activity Center as shown on Figure 3-15. Sites #3391, 3437, 3443, and 3448 are located within approved and permitted plans in the Carillon area. Site #3546 is located within the right-of-way (ROW) of the approved interchange plans for I-275/118th Avenue/Roosevelt Boulevard. Sites #3566, 3978, and 4978 are fatally flawed because of the contamination impacts and/or geotechnical risks associated with existing and planned landfills in the area. Also, Sites #5481 and 6500 are associated with approved and permitted developments. After the fatal flaw analysis, there are 4 remaining potential sites within the Gateway Activity Center.

Tampa Bay Intermodal Center(s) Feasibility Report

District 7

Tampa International Airport
Hillsborough Community College
Raymond James Stadium
Tampa Bay Blvd.
International Plaza
Boy Scout Blvd.
N. Dale Mabry Hwy.
N. Himes Ave.
N. Grady Ave.
W. Spruce St.
N. Lois Ave.
Manhattan Ave.
Westshore Blvd.
Trask St.
Jefferson HS
W. Cypress St.
W. Laurel St.
N. Reo St.
Cypress Point Park
W. Gray St.
Westshore Plaza
W. Kennedy Blvd.
INTERSTATE 275
60

1287
1264
2442
1345
1343
2311-2510
2380-2382
1358
1357
1359
1355
1381-1382
2447
2500
2533-2538
2554
2377
2045-2071

LEGEND
- Viable
- Fatally Flawed
- Activity Center Boundary
- Express Bus
- Tampa Light Rail
- Off-Road Trail
- On-Road Trail
- New Road
- Local Transit Station Location
- Light Rail Station Location

N
N.T.S.

Figure 3-12

Westshore Activity Center Fatal Flaw Analysis

Tampa Bay Intermodal Center(s) Feasibility Report

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
District 7

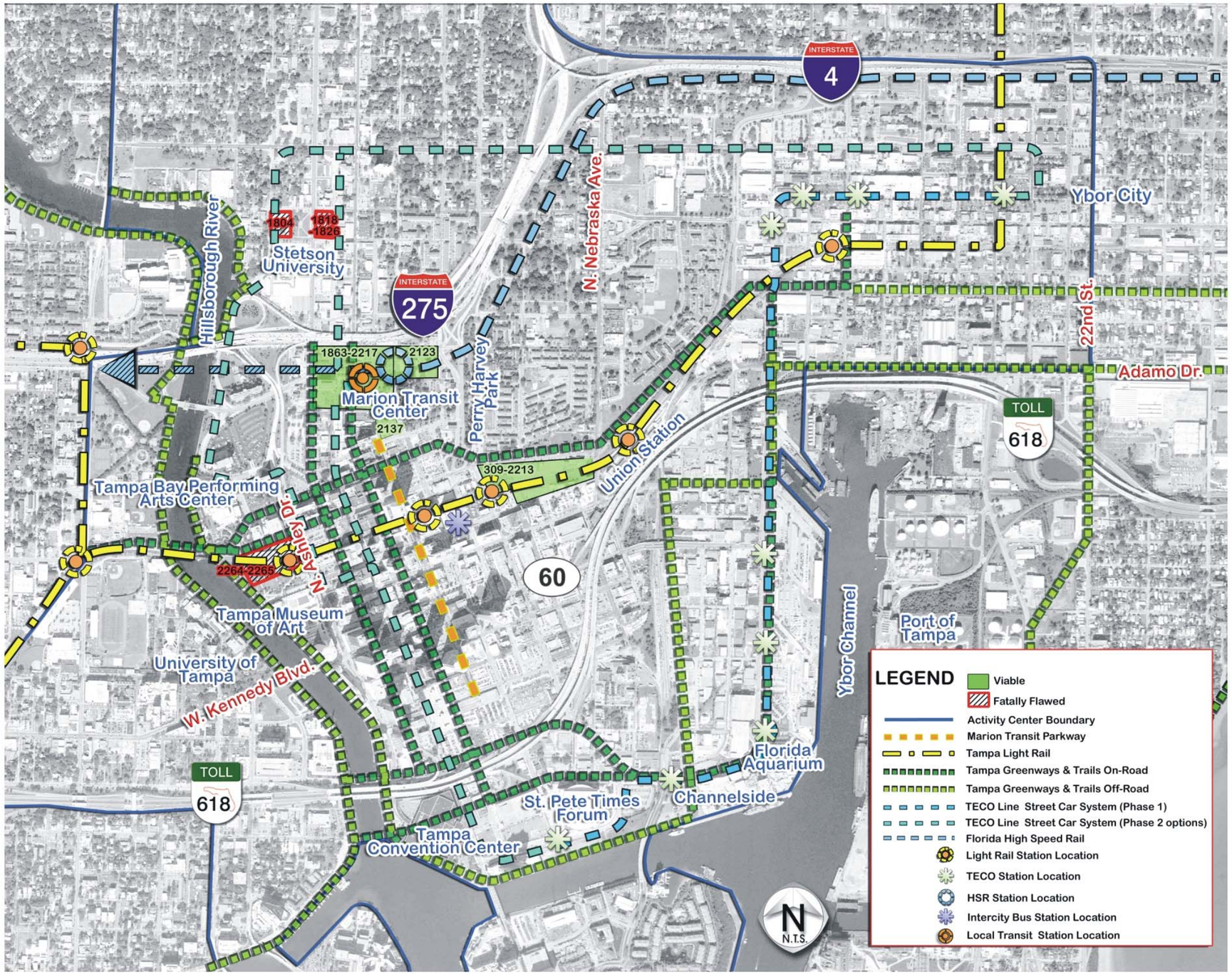


Figure 3-13

Tampa CBD Activity Center Fatal Flaw Analysis

Tampa Bay Intermodal Center(s) Feasibility Report

District 7

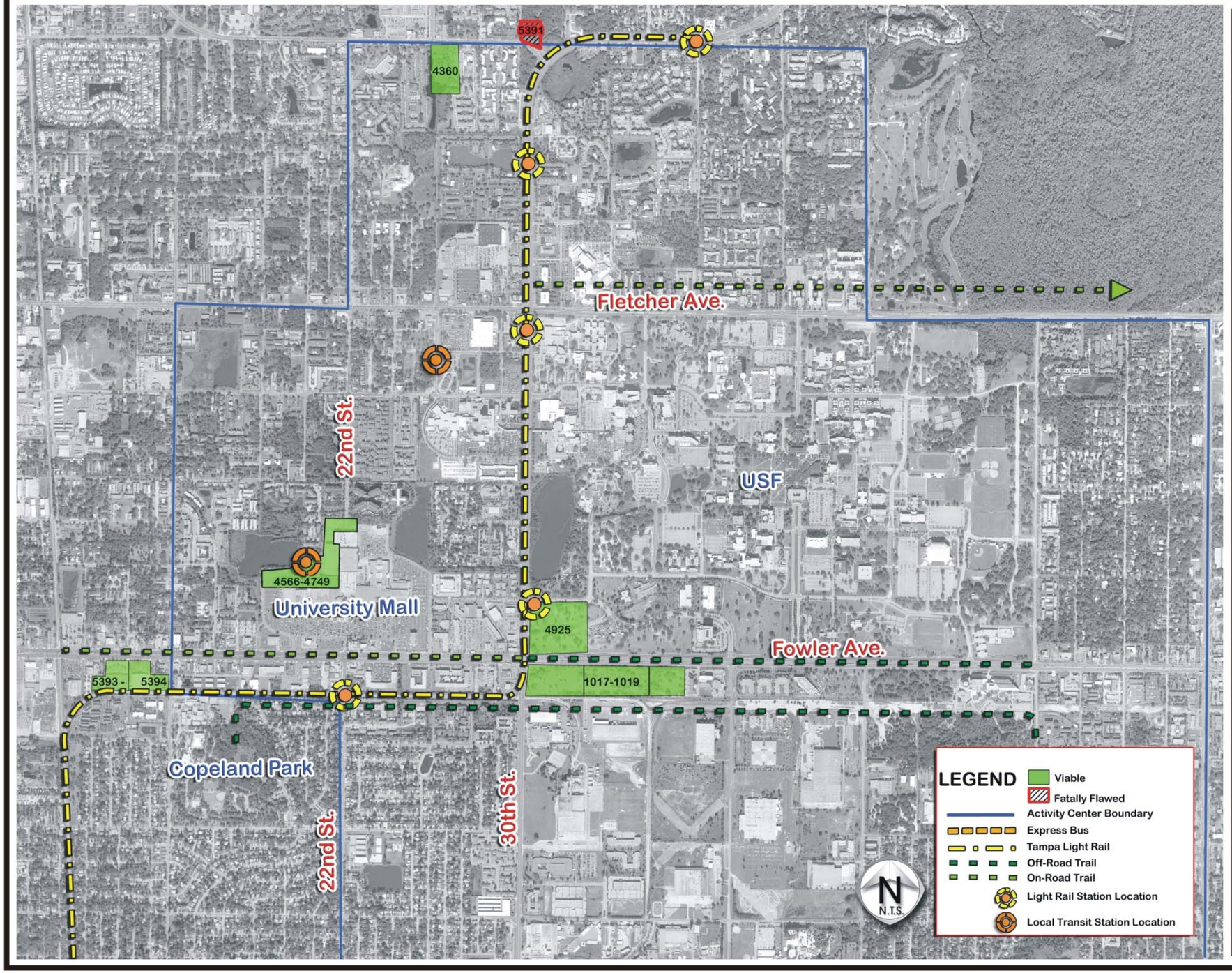


Figure 3-14

USF Activity Center Fatal Flaw Analysis

Tampa Bay
Intermodal Center(s)
Feasibility Report

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
District 7

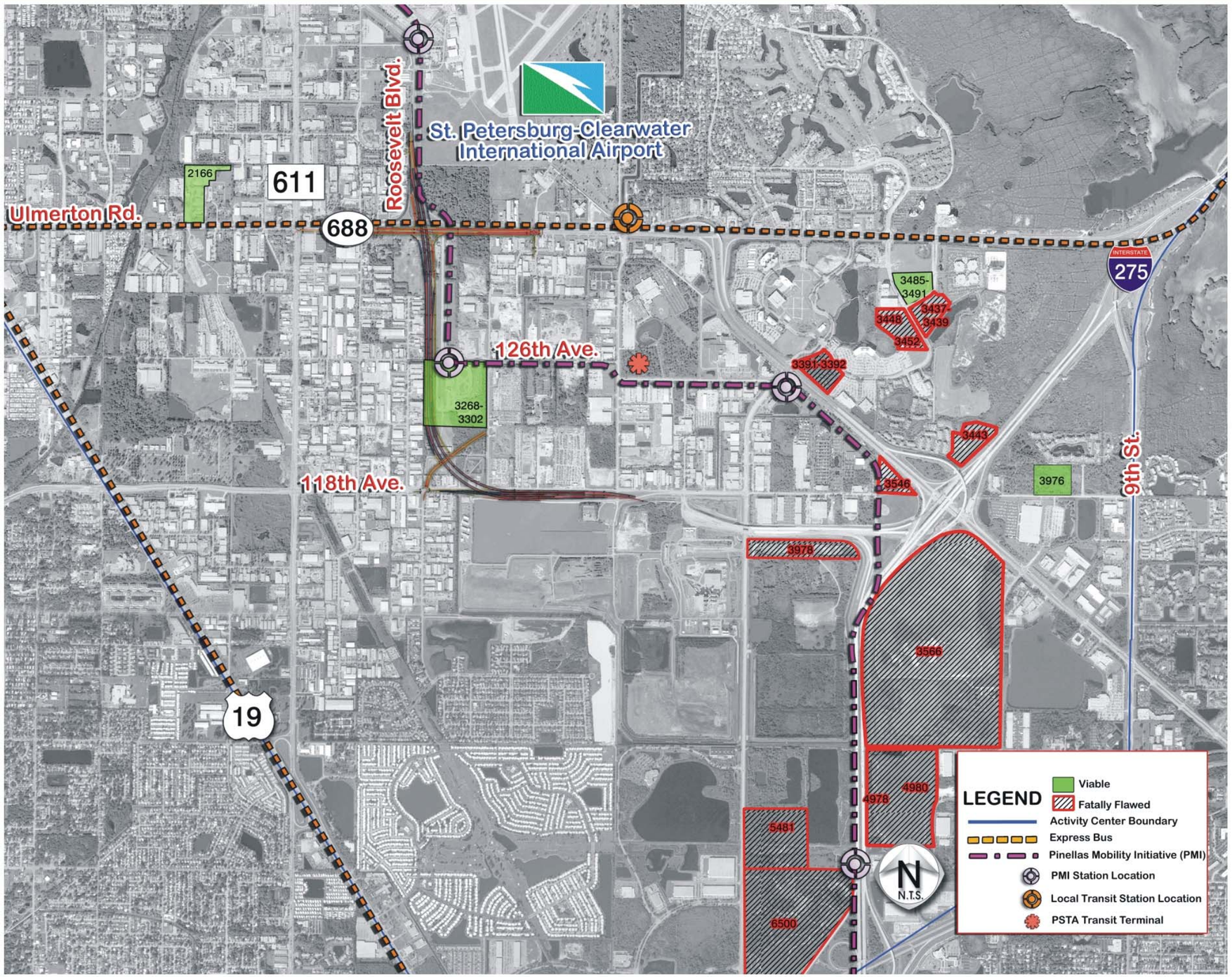


Figure 3-15

Gateway
Activity Center
Fatal Flaw Analysis

3.5.1.5 Downtown St. Petersburg Activity Center

There are 7 fatally flawed sites located in the Downtown St. Petersburg Activity Center as shown on Figure 3-16. Site #1978 is a local transit facility operated by PSTA; however, it is located at Williams Park. PSTA is currently looking for a more suitable site for CBD transfers. Sites #2416, 2751, 2988, 3835, and 3976 are all associated with existing approved developments and expansion projects. Site #2991 is another PSTA local transit facility, but it does not meet the minimum rectangle size criteria. After the fatal flaw analysis, there are 5 remaining potential sites within the Downtown St. Petersburg Activity Center.

3.5.1.6 Summary of Fatal Flaw Analysis

Sites were considered fatally flawed and eliminated from further consideration due to the following issues: airport restrictions, parks and recreation areas, historic structures, planned development or redevelopment, size limitations, or contamination. The fatal flaw analysis of the 53 potential sites led to the elimination of 28 sites from further study, thereby leaving 25 sites for additional analysis. Those 25 sites were shown on each activity center graphic, Figures 3-12 through 3-16 in green shading.

3.5.2 Screening 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 utilized the database to record and compare site information by preparing a matrix for each activity center. Table 3-5 summarizes the factors used in the screening analysis.

The matrices are based on the following methodology:

General Site Characteristics

This portion of the screening process measured the availability of potential sites. Sites ranked higher if the properties were currently vacant, for sale, publicly owned, or there were known opportunities for redevelopment or joint-use. This information was obtained via internet, GIS databases, and personal communication with property owners or local municipalities and/or civic organizations. A definition of each evaluation factor utilized to measure the site characteristics is provided.

Vacant Land – Whether or not the property is currently vacant. Rating of "0" assigned if the property is occupied and "1" assigned if the property is vacant.

Vacant Structure – Whether or not the property has vacant structures as opposed to structures that are currently occupied. Rating of "0" assigned if no vacant structures exist and a rating of "1" assigned if vacant structures exist.

Tampa Bay Intermodal Center(s) Feasibility Report

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

District 7

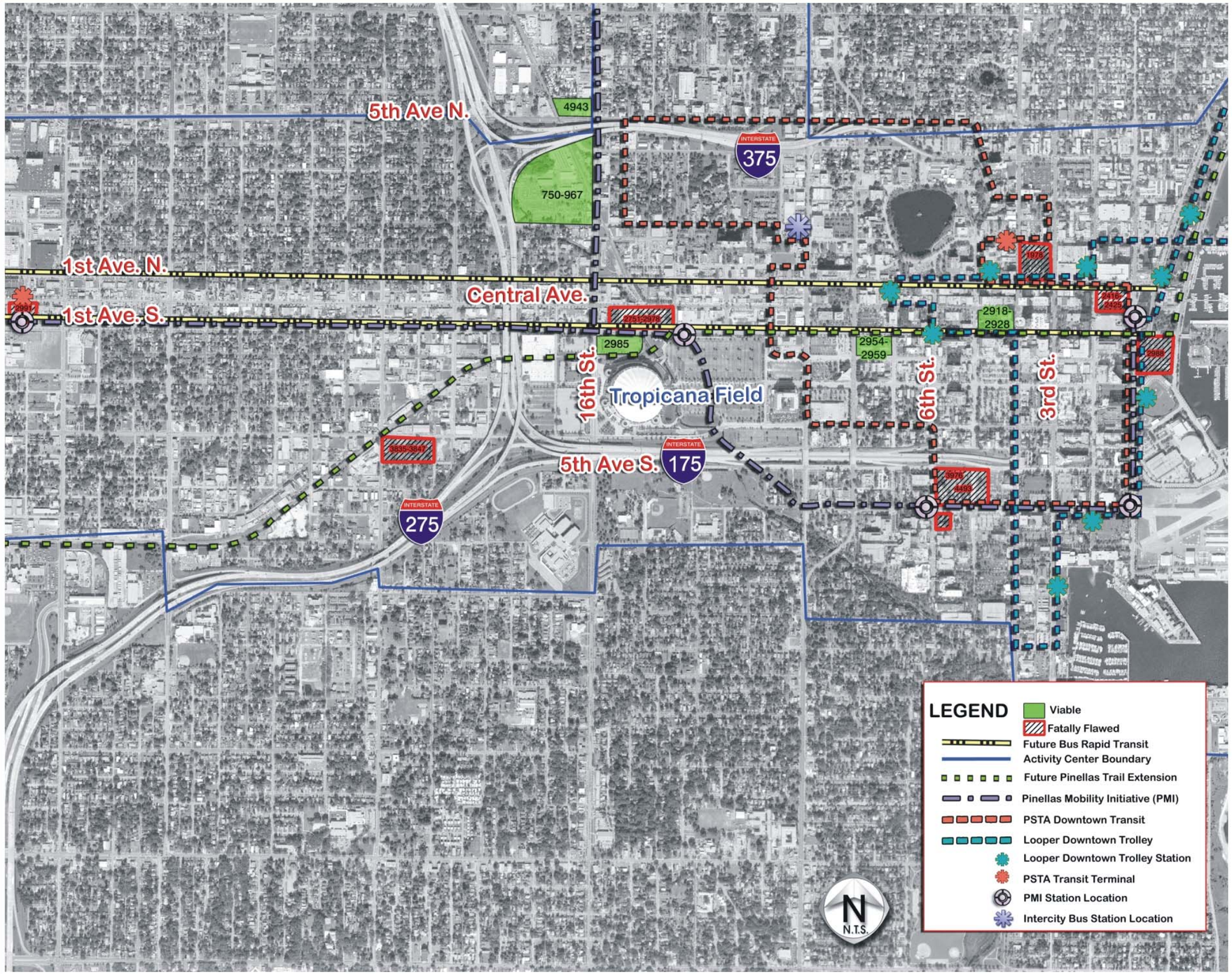


Figure 3-16

St. Petersburg CBD Activity Center Fatal Flaw Analysis

Table 3-5
Screening Analysis Methodology

SITE CHARACTERISTICS	
Vacant Land	Yes = 1 No = 0
Vacant Structure	
Property Currently Available	
Redevelopment Opportunities	
Public/Private Opportunities	
Publicly-Owned	
MOBILITY/ACCESSIBILITY	
Access to/from HSR Alignment	Direct Access to Alignment/Station = 3 Within 1/4 mile (mi) of Alignment/Station = 2 Greater than 1/4 mi of Alignment/Station = 1 Not Located within Activity Center = 0
Access to/from HSR Station	
Access to/from Proposed Rail/Rapid Transit Alignment	
Access to/from Proposed Rail/Rapid Transit Station	
Access to/from FIHS-Limited Access (Freeways)	
Access to/from FIHS-Controlled Access	
Access to/from Intercity Bus Station	
Access to/from Local Transit Station	
Access to/from Bike/Pedestrian Trails	
Access to/from Regional Airport	
Access to/from Cruise Terminal	
Access to/from BRT	
ENVIRONMENTAL STEWARDSHIP	
No Wetlands	Yes = 1 No = 0
No Protected Species	
No Floodplains/Floodways	
No NRHP Structures	
No Superfund/Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Sites Present	
No Private Landfill Present	
PLAN CONFORMITY	
Within Approved Master Plan for Other Modes	Yes = 2 Maybe = 1 No = 0
Zoning Conformity	
Future Land Use	
FLEXIBILITY	
Site Size	Meets Site Class 1 (>/=12.1 ac) = 3 Meets Site Class 2-7 (8.2 < 12.1 ac) = 2 Meets Site Class 8-13 (<8.2 ac) = 1
Site Shape	Meets Site Class 1-7 (>/=360 feet [ft] x 900 ft) = 3 Meets Site Class 8-11 (360 ft x 410 ft < 360 ft x 900 ft) = 2 Meets Site Class 12-14 (< 360 ft x 410 ft) = 1

Property Currently Available – Whether or not the property is available for purchase. A rating of "0" assigned if not available for purchase and a rating of "1" if available for purchase.

Redevelopment Opportunities – Whether or not the property is suitable for redevelopment or plans are known for the area to be redeveloped. Rating of "0" assigned if the property is not suitable for redevelopment and no plans are known and a rating of "1" if there are current plans for redevelopment or if the property is suitable for redevelopment.

Public/Private Opportunities – Whether or not the property has known opportunities for public/private partnership. Rating of "0" assigned if the property has no known opportunities for public/private partnership and a rating of "1" if the property has known opportunities for public/private partnership.

Publicly-Owned – Whether or not the property is owned by a public entity (municipal, county, state, or federal government, etc.). Rating of "0" assigned if the property is not owned by a public entity and a rating of "1" if the property is owned by a public entity.

Mobility/Accessibility

This portion of the screening process evaluated the factors of passenger mobility and site accessibility. The project team utilized Computer Aided Drafting and Design (CADD) to measure the distance between the sites and major transportation facilities, including the state highway system, HSR, rapid transit, intercity bus, local transit, regional airport, and cruise terminals. Measurements were taken in linear feet from closest point on the site. Routes were measured, utilizing major roads where possible, rather than straight line distances. For measuring distances from FIHS, the project team measured from the sites to the closest access points in either direction. For measuring distance from airports, the project team measured from the sites to the beginning of the closest entrance road access points. A definition of each evaluation factor utilized to measure mobility/accessibility is provided.

Access to/from FHSR Alignment – The proximity of the property to the proposed FHSR alignment within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no proposed FHSR alignment within the activity center.

Access to/from FHSR Station – The proximity of the property to the nearest proposed FHSR station within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no access to the proposed FHSR stations.

Access to/from Proposed Rail/Rapid Transit Alignment – The proximity of the property to the nearest proposed Rail/Rapid Transit alignment within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no proposed Rail/Rapid Transit alignment within the activity center.

Access to/from Proposed Rail/Rapid Transit Stations – The proximity of the property to the nearest proposed Rail/Rapid Transit station within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no proposed Rail/Rapid Transit stations within the activity center.

Access to/from FIHS-Limited Access (Freeways) – The proximity of the property to the nearest FIHS-limited access facilities within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there are no FIHS-limited access facilities within the activity center.

Access to/from FIHS-Controlled Access – The proximity of the property to the nearest FIHS-controlled access facilities within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there are no FIHS-controlled access facilities within the activity center.

Access to/from Intercity Bus Station – The proximity of the property to the nearest intercity bus station within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no intercity bus station within the activity center.

Access to/from Local Transit Station – The proximity of the property to the nearest local transit station within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no local transit station within the activity center.

Access to/from Bike/Pedestrian Trails – The proximity of the property to the nearest local bike/pedestrian trails within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there are no local bike/pedestrian trails within the activity center.

Access to/from Commercial Airport – The proximity of the property to the nearest commercial airport within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no access to a commercial airport within the activity center.

Access to/from Cruise Ship Terminal - The proximity of the property to the nearest cruise ship terminal within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no access to any cruise ship terminal within the activity center.

Access to/from BRT – The proximity of the property to the nearest BRT alignment within the activity center. Rating of "3" assigned for direct access, rating of "2" assigned for access within ¼ mi, rating of "1" assigned if access is beyond ¼ mi, and rating of "0" assigned if there is no proposed BRT alignment within the activity center.

Environmental Stewardship

This portion of the screening process evaluated the potential for environmental impacts of the proposed sites. The project team retrieved environmental data from existing GIS databases and graphically displayed the information on the project aerials. Then, staff experts reviewed the aerials and validated the accuracy of the data. Wetland information was derived from the National Wetland Inventory (NWI) and the Florida Land Use, Cover, and Forms Classification System (FLUCFCS). Floodplain information was retrieved from the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS). The project team utilized the database for the National Register of Historic Places (NRHP) to identify potential impacts to historic structures and landmark districts and the Environmental Data Report[9] to identify potential contamination issues. The project team also retrieved miscellaneous information pertaining to threatened and endangered species. A definition of each evaluation factor utilized to measure environmental stewardship is provided.

No Known Wetlands – Whether or not the property has any identified wetlands in existence. Rating of "1" assigned if no known wetlands are present and a rating of "0" if wetlands have been identified on the property.

No Protected Species - Whether or not the property has any known protected species in existence. A rating of "1" assigned if no known protected species are present and a rating of "0" if a known protected species has been identified on the property.

Not in a Floodplain/Floodway - Whether or not the property is within an identified floodplain or floodway. Rating of "1" assigned if not in a floodplain or floodway and a rating of "0" if the property is within an existing floodplain or floodway.

No NRHP Structures - Whether or not the property has any NRHP structures on the property. Rating of "1" assigned if no NRHP structures are present and a rating of "0" if NRHP structure(s) have been identified on the property.

No Superfund/CERCLIS Sites Present - Whether or not the property has been identified as a Superfund/CERCLIS Site. Rating of "1" assigned if the property has not been identified as a Superfund/CERCLIS Site and a rating of "0" if the property contains a Superfund/CERCLIS Site.

No Private Landfill Present - Whether or not the property has a private landfill present. Rating of "1" assigned if the property has no private landfill and a rating of "0" if the property contains a private landfill.

Plan Conformity

This section of the screening process assessed whether a site's intended use (transit center) was in compliance with local master plans, zoning ordinances, and future land use plans. A definition of each evaluation factor utilized to measure plan conformity is provided.

Identified Within Approved Master Plan for other Modes - Whether or not the use of the property, as an intermodal transit center, is identified within an approved Master Plan for other transportation modes. Rating of "1" assigned if locating an intermodal station on the property is within an approved Master Plan and a rating of "0" if the property is not within an approved master plan for other transportation modes.

Conform to Existing Zoning - Whether or not the use of the property, as an intermodal transit center, conforms to existing zoning. Rating of "2" assigned if locating an intermodal station on the property conforms to existing zoning; a rating of "1" assigned if locating an intermodal station may conform to existing zoning; and a rating of "0" if the property is not zoned for intermodal use.

Compatible with Future Land Use - Whether or not the use of the property, as an intermodal transit site is compatible with known future land use. Rating of "2" assigned if locating an intermodal station on the property is compatible with known future land use; a rating of "1" assigned if locating an intermodal station may be compatible with existing land use; and a rating of "0" if use of the property as an intermodal is not compatible with known future land use.

Flexibility

This section of the screening process analyzed the flexibility of a site's size and shape. Larger sites have the opportunity to serve more modes and offer more design options, while smaller sites are more restricted. A definition of each evaluation factor utilized to measure flexibility is provided.

Site Size – Whether or not the property is of sufficient size to accommodate the needs of all potential modes of transportation. Rating of "3" assigned to sites greater than 12.1 ac (Class 1), rating of "2" assigned to sites between 8.2 and 12.1 ac (Class 2-7) and a rating of "1" assigned to properties less than 8.2 ac (Class 8-14).

Site Shape – Whether or not the property is of sufficient shape to accommodate the needs of all potential modes of transportation. Rating of "3" assigned to sites with a minimum rectangle of 360 ft x 900 ft or greater (Class 1-7), rating of "2" assigned to sites with a minimum rectangle of 360 ft x 410 ft, but less than 360 ft x 900 ft (Class 8-11) and a rating of "1" assigned to properties with a minimum rectangle of less than 360 ft x 410 ft (Class 12-14).

The purpose of the screening analysis was to compare and rank the remaining 25 sites within each activity center based on the evaluation of site characteristics, mobility/accessibility, environmental stewardship, plan conformity, and flexibility. All remaining 25 sites were considered viable sites; however, upon the completion of the screening analysis, the project team selected the 2 highest-scoring sites from each activity center, for a total of 10 sites, as the most viable alternatives for an intermodal center. It is important to note that the 15 screened sites are not eliminated from consideration for future transportation use. However, the screened sites did not rank as highly as the most viable sites from each activity center for a major intermodal transit center. The screened sites may be used for less intense transit stations. The following sections discuss the results of the screening analysis for each activity center.

3.5.2.1 Westshore Activity Center

In the Westshore area, the project team evaluated 9 sites in the screening exercise and 2 sites were deemed most viable, Site #2377 and 2311, as shown in Table 3-6.

The following text provides a summary of the screening exercise for this area. Figure 3-17 depicts the most viable sites in green, screened sites in red, and fatally-flawed sites in black hatching for this activity center.

Most Viable Sites (Green Shaded Sites)

Site #2377, a joint-use development of a portion of Jefferson High School on Cypress Street, ranked the highest of all sites within this activity center. The School District of Hillsborough County owns the school and is amenable to the idea of a partnership with the Florida Department of Transportation (FDOT). The site ranked well because of its vicinity to the Tampa LRT, FIHS, local transit stations, and bike/pedestrian trails. The site is also close to many of the activity center's employment areas. There appears to be no environmental or plan conformity issues.

Site #2311 is comprised of three parcels, two of which are currently held by an estate trustee and one is an abandoned rental car facility. The estate property is a former dairy farm. This site ranked well because of its vicinity to the airport, FIHS, and the Tampa LRT. There appears to be no environmental or plan conformity issues.

Table 3-6
Westshore Activity Center-Screening Matrix

	1287	1355	1357	2311	2377	2380	2447	2500	2554
SITE CHARACTERISTICS									
Vacant Land (Y/N)	1	0	1	0	0	0	1	1	1
Vacant Structure (Y/N)	0	0	0	1	0	0	0	0	0
Property Currently Available (Y/N)	1	0	1	1	1	1	0	1	1
Redevelopment Opportunities (Y/N)	1	1	0	1	1	1	0	0	0
Public/Private Opportunities (Y/N)	1	0	0	1	0	0	0	0	0
Publicly-Owned (Y/N)	1	1	0	0	1	0	0	0	0
MOBILITY/ACCESSIBILITY									
Access to/from HSR Alignment	0	0	0	0	0	0	0	0	0
Access to/from HSR Station	0	0	0	0	0	0	0	0	0
Access to/from Proposed Rail/Rapid Transit Alignment	1	1	1	3	3	2	1	1	1
Access to/from Proposed Rail/Rapid Transit Station	1	1	1	1	3	2	1	1	1
Access to/from FIHS-Limited Access (Freeways)	1	1	1	1	2	1	1	1	1
Access to/from FIHS-Controlled Access	1	1	1	2	1	1	1	1	1
Access to/from Intercity Bus Station	0	0	0	0	0	0	0	0	0
Access to/from Local Transit Station	1	1	1	1	2	1	1	1	1
Access to/from Bike/Ped Trails	1	1	1	1	3	2	2	3	3
Access to/from Commercial Airport	1	1	1	2	1	1	1	1	1
Access to/from Cruise Terminal	0	0	0	0	0	0	0	0	0
Access to/from Bus Rapid Transit	0	0	0	0	0	0	0	0	0
ENVIRONMENTAL STEWARDSHIP									
No Wetlands (Y/N)	0	1	0	1	1	1	0	0	0
No Protected Species (Y/N)	0	1	0	0	1	1	0	0	0
No Floodplains/Floodways (Y/N)	1	0	0	1	1	1	1	1	1
No NRHP Structures (Y/N)	1	1	1	1	1	1	1	1	1
No Superfund/CERCLIS Sites Present (Y/N)	1	1	1	1	1	1	1	1	1
No Private Landfill Present (Y/N)	1	0	0	1	1	1	0	0	1
PLAN CONFORMITY									
Within Approved Master Plan for Other Modes (Y/N)	0	0	0	0	0	0	0	0	0
Zoning Conformity (Y/N)	2	1	1	2	1	1	2	2	2
Future Land Use (Y/N)	2	2	2	2	2	2	2	2	2
FLEXIBILITY									
Site Size	2	3	1	3	3	1	1	1	1
Site Shape	2	2	2	2	2	2	2	1	1
TOTAL	**24**	**21**	**17**	**29**	**32**	**24**	**19**	**20**	**21**

Notes: All potential sites identified within the Westshore area would require Aviation Authority/FAA review and permitting to verify compliance with FAA regulations and land use compatibility.
Most viable sites for each activity center are highlighted.

Tampa Bay Intermodal Center(s) Feasibility Report

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
District 7

Tampa International Airport
Hillsborough Community College
Raymond James Stadium
Tampa Bay Blvd.
1287
1264
International Plaza
Boy Scout Blvd.
N. Dale Mabry Hwy.
N. Himes Ave.
N. Grady Ave.
2442
1345
1343
W. Spruce St.
2311-2510
W. Spruce St.
Westshore Blvd.
2380
2382
Manhattan Ave.
N. Lois Ave.
1358
1357
1359
1355
1381-1382
W. Laurel St.
2447
Trask St.
Jefferson HS
2377
2045-2071
W. Cypress St.
2500
W. Cypress St.
2533-2538
60
Cypress Point Park
N. Reo St.
2554
W. Gray St.
INTERSTATE 275
Westshore Plaza
W. Kennedy Blvd.
60
N
N.T.S.

LEGEND
- Viable
- Screened
- Fatally Flawed
- Activity Center Boundary
- Express Bus
- Tampa Light Rail
- Off-Road Trail
- On-Road Trail
- New Road
- Local Transit Station Location
- Light Rail Station Location

Figure 3-17

Westshore Activity Center Screening Analysis

Screened Sites (Red Shaded Sites)

Site #1287 is owned by Hillsborough Community College (HCC) and is across the street from Raymond James Stadium. The property ranked high because availability and public-ownership, but low because of poor mobility and accessibility. There may be environmental issues, but plan conformity should not be an issue.

Site #1355 is the existing City of Tampa Fleet Maintenance facility. The City would consider relocation of the facility; therefore, it ranked well for availability and public-ownership. The site did not rank as high because there are existing structures on the property, there could be some environmental issues, and rezoning would be necessary. The site is not directly on any of the transit systems or stations.

Site #1357 is comprised of three parcels along Lois Avenue. These parcels are currently vacant and available for purchase; however, the sites do not have direct access to any transit system. There could be environmental and plan conformity issues and site size and rectangle could impose restrictions on optimum design concepts.

Site #2380 is comprised of three parcels on Manhattan Avenue north of Jefferson High School and Rowland Park Elementary School. There are vacant structures on the properties, but there is opportunity for redevelopment. The parcels are privately-owned and have nearby access to the Tampa LRT and local pedestrian and bike trails. Environmental issues are not expected.

Site #2447 is a vacant parcel located on O'Brien Street. The site ranked lower for availability because it is privately-owned, not currently for sale, and has no known redevelopment opportunities. The site is located near the airport, the Tampa LRT system, and express bus routes. There could be environmental and plan conformity issues.

Site #2500 is a large vacant parcel located on West Cypress Street near the coast of Old Tampa Bay. The parcel is privately-owned and is currently for sale. The site ranks high for access to pedestrian and bike trail, but does not have good access to other transit systems. There could be environmental and plan conformity issues.

Site #2554 is a vacant parcel located near the Cypress Point Park. This parcel is privately-owned, but is not currently for sale. This parcel ranks high for access to pedestrian and bike trail, but does not have good access to other transit systems. There could be environmental and plan conformity issues.

3.5.2.2 Downtown Tampa Activity Center

After the fatal flaw analysis, there were only 2 sites remaining in this activity center, Site #1863 and 309, as shown in Table 3-7. Both sites were screened and both are considered viable. The most viable sites and fatally flawed sites in this activity center are shown in Figure 3-18.

Table 3-7
Downtown Tampa Activity Center-Screening Matrix

	309	1863
SITE CHARACTERISTICS		
Vacant Land (Y/N)	0	0
Vacant Structure (Y/N)	0	0
Property Currently Available (Y/N)	1	1
Redevelopment Opportunities (Y/N)	1	1
Public/Private Opportunities (Y/N)	0	1
Publicly-Owned (Y/N)	0	0
MOBILITY/ACCESSIBILITY		
Access to/from HSR Alignment	1	3
Access to/from HSR Station	1	3
Access to/from Proposed Rail/Rapid Transit Alignment	3	2
Access to/from Proposed Rail/Rapid Transit Station	3	2
Access to/from FIHS-Limited Access (Freeways)	1	3
Access to/from FIHS-Controlled Access	2	1
Access to/from Intercity Bus Station	2	1
Access to/from Local Transit Station	1	3
Access to/from Bike/Ped Trails	3	3
Access to/from Commercial Airport	0	0
Access to/from Cruise Terminal	1	1
Access to/from Bus Rapid Transit	0	0
ENVIRONMENTAL STEWARDSHIP		
No Wetlands (Y/N)	1	1
No Protected Species (Y/N)	1	1
No Floodplains/Floodways (Y/N)	1	1
No NRHP Structures (Y/N)	0	0
No Superfund/CERCLIS Sites Present (Y/N)	1	1
No Private Landfill Present (Y/N)	1	1
PLAN CONFORMITY		
Within Approved Master Plan for Other Modes (Y/N)	0	1
Zoning Conformity (Y/N)	2	2
Future Land Use (Y/N)	2	2
FLEXIBILITY		
Site Size	1	3
Site Shape	1	3
TOTAL	**31**	**41**

Note: Most viable sites for each activity center are highlighted.

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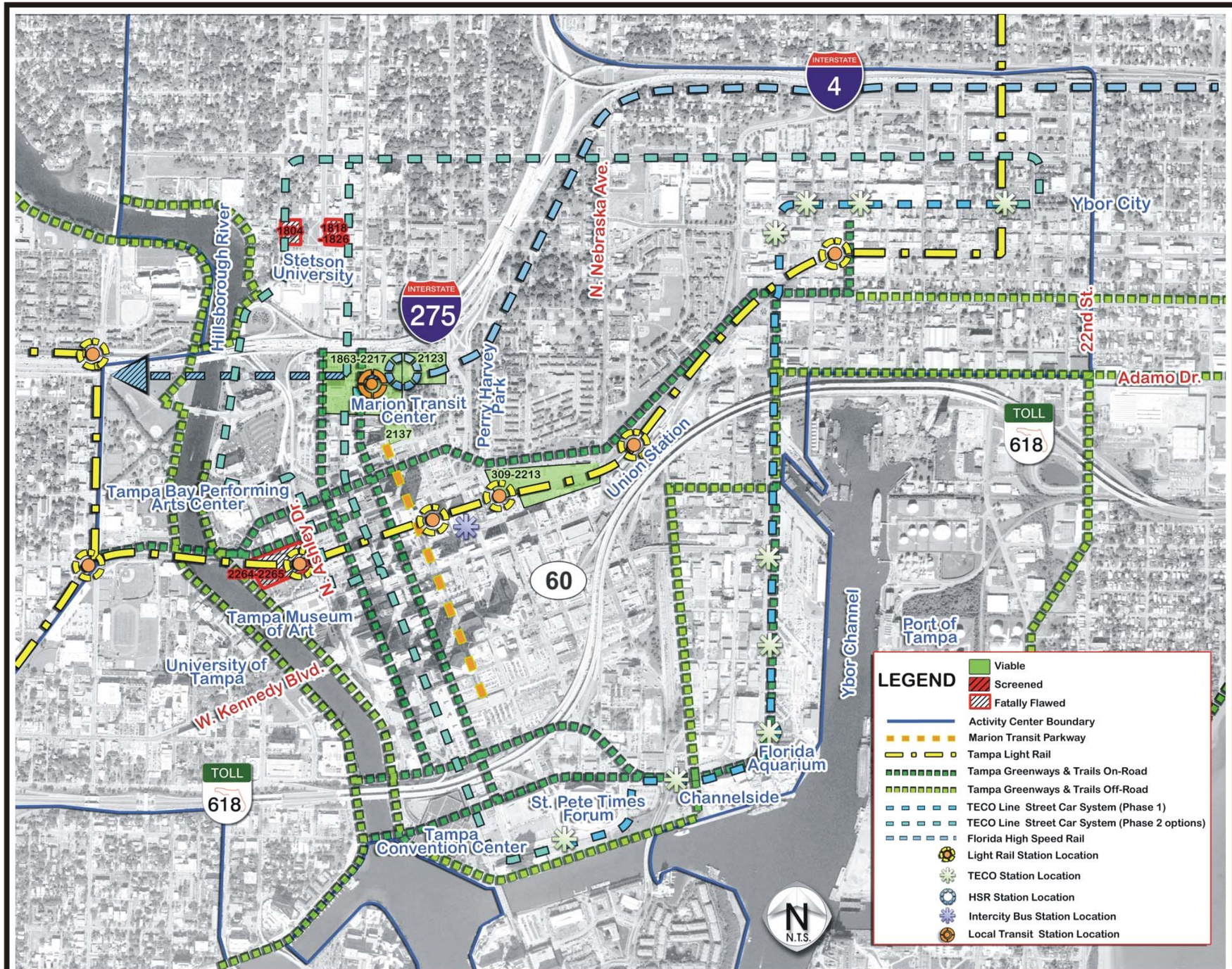

Figure 3-18

Tampa CBD Activity Center Screening Analysis

Most Viable Sites

Site #1863 ranked the highest because of access to FIHS, FHSR, local transit, and pedestrian and bike trails. This site was designated as the preferred site for the Tampa terminus of the FHSR and the majority of the site is publicly-owned. The site also includes the existing Marion Transit Center.

Site #309 is a strip of parcels located along Cass Street near Union Station. This site is privately-owned by multiple businesses. The site is perceived as a redevelopment opportunity, but none of the properties are currently for sale. The site has direct access to the Tampa LRT and Tampa Greenways and Trails, but could not accommodate FHSR.

3.5.2.3 USF Activity Center

In the USF area, the project team evaluated 5 sites in the screening exercise and 2 sites were deemed most viable, Site #1017 and 5393, as shown in Table 3-8. The following text provides a summary of the screening exercise for this area. The most viable, screened, and fatally flawed sites in this activity center are depicted in Figure 3-19.

Most Viable Sites

Site #1017 is comprised of three vacant parcels owned by Tampa General Hospital. USF has first right of refusal on this property and prefers this site for an intermodal facility over the other choices within the activity center. The site ranks high for access to the Tampa LRT and pedestrian and bike trails; however, there could be environmental and plan conformity issues. USF considers transportation a compatible land use to the desired research, education, or health sciences use of the parcel.

Site #5393 ranked equally as high as Site #1017. Site #5393 is comprised of two parcels with vacant structures (former Circuit City and Service Merchandise facilities). These parcels also rank high for access to the Tampa LRT and pedestrian and bike trails. There does not appear to be environmental or plan conformity issues.

Screened Sites

Site #4360 is a vacant parcel located on the south side of Bearrs Avenue at Livingston Avenue. This ranks low because of private-ownership, availability, and lack of redevelopment opportunities. The site is also not accessible to any of the major transit systems in the area and may be restricted by size and shape design criteria. In addition, there could be environmental and plan conformity issues.

Site #4566 is a northern portion of the University Mall. Mall managers were amenable to locating a facility in this area. There is currently another transit center for shuttle buses in this area. The site ranks poor for access as it is not directly on any transit system and may be restricted by size and shape design criteria.

Table 3-8
USF Activity Center-Screening Matrix

	1017	4360	4566	4925	5393
SITE CHARACTERISTICS					
Vacant Land (Y/N)	1	1	0	1	0
Vacant Structure (Y/N)	0	0	0	0	1
Property Currently Available (Y/N)	1	0	0	0	1
Redevelopment Opportunities (Y/N)	0	0	1	0	1
Public/Private Opportunities (Y/N)	1	0	1	1	1
Publicly-Owned (Y/N)	0	0	0	0	0
MOBILITY/ACCESSIBILITY					
Access to/from HSR Alignment	0	0	0	0	0
Access to/from HSR Station	0	0	0	0	0
Access to/from Proposed Rail/Rapid Transit Alignment	3	1	1	3	3
Access to/from Proposed Rail/Rapid Transit Station	2	1	1	3	1
Access to/from FIHS-Limited Access (Freeways)	1	1	1	1	1
Access to/from FIHS-Controlled Access	0	0	0	0	0
Access to/from Intercity Bus Station	0	0	0	0	0
Access to/from Local Transit Station	1	1	3	1	1
Access to/from Bike/Ped Trails	3	1	2	3	3
Access to/from Commercial Airport	0	0	0	0	0
Access to/from Cruise Terminal	0	0	0	0	0
Access to/from Bus Rapid Transit	0	0	0	0	0
ENVIRONMENTAL STEWARDSHIP					
No Wetlands (Y/N)	1	0	0	1	1
No Protected Species (Y/N)	0	0	0	1	1
No Floodplains/Floodways (Y/N)	1	0	0	0	1
No NRHP Structures (Y/N)	1	1	1	1	1
No Superfund/CERCLIS Sites Present (Y/N)	1	1	1	1	1
No Private Landfill Present (Y/N)	1	1	1	1	1
PLAN CONFORMITY					
Within Approved Master Plan for Other Modes (Y/N)	0	0	0	0	0
Zoning Conformity (Y/N)	1	2	2	1	2
Future Land Use (Y/N)	2	2	2	2	2
FLEXIBILITY					
Site Size	3	1	3	3	2
Site Shape	3	2	2	2	2
TOTAL	**27**	**16**	**22**	**26**	**27**

Note: Most viable sites for each activity center are highlighted.

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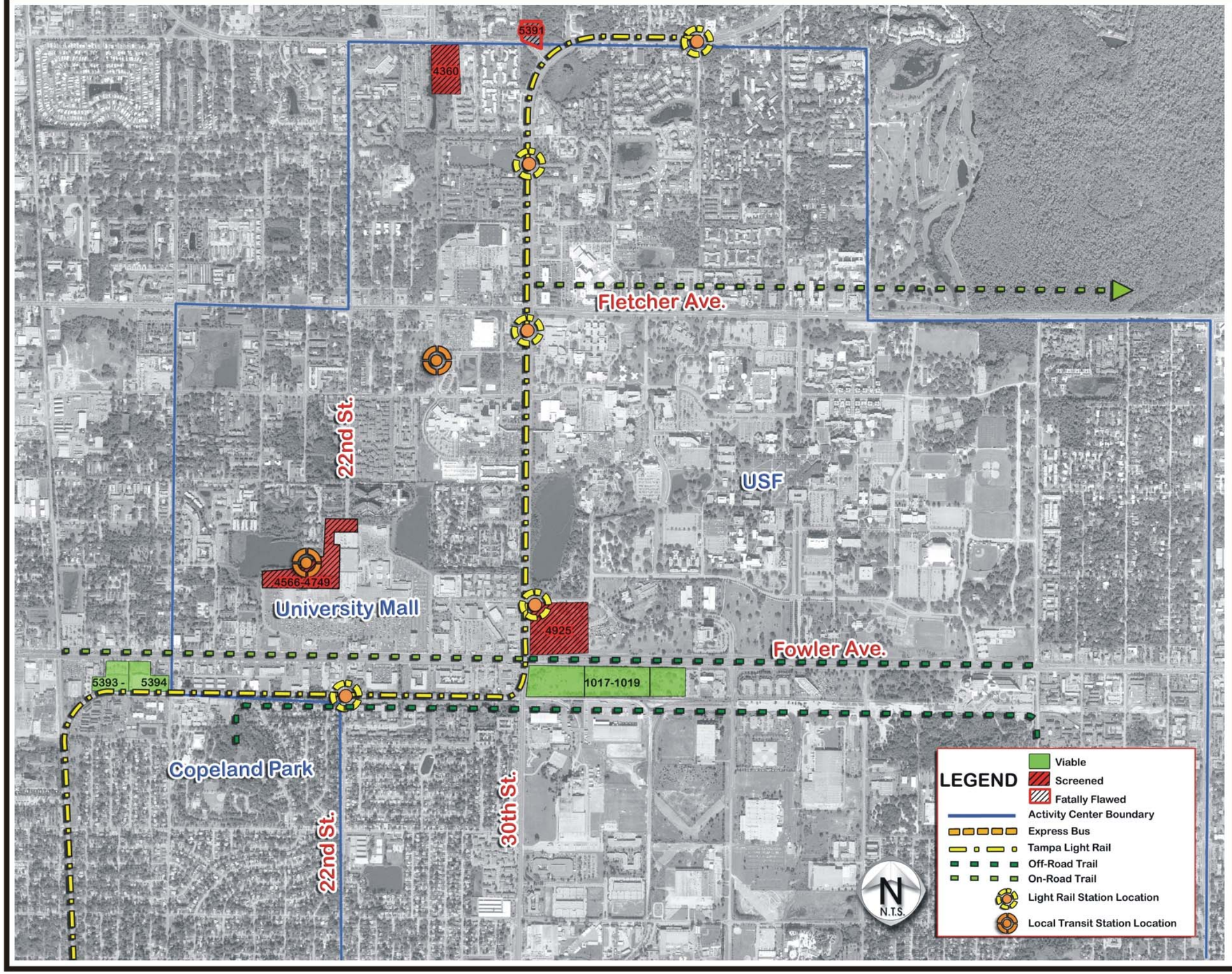

Figure 3-19

USF
Activity Center
Screening Analysis

Site #4925 is a vacant parcel on the northeast quadrant of Fowler Avenue and Bruce B. Downs Boulevard/30th Street. The parcel ranks high for access to the Tampa LRT and local pedestrian and bike trails. USF would prefer to use this parcel for research and development, as opposed to transportation.

3.5.2.4 Gateway Activity Center

In the Gateway area, the project team evaluated 4 sites in the screening exercise and 2 sites were deemed most viable, Site #3268 and 2166, as shown in Table 3-9. Figure 3-20 depicts the most viable, screened, and fatally-flawed sites in this activity center. The following text provides a summary of the screening exercise for the activity center. Although not within any existing plans, FHSR and/or a trans-bay crossing are not precluded in this activity center.

Most Viable Sites

Site #3268 is the old Sunshine Speedway property, currently owned by FDOT. This site was designated as a potential intermodal site for the county in the St. Petersburg-Clearwater International Master Plan Update 2003.[10] The property ranks high for access to the PMI monorail, local transit, and the airport (PIE). The site also ranks high for size and shape.

Site #2166 is another FDOT-owned facility that is currently utilized for their Pinellas Maintenance Facility. This site ranked high for its proximity to the airport and direct access to express bus; however, there is no direct access to the PMI monorail.

Screened Sites

Site #3485 is a parcel within the Carillon development. The site ranked well for vacancy, availability, and public/private opportunities, but ranked lower for accessibility to local transit systems. Actual site access through the existing and planned Carillon developments may be difficult. Site size and shape may also restrict optimum design concepts.

Site #3976 is a vacant parcel on the northeast quadrant of I-275 and Roosevelt Boulevard. This site ranked well for vacancy and public/private opportunities, but ranked lower for accessibility to local transit systems. Actual site access around the existing Certegy property and planned apartment complexes may be difficult. There could be environmental issues and restrictions to design because of site size.

Table 3-9
Gateway Activity Center-Screening Matrix

	2166	3268	3485	3976
SITE CHARACTERISTICS				
Vacant Land (Y/N)	0	0	1	1
Vacant Structure (Y/N)	0	1	0	0
Property Currently Available (Y/N)	1	1	1	1
Redevelopment Opportunities (Y/N)	1	1	1	1
Public/Private Opportunities (Y/N)	0	1	1	0
Publicly-Owned (Y/N)	1	1	0	0
MOBILITY/ACCESSIBILITY				
Access to/from HSR Alignment*	1	1	1	1
Access to/from HSR Station*	1	1	1	1
Access to/from Proposed Rail/Rapid Transit Alignment	1	3	1	1
Access to/from Proposed Rail/Rapid Transit Station	1	3	1	1
Access to/from FIHS-Limited Access (Freeways)	1	1	1	1
Access to/from FIHS-Controlled Access	1	1	1	1
Access to/from Intercity Bus Station	0	0	0	0
Access to/from Local Transit Station	1	1	1	1
Access to/from Bike/Ped Trails	0	0	0	0
Access to/from Commercial Airport	1	1	1	1
Access to/from Cruise Terminal	0	0	0	0
Access to/from Bus Rapid Transit	0	0	0	0
ENVIRONMENTAL STEWARDSHIP				
No Wetlands (Y/N)	1	0	1	0
No Protected Species (Y/N)	1	1	1	0
No Floodplains/Floodways (Y/N)	1	1	1	1
No NRHP Structures (Y/N)	1	1	1	1
No Superfund/CERCLIS Sites Present (Y/N)	1	1	1	1
No Private Landfill Present (Y/N)	1	1	1	1
PLAN CONFORMITY				
Within Approved Master Plan for Other Modes (Y/N)	0	2	0	0
Zoning Conformity (Y/N)	2	2	2	1
Future Land Use (Y/N)	2	2	2	2
FLEXIBILITY				
Site Size	3	3	1	2
Site Shape	3	3	2	2
TOTAL	**27**	**34**	**25**	**22**

**HSR is assumed to be included in this area, but no station location has been designated. All sites were assigned "1"*

Note: Most viable sites for each activity center are highlighted.

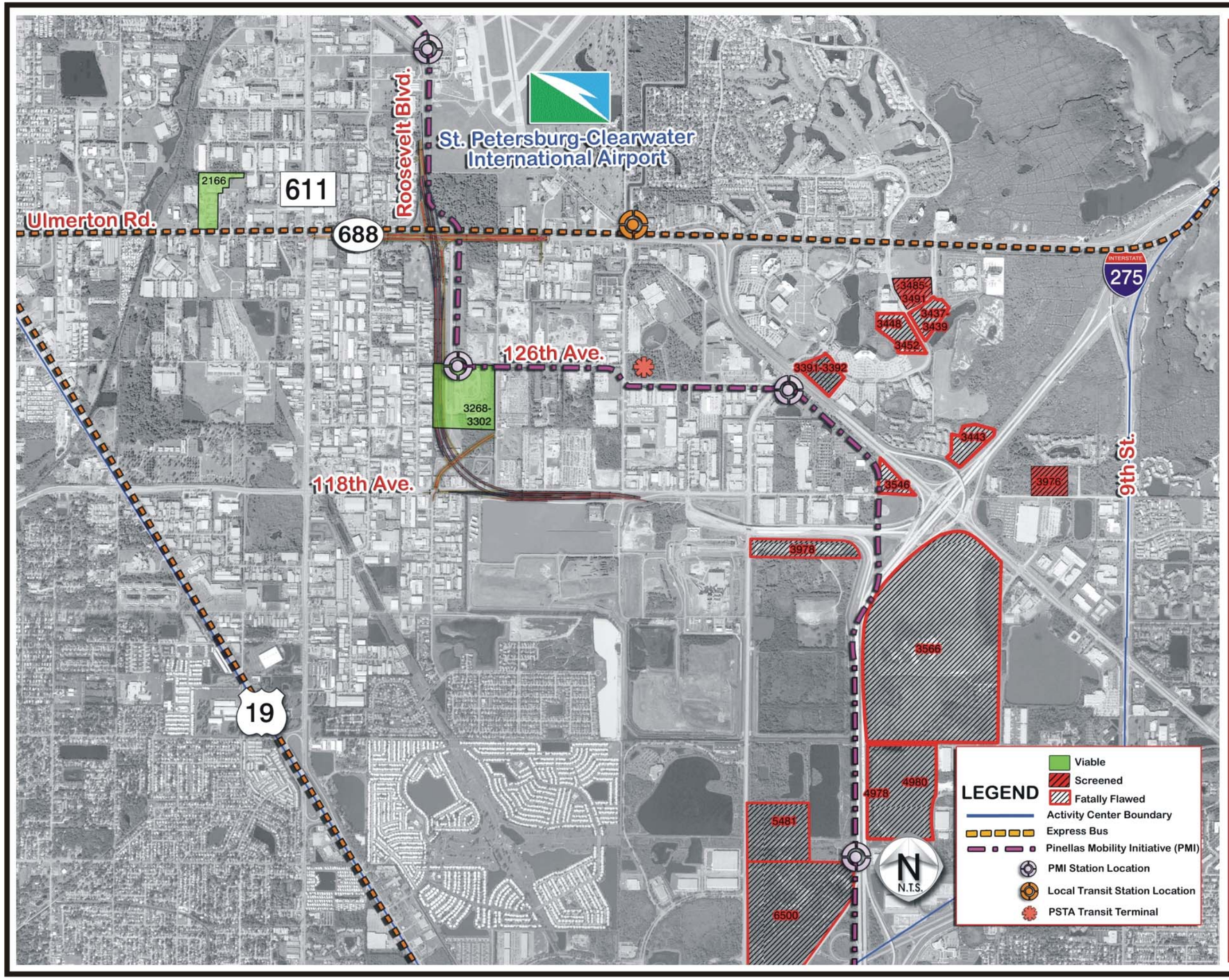

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Figure 3-20

Gateway Activity Center Screening Analysis

3.5.2.5 St. Petersburg Activity Center

In the St. Petersburg area, the project team evaluated 5 sites in the screening exercise and 2 sites were deemed most viable, Site #2985 and 750 as shown in Table 3-10. Figure 3-21 depicts the most viable, screened, and fatally-flawed sites in this activity center. The following text provides a summary of the screening exercise for this area. Although not detailed in any existing plan, FHSR is not precluded in this activity center.

Most Viable Sites

Site #2985 is a joint-use development of the Tropicana Field parking facility. The City of St. Petersburg owns the property, but has an agreement with the Tampa Bay Devil Rays. The site ranks high for availability, public-ownership, and public/private opportunities. The site is directly on the PMI monorail and BRT alignments, as well as the Future Pinellas Trail Extension.

Site #750 is currently the City of St. Petersburg Maintenance Facility. The site ranks high for public ownership and availability, as well as access to the PMI monorail and FIHS facilities. There appears to be no issues with environmental stewardship or plan conformity.

Screened Sites

Site #2918 is a small parcel on the corner of 1st Avenue South and 5th Street. There are structures on the property including an office building and a parking garage. Site has good access to local transit and the BRT alignment. There is a historic structure adjacent to the property. Drawbacks include the limitation of design components due to site size; very few modes could be served by the site.

Site #2954 is a small parcel on the corner of 1st Avenue South and 8th Street. Structures on the property include an abandoned Circle K gas station. Site has good access to local transit and the BRT alignment. Drawbacks include the limitation of design components due to site size; very few modes could be served by the site.

Site #4943 is comprised of nine small parcels on the corner of 5th Avenue North and 16th Street. This site is privately-owned by multiple businesses. Site is outside of CBD, but is located along the PMI monorail alignment and is near the interstate. Drawbacks include the limitation of design components due to site size; very few modes could be served by the site.

Table 3-10
Downtown St. Petersburg Activity Center-Screening Matrix

	750	2918	2954	2985	4943
SITE CHARACTERISTICS					
Vacant Land (Y/N)	0	0	0	0	0
Vacant Structure (Y/N)	0	0	0	0	0
Property Currently Available (Y/N)	1	1	1	1	0
Redevelopment Opportunities (Y/N)	1	1	1	1	1
Public/Private Opportunities (Y/N)	1	1	1	1	0
Publicly-Owned (Y/N)	1	0	0	1	0
MOBILITY/ACCESSIBILITY					
Access to/from HSR Alignment*	2	2	2	2	1
Access to/from HSR Station*	2	2	2	2	1
Access to/from Proposed Rail/Rapid Transit Alignment	3	1	1	3	3
Access to/from Proposed Rail/Rapid Transit Station	1	1	1	3	1
Access to/from FIHS-Limited Access (Freeways)	1	1	1	1	2
Access to/from FIHS-Controlled Access	0	0	0	0	0
Access to/from Intercity Bus Station	1	1	1	1	1
Access to/from Local Transit Station	1	2	2	1	1
Access to/from Bike/Ped Trails	1	3	3	3	1
Access to/from Commercial Airport	0	0	0	0	0
Access to/from Cruise Terminal	1	1	1	1	1
Access to/from Bus Rapid Transit (BRT)	1	3	3	3	1
ENVIRONMENTAL STEWARDSHIP					
No Wetlands (Y/N)	1	1	1	1	1
No Protected Species (Y/N)	1	1	1	1	1
No Floodplains/Floodways (Y/N)	1	1	1	1	1
No NRHP Structures (Y/N)	1	0	1	1	1
No Superfund/CERCLIS Sites Present (Y/N)	1	1	1	0	1
No Private Landfill Present (Y/N)	1	1	1	1	1
PLAN CONFORMITY					
Within Approved Master Plan for Other Modes (Y/N)	0	0	0	0	0
Zoning Conformity (Y/N)	2	2	2	2	2
Future Land Use (Y/N)	2	2	2	2	2
FLEXIBILITY					
Site Size	3	1	1	1	1
Site Shape	3	1	1	1	1
TOTAL	**34**	**31**	**32**	**35**	**26**

Note: Most viable sites for each activity center are highlighted.

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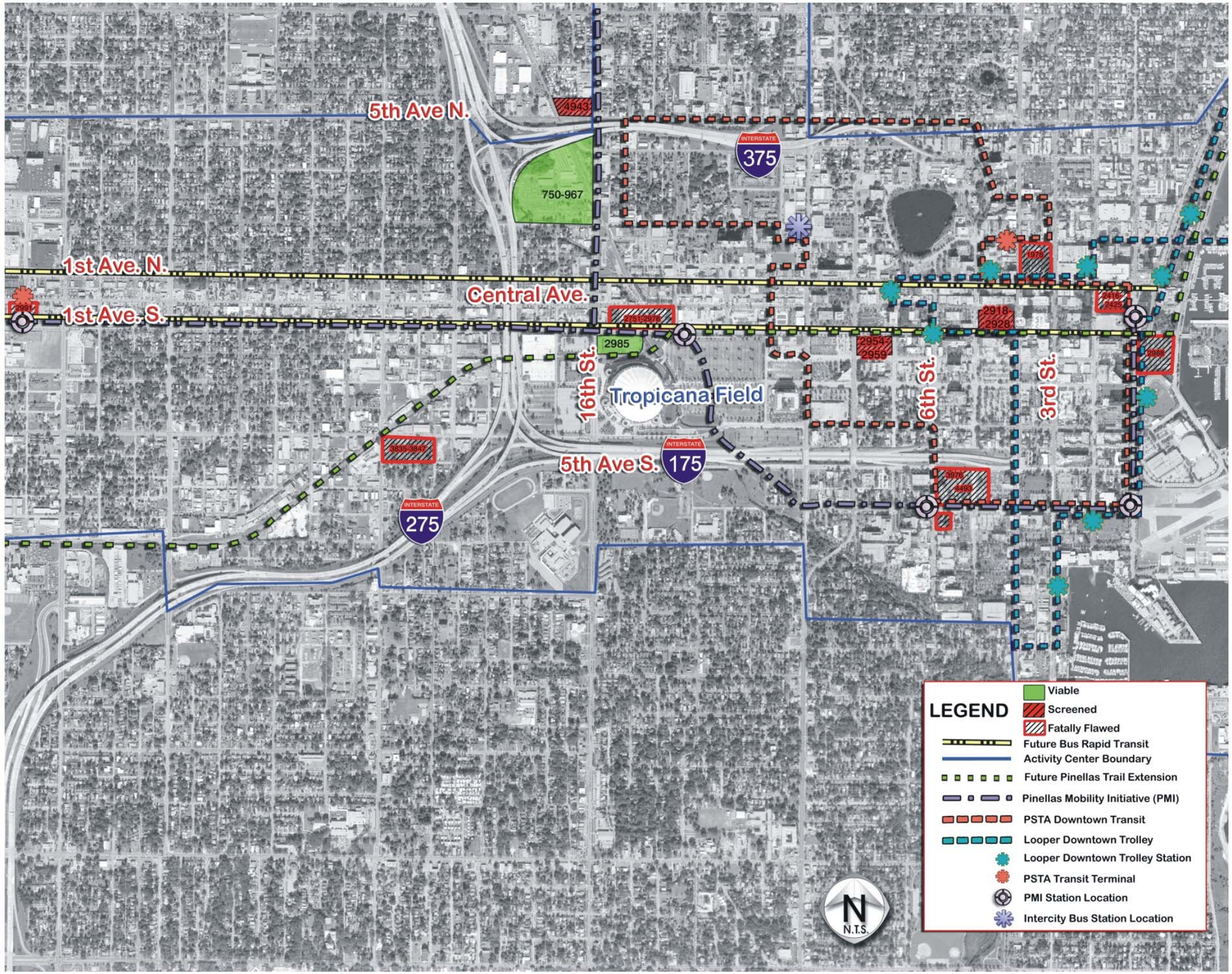

Figure 3-21

St. Petersburg CBD Activity Center Screening Analysis

3.5.2.6 Summary of the Screening Analysis

Again, all remaining 25 sites were considered viable sites for some transit use. However, upon the completion of the screening analysis, the project team selected the 2 highest-scoring sites from each activity center, for a total of 10 sites, as the most viable alternatives for an intermodal center. Since the other 15 screened sites are not eliminated from consideration for future transit facilities, potential uses for these sites will be further discussed in a later section. After the screening evaluation, the 10 viable sites are:

- USF-Site #1017 (Tampa General Hospital Property)
- USF-Site #5393 (Former Circuit City/Service Merchandise)
- Downtown Tampa-Site #1863 (Former County Jail Site)
- Downtown Tampa-Site #309 (Strip of Businesses near Union Station)
- Westshore-Site #2311 (Former Dairy Farm near TPA)
- Westshore-Site #2377 (Jefferson High School Parking Lot-Joint Use)
- Gateway-Site #3268 (Sunshine Speedway)
- Gateway-Site #2166 (FDOT Maintenance Yard)
- Downtown St. Petersburg-Site #2985 (Tropicana Field Parking Lot-Joint Use)
- Downtown St. Petersburg-Site #750 (City of St. Petersburg Maintenance Facility)

3.5.3 Site Ranking and Evaluation

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 two viable sites within each activity center. The project team evaluated mode classification, phasing capabilities, overall functionality, and accessibility characteristics of each site.

Utilizing the site design criteria, as presented in Section 2, the project team classified each site by the potential number of modes served. 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. A site that would only accommodate local transit would be considered a Site Class 15.

Site Class

The project team assigned each site a value of high, medium, or low for the number of modes connected. Site Classes 1-7 are consider high because of the complexity of integrating FHSR into the center. Site Classes 8-11 are considered medium because of the potential for integrating rapid transit with rubber-tire modes. Site Classes 12-15 are considered low because the presumed modes are rubber-tire vehicles.

Site Phasing

Considering that many transit systems within the Tampa Bay area are currently conceptual in nature, it was also essential to evaluate the capability of a site to accommodate phased development. Phased development offers the opportunity for immediate development, while keeping ultimate design requirements in mind. Phasing is a key strategy in the planning, designing, and funding of an intermodal center. Larger sites, potentially accommodating a greater number of modes, are more capable of phased development than smaller, more restricted sites. The project team assigned each site a value of high, medium, or low potential for phased development dependent on the site's capability for a number of potential phases.

Site Functionality

Overall functionality is one of the most important factors in determining a site's potential to be a successful intermodal center. Strong functionality is dependent on good site circulation and quality access points. Circulation is the flow of vehicle and pedestrian traffic within the boundaries of a site. Access points are the designated areas where vehicle and pedestrian traffic enter and exit a site. It can be assumed that if a site is challenging to navigate or difficult to access, then the potential for its success is low. The project team assigned each site a value of high, medium, or low to describe overall functionality.

Site Accessibility

Finally, just because a site is located near a major transit system, does not mean the site is easily accessible from the system. Therefore, it is important to further evaluate the accessibility of a site to and from the proposed FHSR alignment, proposed Tampa LRT/Pinellas PMI monorail alignment, FIHS, and arterial and local roadways. The project team assigned each site a value of high, medium, or low for accessibility to each of the listed transit systems. For FHSR, Tampa LRT/Pinellas PMI monorail, FIHS, and arterials, the project team ranked a site high if it had direct access (less than ¼ mi); medium if it had access within ¼ mi to 1 mi; and low if it had access further away than 1 mi. Local roads were ranked in reverse, because having access to them could disrupt existing levels of service (LOS) or pose public controversy issues.

Table 3-11 depicts the matrix utilized to compare the mode classification, phasing capabilities, overall functionality, and accessibility characteristics of each viable site. To quantify the high-medium-low scale, the project team assigned a value of "2" to sites ranked high, a "1" to sites ranked medium, and "0" to sites ranked low. In addition to the matrix, the project team developed conceptual sketches for each viable site to further illustrate these characteristics.

Table 3-11
Site Ranking Matrix

	Hillsborough County						Pinellas County			
Activity Center	**USF**	**USF**	**TCBD**	**TCBD**	**WS**	**WS**	**GW**	**GW**	**SPCBD**	**SPCBD**
Site ID	**1017**	**5393**	**1863**	**309**	**2311**	**2377**	**3268**	**2166**	**750**	**2985**
Site Class	**11**	**11**	**2**	**8**	**10**	**10**	**4**	**6**	**1**	**1**
RANKING BY SITE										
Site Class/Modes	0	0	2	1	0	0	1	1	2	2
Phasing	2	1	2	1	1	1	1	0	0	0
Functionality										
Site Circulation	1	2	2	0	1	0	1	0	2	1
Site Access Points	2	0	2	0	2	1	1	0	1	1
Accessibility										
Access to HSR	0	0	2	0	0	1	1	0	1	1
Access to LRT/PMI	2	2	1	2	1	2	2	0	2	2
Access to FIHS	0	1	2	1	2	2	0	0	1	1
Access to Arterials	2	2	2	2	2	2	1	2	1	1
Access to Local Roads*	2	0	2	2	1	0	1	2	0	2
TOTAL	**11**	**8**	**17**	**9**	**10**	**9**	**9**	**5**	**10**	**11**

Local roads were ranked in reverse, because having access to them could disrupt existing levels of service or pose public controversy issues.

The following sections provide a detailed summary of the site ranking analysis for each activity center, including advantages and disadvantages of each site.

3.5.3.1 USF Activity Center

The site ranking evaluation revealed Site #1017 (Tampa General Hospital Property) as the preferred site for this activity center. The site offers phasing potential and good circulation due to its size and shape. The site location is also favorable due to its vicinity to USF and all the local hospitals. A detailed description of the site ranking analysis is included in the following paragraphs.

Site #1017 (Tampa General Hospital Property)

Site #1017 is approximately 30 ac in size and is classified as Site Class 11 potentially accommodating rapid and local transit. Figure 3-22 provides a conceptual plan for an intermodal center at this site. Primary roadway traffic patterns are illustrated in bold, yellow, dashed lines, while site access and internal circulation is depicted by thin, yellow,

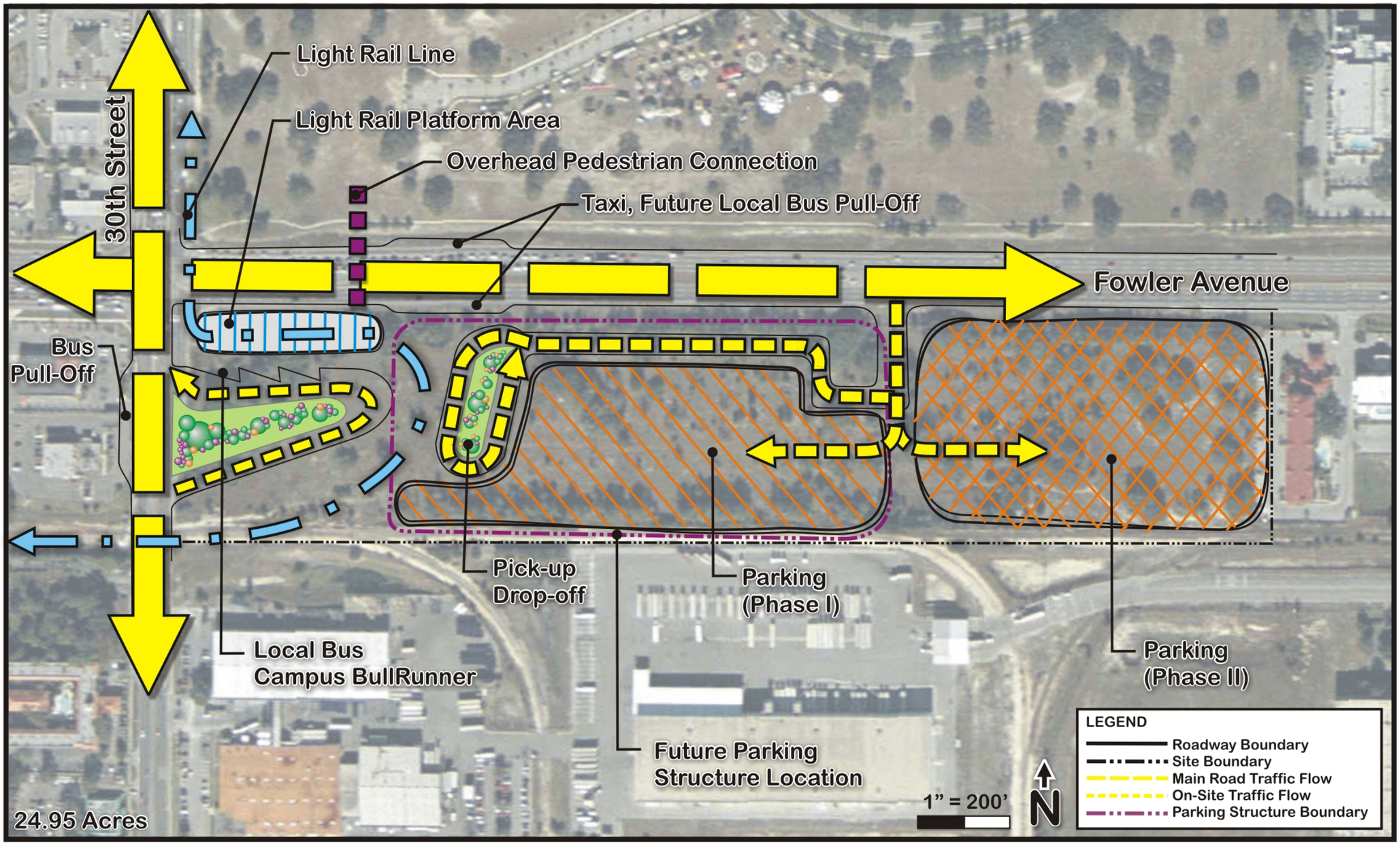

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Figure 3-22

Conceptual Plan
USF
Site #1017

dashed lines. Phase I would allow for parking, local bus and shuttle service, and a Tampa LRT station. Phase II would allow for additional parking and possible joint-use commercial facilities.

There are two pedestrian and vehicle access points on the site. Access to the east side parking and circulation area is from Fowler Avenue. Access to the west side shuttle and bus circulation area is from Bruce B. Downs Boulevard/30th Street. There are also bus pull-off areas on Fowler Avenue and Bruce B. Downs Boulevard/30th Street. It is assumed that the Tampa LRT is grade-separated over both Bruce B. Downs Boulevard/30th Street and Fowler Avenue.

Advantages and disadvantages of this site were recorded as the following:

- Advantages:
  - Preferred site of USF staff in this activity center.
  - Direct access to Tampa LRT and pedestrian/bike trails (Tampa LRT /pedestrian overpass likely).
  - Access points on two major arterials (Bruce B. Downs Boulevard/30th Street and Fowler Avenue).
  - Site is currently vacant, with USF having first rights of refusal.
  - Size of property offers opportunity for phased development, such as additional parking.
  - Centrally located to USF and the surrounding hospitals.
  - Potential joint-use with hospital, research, or other health-related development.
- Disadvantages:
  - No local bus service along Fowler Avenue at this location.
  - Not designated as station for Tampa LRT.
  - Short north-south property dimension and proximity to existing CSX rail alignment prevent putting a north-south mid-street Tampa LRT station between the railroad and Fowler Avenue.
  - Difficult turn required for Tampa LRT, which adds length to the route and slows the commute.
  - Circulation buses to/from USF campus must cross Fowler Avenue to enter site.
  - Long walks between Tampa LRT and southwestern quadrant of campus.

Site #5393 (Former Circuit City/Service Merchandise)

Site #5393 is approximately 10 ac in size and is classified as Site Class 11 potentially accommodating rapid and local transit. Figure 3-23 provides a conceptual plan for an intermodal center at this site. Due to size and shape restrictions, there are no phasing opportunities associated with this site. There are two pedestrian and vehicle access points on the site: one access point is from Fowler Avenue and the other is from 15th Street. There are bus pull-off areas along Fowler Avenue and 15th Street, as well.

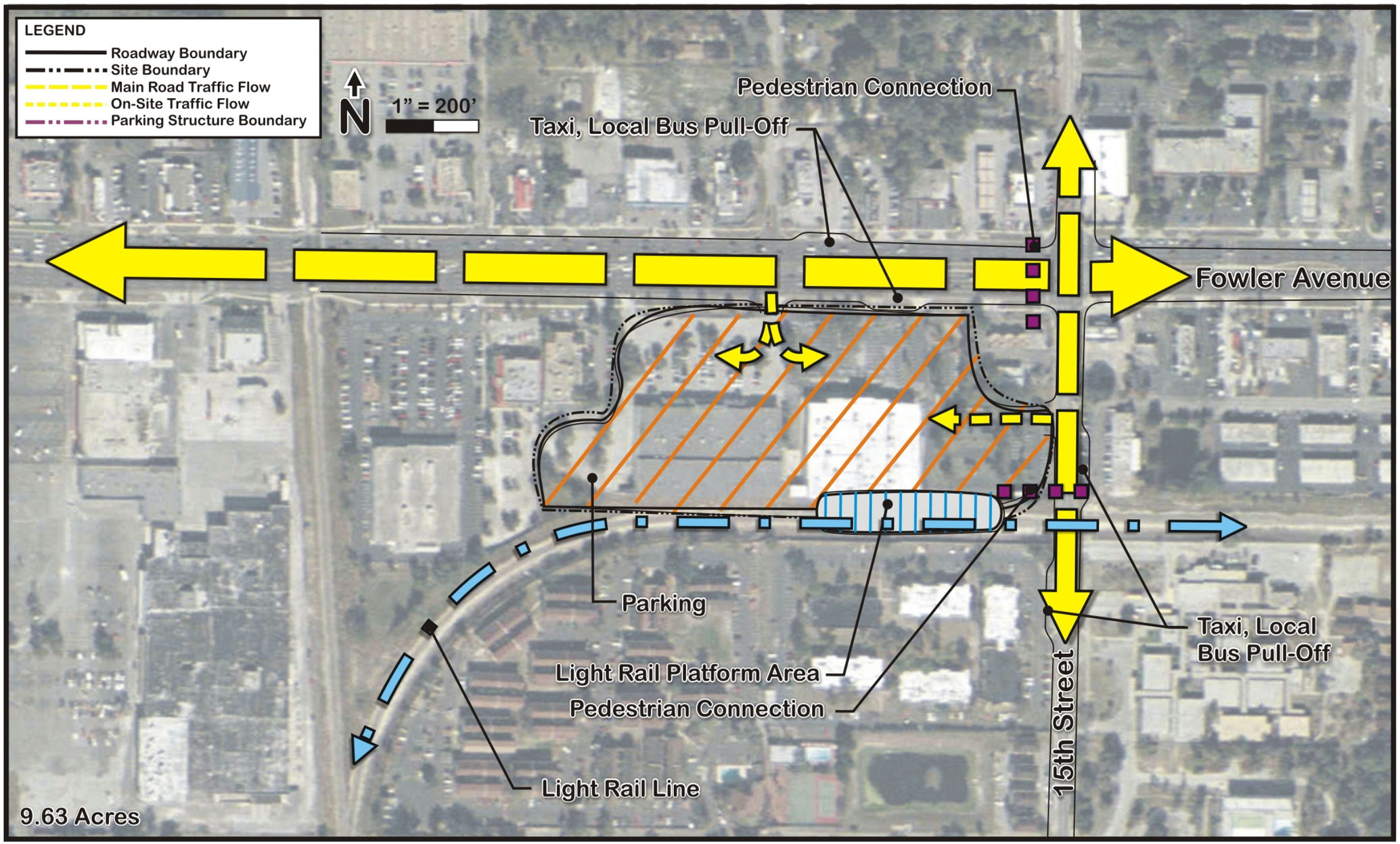

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Figure 3-23
Conceptual Plan
USF
Site #5393

Advantages and disadvantages of this site were recorded as the following:

- Advantages:
  - Preferred site of the City of Tampa in this activity center.
  - Direct access to Tampa LRT and pedestrian/bike trails.
  - Located at intersection of local bus routes.
  - Access points on two streets (15th Street and Fowler Avenue), but 15th Street is a local road.
  - Good on-site circulation for all accommodated modes.
  - Helps meet total park-and-ride requirements for Tampa LRT from north and northeast.
  - Potential redevelopment of neighborhoods to west and south.
- Disadvantages:
  - Not designated as station for Tampa LRT.
  - Tampa LRT route may have to be altered to accommodate this site.
  - Not a logical destination point to USF, hospitals, or University Mall.
  - Potential controversy with local neighborhood.
  - Could negatively impact LOS of 15th Street/Fowler Avenue intersection.
  - Access would require left hand turn using local street.
  - Safety issues could emerge due to proximity of local school on 15th Street.

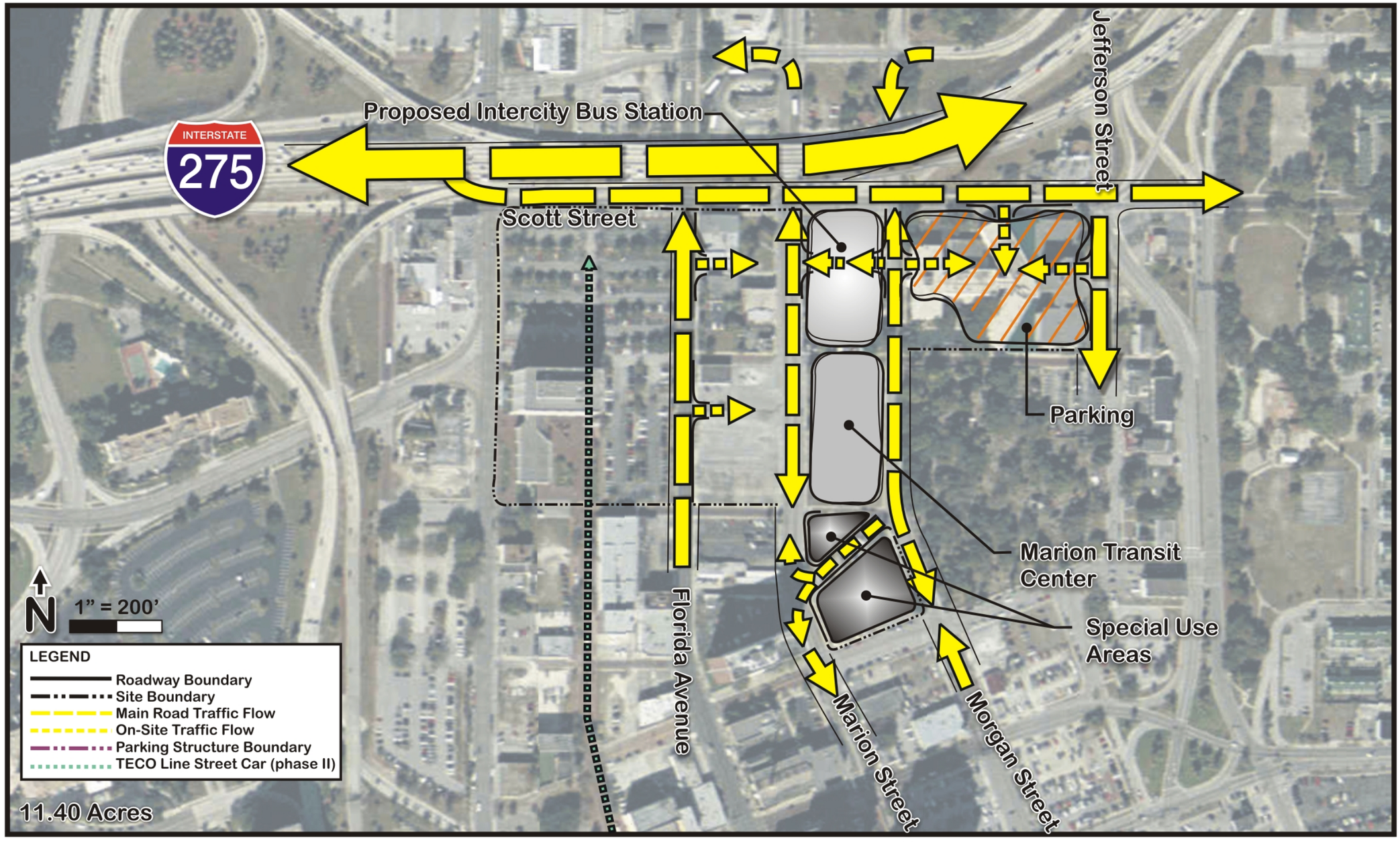
3.5.3.2 Downtown Tampa Activity Center

The site ranking evaluation revealed Site #1863 (Former County Jail Site) as the preferred site for this activity center. The site functions well and is easy to access. It also offers excellent phasing potential due to its size and shape. A detailed description of the site ranking analysis is included in the following paragraphs.

Site #1863 (Former County Jail Site)

Site #1863 is approximately 11 ac in size and is classified as Site Class 2 potentially accommodating HSR, intercity bus, express bus, and local transit. Figure 3-24 provides a conceptual plan for Phase I of an intermodal center at this site. Phase I would allow for parking, intercity bus service, and local and express bus service utilizing the existing Marion Transit Center. Figure 3-25 provides a conceptual plan for Phase II and III of an intermodal center at this site. Phase II would allow for the addition of FHSR, car rental facilities, and/or additional parking. Phase III would allow the opportunity for market joint-use.

There are numerous vehicle and pedestrian access points from all directions. Access to the east side parking/rental car area is from Jefferson Street, Scott Street, and Morgan Street. Access to the Marion Transit Center and proposed intercity bus area is from Morgan and Marion streets. In later phases, access from Florida Avenue accommodates additional circulation and parking to the west of the site.



District 7

Tampa Bay Intermodal Center(s) Feasibility Report

Figure 3-24

Conceptual Plan Downtown Tampa Site #1863(Phase I)

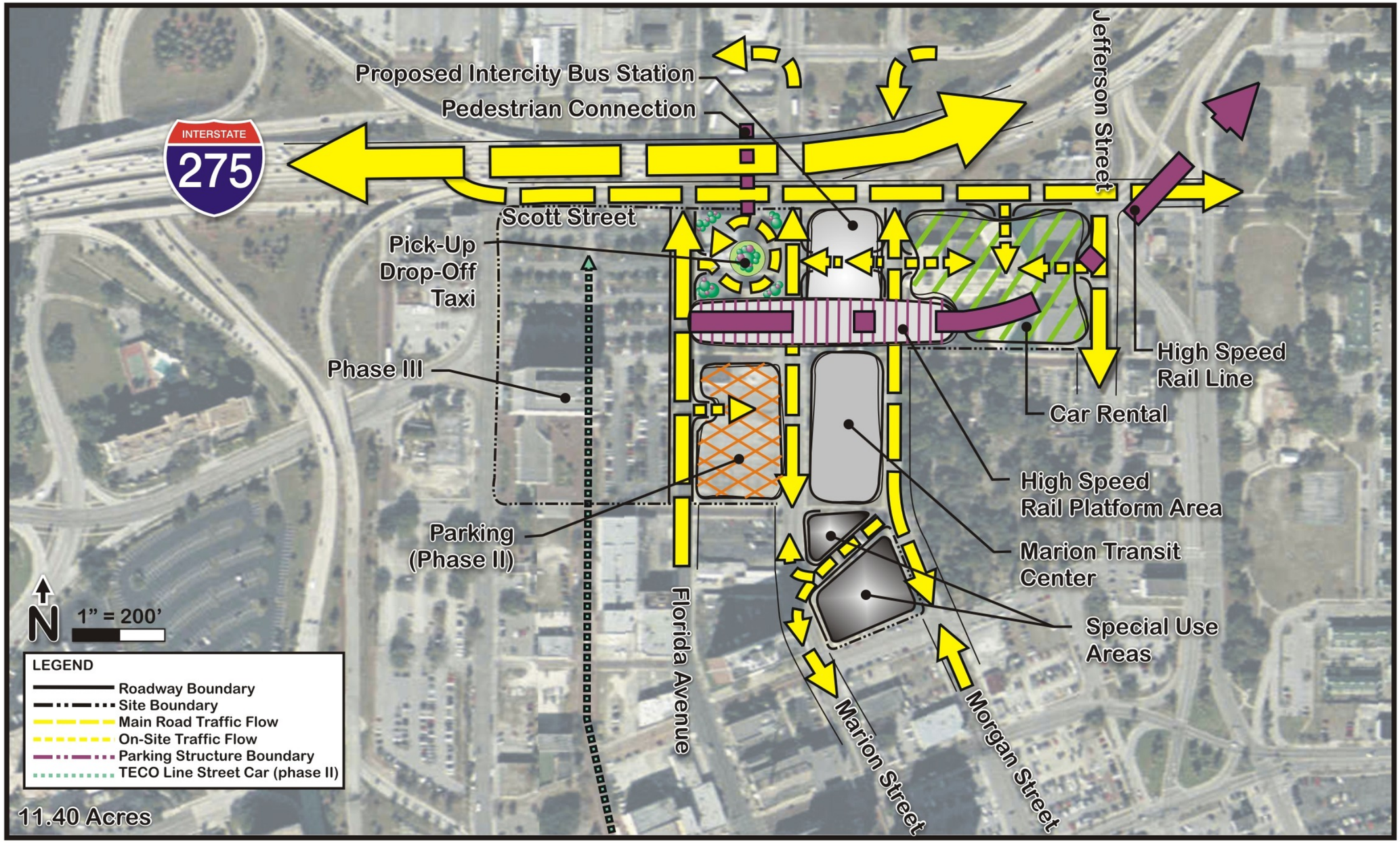


Figure 3-25
Conceptual Plan
Downtown Tampa
Site #1863
(Phase II&III)

Advantages and disadvantages of this site were recorded as the following:

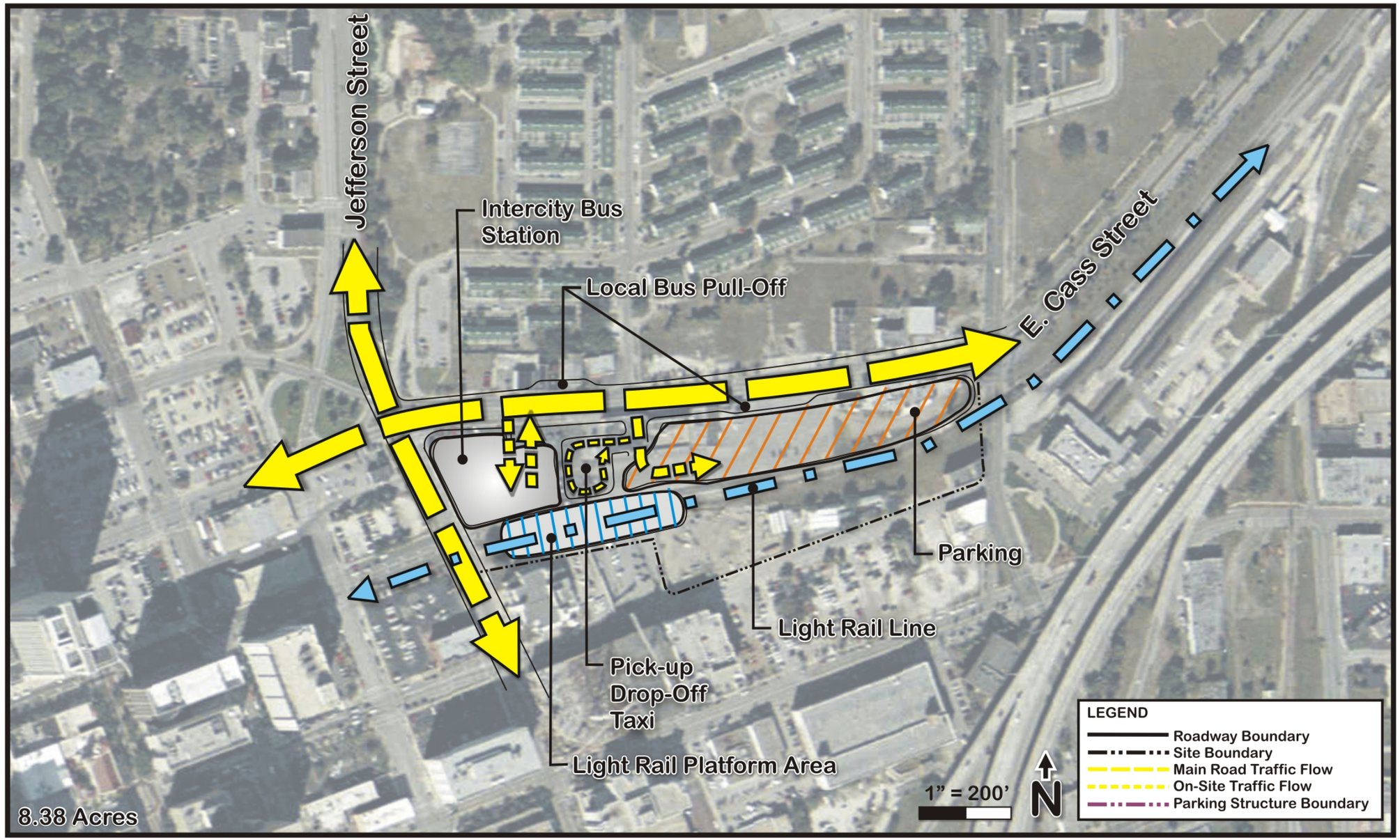
- Advantages:
  - Site was identified in the approved FHSR Draft Environmental Impact Statement[11] (EIS).
  - Direct access to FHSR, interstate system, local transit stations, streetcar system, and pedestrian/bike trails.
  - Convenient access to intercity bus station or potential for relocation on site.
  - Preserves and incorporates the existing Marion Transit Center. Functions well with existing Marion Transit Parkway for local and express bus services.
  - Convenient access points to multiple local streets.
  - Good internal circulation and traffic flow.
  - Separation of buses and auto traffic.
  - Portion of property (former county jail) is currently vacant.
- Disadvantages:
  - Not located along the Tampa LRT; would require adjustment or extension of Tampa LRT alignment.

Site #309 (Strip of Businesses near Union Station)

Site #309 is approximately 8 ac in size and is classified as Site Class 8 potentially accommodating rapid transit, intercity bus, express bus, and local transit. Figure 3-26 provides a conceptual plan for an intermodal center at this site. Due to size and shape restrictions, there are no phasing opportunities associated with this site and access to the site is limited to East Cass Street. Although, parking, circulation, and intercity bus operations are separated within the site. There are also bus pull-off areas along East Cass Street.

Advantages and disadvantages of this site were recorded as the following:

- Advantages:
  - Direct access to Tampa LRT and pedestrian/bike trails.
  - Convenient, but distant, access to interstate system for auto and buses.
  - Close proximity to intercity bus (within 1 block) or potential for relocation on site.
  - Easy access to Tampa Port (tourist destination).
  - Potential redevelopment of neighborhood to the north.
- Disadvantages:
  - No provisions for FHSR.
  - Not located along the Marion Transit Parkway and is approximately 5 blocks away from Marion Transit Center.
  - Only one access point from local roadways.
  - Site size and shape constrains on-site circulation and traffic flow.
  - Multiple parcels would need to be purchased for this site.



Tampa Bay Intermodal Center(s) Feasibility Report

District 7

Figure 3-26

Conceptual Plan
Downtown Tampa
Site #309

3.5.3.3 Westshore Activity Center

The site ranking and evaluation did not indicate the superiority of either Site #2311 (Former Dairy Farm on Spruce Street) or Site #2377 (Jefferson High School Parking Lot-Joint Use). Therefore, the project team proposed that both sites be carried forward for additional study. Additional coordination with property owners and the School District of Hillsborough will be necessary. The advantages and disadvantages of both sites are as follows:

Site #2311 (Former Dairy Farm on Spruce Street)

Site #2311 is approximately 14 ac in size and is classified as Site Class 10 potentially accommodating the rapid transit, express bus service, and local transit. Figure 3-27 provides a conceptual plan for an intermodal center at this site. Phase I would allow for parking, local and express bus service, and the Tampa LRT. Phase II would allow for the addition of a trans-bay connection near the Courtney Campbell Causeway.

There are three vehicle and pedestrian access points: one access from West Spruce Street/Frontage Road and two from O'Brien Street. The northernmost access from O'Brien Street is designated for circulation and curbside pick-up/drop-off operations, while the other access points connect to the parking lot.

Advantages and disadvantages of this site were recorded as follows:

- Advantages:
  - Convenient access to Clearwater, northwest Tampa, Pasco, and Pinellas counties.
  - Close proximity to the airport (TPA).
  - Potential joint-use development with airport parking/rental car vendors.
  - Site size and shape offers greater potential for phased development, such as commercial opportunities, rental car facilities, and additional parking.
- Disadvantages:
  - No provisions for FHSR or intercity bus.
  - Difficult turn required for Tampa LRT, which adds length to the route and slows the commute through the Westshore area.
  - Not located along the approved Tampa LRT alignment, but there is a potential for future connection with the airport (TPA) as shown in the airport master plan.
  - Three parcels would need to be purchased for this site.

Site #2377 (Jefferson High School Parking Lot-Joint Use)

Site #2377 is approximately 15 ac in size and is classified as Site Class 10 potentially accommodating the rapid transit, express bus service, and local transit. Figure 3-28 provides a conceptual plan for an intermodal center at this site. Phase I would allow for parking, local and express bus service, and the Tampa LRT. Phase II would allow for the addition of a trans-bay connection.

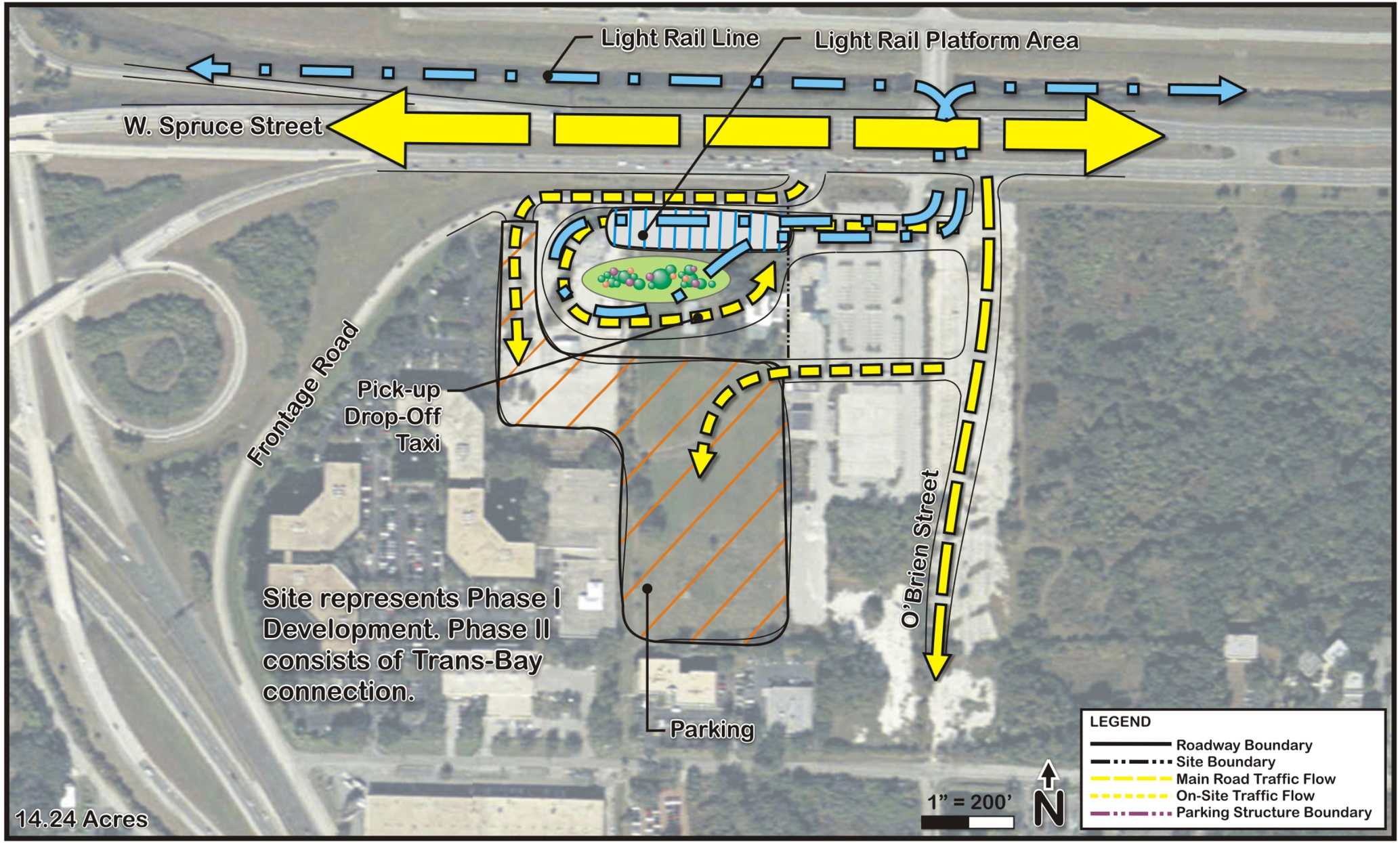


Figure 3-27
Conceptual Plan
Westshore
Site #2311

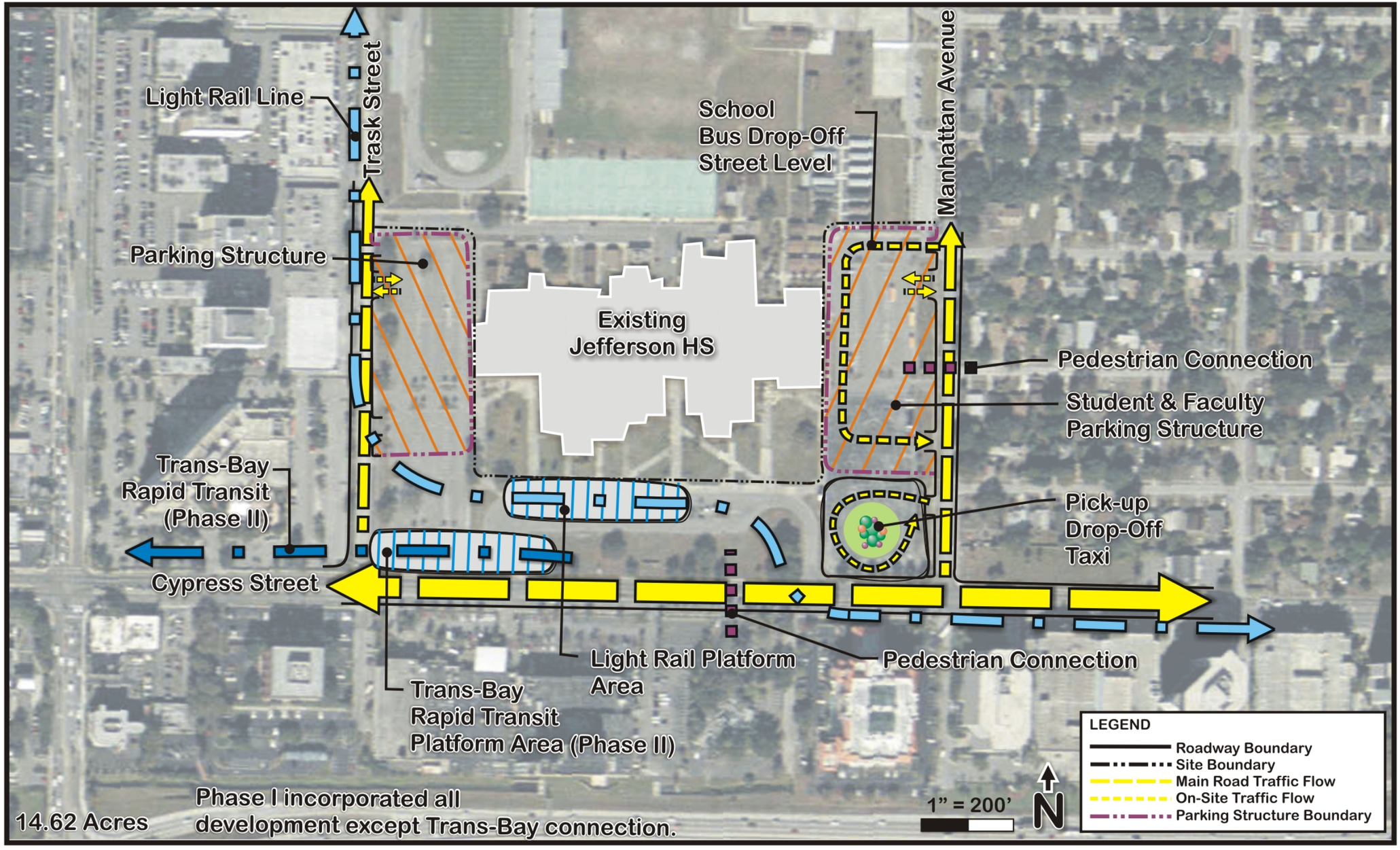


Figure 3-28
Conceptual Plan
Westshore
Site #2377

There are two vehicle and pedestrian access points for intermodal facility users. The access from Manhattan Avenue is designated for circulation and pick-up/drop-off operations. The access point from Trask Street connects to the parking lot. To enhance safety features of this site, there is also an additional access point from Manhattan Avenue which provides a separate circulation and parking area for Jefferson High School students, faculty, and school bus operations from the intermodal uses.

Advantages and disadvantages of this site were recorded as the following:

- Advantages:
  - Direct access to Tampa LRT and pedestrian/bike trails.
  - Convenient access to I-275.
  - Adequate access points on local roadways.
  - Greater central focus for local bus service.
  - Close proximity to employment center.
  - Jefferson High School staff/student access is separate from transit access.
  - School District of Hillsborough County is amenable to joint-use development upon approval by school board.
- Disadvantages:
  - No provisions for FHSR or intercity bus.
  - Site size and shape constrains on-site circulation and traffic flow.
  - Potential issues involving joint-use with Jefferson High School (including safety, security, and public controversy).
  - Not as convenient for airport access as Site #2311.
  - Would require provisions to replace Jefferson High School parking and Driver's Education area.

3.5.3.4 Gateway Activity Center

The site ranking evaluation revealed Site #3268 (Sunshine Speedway) as the preferred site for this activity center. The site size offers more opportunity for phased development, joint-use partnerships, good circulation, and intermodal connectivity. A detailed description of the site ranking analysis is included in the following paragraphs.

Site #3268 (Sunshine Speedway)

Site #3268 is approximately 30 ac in size and is classified as Site Class 4 potentially accommodating FHSR, rapid transit, express bus, and local transit. Figure 3-29 provides a conceptual plan for an intermodal center at this site. Phase I would allow for parking, local bus service, and PMI monorail. Phase II would allow for the addition of FHSR, car rental facilities, and/or additional parking.

Due to the classification of the proposed Roosevelt Boulevard (C.R. 296) Connector as a controlled-access roadway, there is only one vehicle and pedestrian access point for this site. The access point is an exit ramp from the Roosevelt Boulevard (C.R. 296)

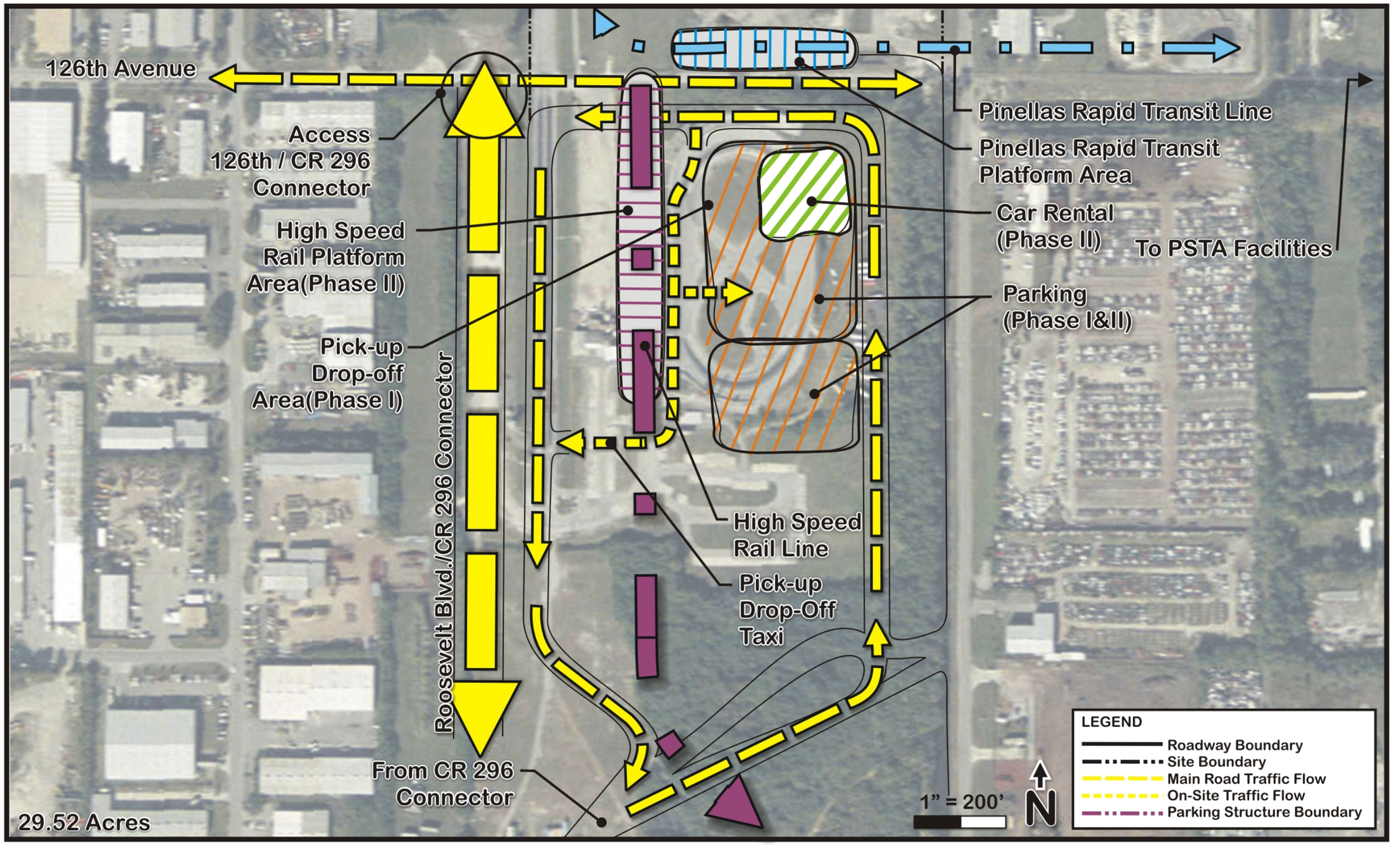


Figure 3-29
Conceptual Plan
Gateway
Site #3268

Connector/118th Avenue at the south end of the site. Ideally, a second access point would exist at the intersection of Roosevelt Boulevard (C.R. 296) Connector and 126th Avenue.

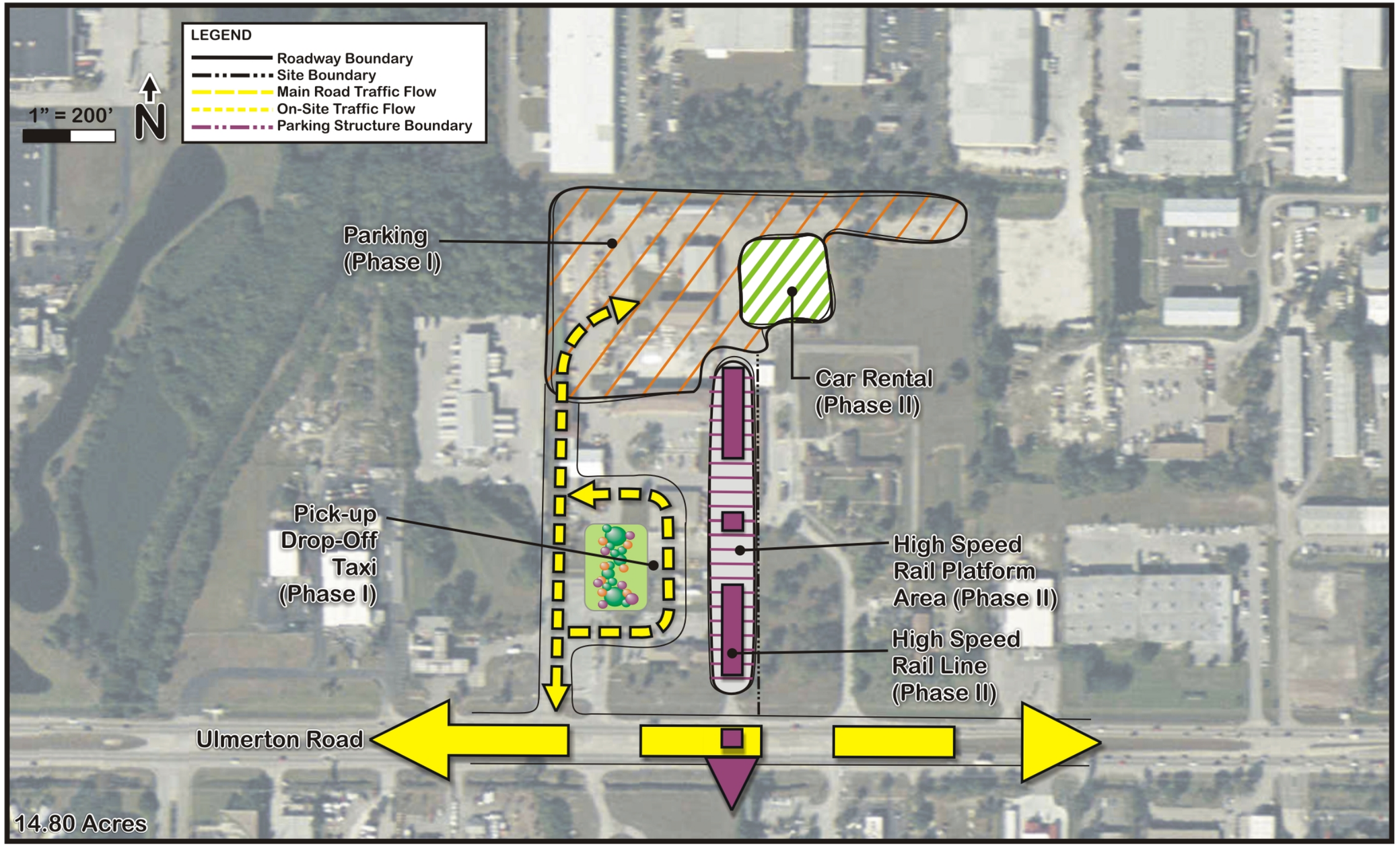
Because the FHSR is not precluded in this activity center and the SIS suggests a FHSR station in Pinellas County, a connection is shown to the FHSR. The project team assumed that FHSR would cross the bay utilizing the I-275 corridor and would then follow 118th Avenue until turning north near the Roosevelt Boulevard (C.R. 296) Connector and finally terminating at the site. Advantages and disadvantages of this site were recorded as the following:

- Advantages:
  - Site was identified as "Pinellas County Intermodal Center" in the approved PIE Airport Master Plan.
  - Proposed PMI monorail station location.
  - Convenient access to interstate, PIE, and local transit stations.
  - Good internal circulation and traffic flow.
  - Site size and shape offers greater potential for phased development, such as commercial opportunities and additional parking.
  - Property currently owned by FDOT (larger property than what is shown for intermodal use, therefore, site location is flexible).
  - Able to accommodate FHSR.
- Disadvantages:
  - Design plans have Roosevelt Boulevard (C.R. 296) Connector as a controlled-access roadway requiring access plans to include second access point to Roosevelt Boulevard.
  - No accommodation for intercity bus.
  - Located approximately 1 mi from employment and residential concentration (Carillon development).

Site #2166 (FDOT Maintenance Yard)

Site #2166 is approximately 15 ac in size and is classified as Site Class 6 potentially accommodating FHSR, express bus, and local transit. Figure 3-30 provides a conceptual plan for an intermodal center at this site. This site could offer the opportunity for phased development with Phase I to include parking and bus circulation and Phase II to include FHSR and car rental facilities. There is only one main access point, which is from Ulmerton Road on the south side of the site.

Because the FHSR is not precluded in this activity center and the SIS suggests a FHSR station in Pinellas County, a connection is shown 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 along a utility corridor due south of the site. FHSR would follow the utility corridor and finally terminate at the site. Advantages and disadvantages of this site were recorded as the following:



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Tampa Bay
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Figure 3-30
Conceptual Plan
Gateway
Site #2166
(Phase I&II)

- Advantages:
  - Convenient access by auto, especially to/from north and west Pinellas County.
  - Property currently owned by FDOT.
  - Proximity to PIE.
  - Able to accommodate FHSR.
- Disadvantages:
  - No direct access to the PMI monorail alignment or the interstate system.
  - No accommodation for intercity bus.
  - Only one access point (Ulmerton Road).
  - Extra distance of FHSR track would increase FHSR cost.
  - Design constraints posed by adjacent utility corridor and power substation.
  - Would require relocation of FDOT maintenance operations.

3.5.3.5 St. Petersburg Activity Center

Although the viable sites in this activity center are comparable, the site ranking evaluation revealed Site #2985 (Tropicana Field Parking Lot-Joint Use) as the preferred site for this activity center. The site offers better intermodal connectivity and opportunity for joint-use partnerships. The site also serves as a destination point for the activity center. A detailed description of the site ranking analysis is included in the following paragraphs.

Site #2985 (Tropicana Field Parking Lot-Joint Use)

Site #2985 is approximately 14 ac in size and is classified as Site Class 1 potentially accommodating FHSR, rapid transit, intercity bus, express bus, and local transit. Figure 3-31 provides a conceptual plan for Phase I of an intermodal center at this site. Phase I would allow for parking, local and intercity bus service, BRT, and PMI monorail. Figure 3-32 provides a conceptual plan for Phase II of an intermodal center at this site. Phase II would allow for the addition of FHSR and car rental facilities.

There is one main vehicle and pedestrian access point for this site from 2nd Avenue South. This access is common for bus circulation and automobile traffic. However, there is a separate access for Tropicana Field visitors from 3rd Avenue South. There are also bus pull-off areas along 1st Avenue South.

Because FHSR is not precluded in this activity center and the SIS suggests a FHSR station in Pinellas County, a connection is shown to the FHSR. The project team assumed that FHSR would enter the activity center utilizing the existing CSX corridor and would then curve at 1st Avenue South to enter the site parallel to the PMI monorail alignment. It is assumed that both systems are elevated.

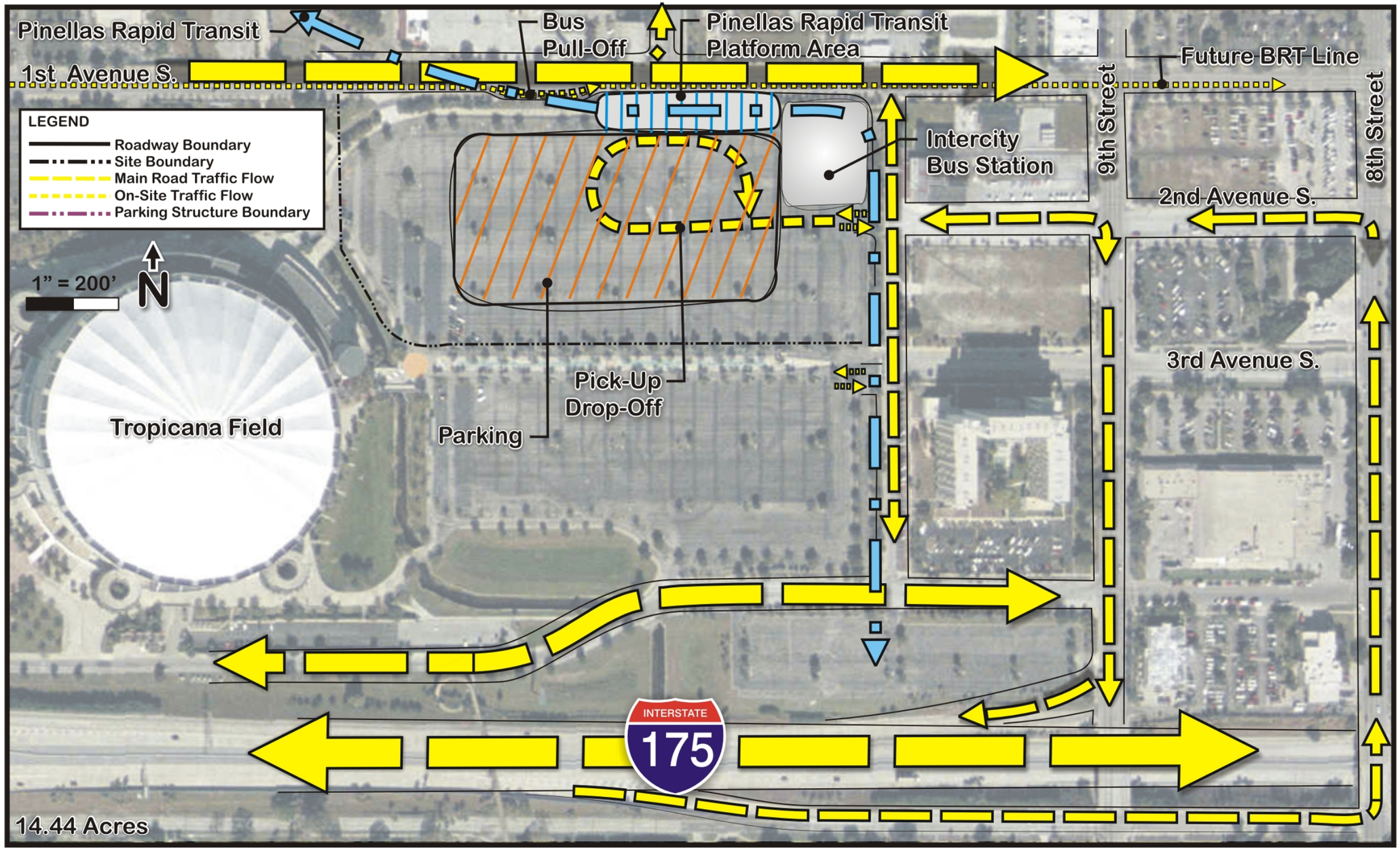

Figure 3-31
Conceptual Plan
Downtown St. Pete
Site #2985(Phase I)

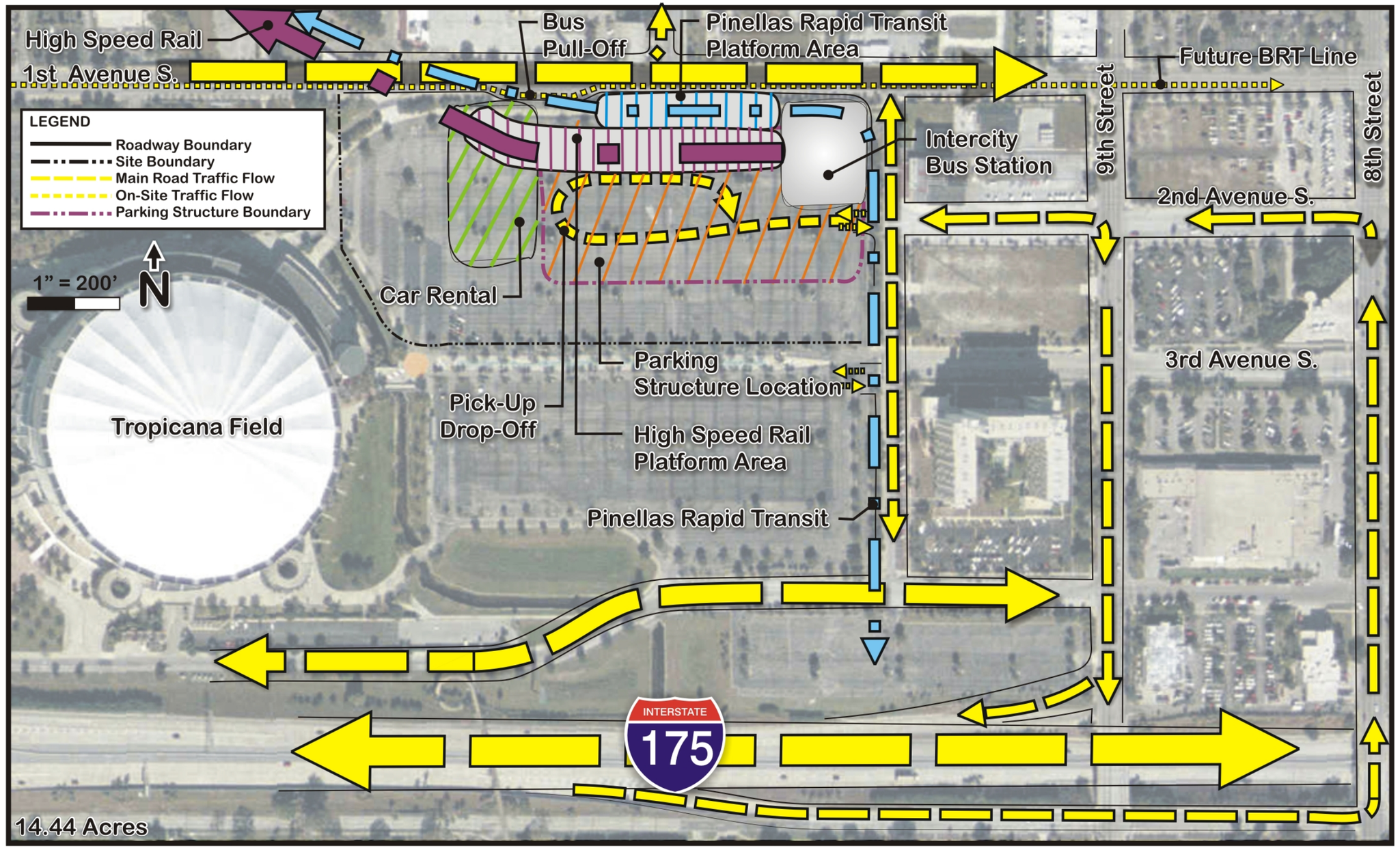

Figure 3-32

Conceptual Plan
Downtown St. Pete
Site #2985(Phase II)

Advantages and disadvantages of this site were recorded as the following:

- Advantages:
  - Able to accommodate FHSR.
  - Direct access to PMI monorail, local bus system, pedestrian/bike trails, and BRT.
  - Proposed PMI monorail station location.
  - Close proximity to intercity bus or potential for relocation on site.
  - Good internal circulation and traffic flow. One common access route/point shared by buses, taxis, and autos with separate access for Tropicana Field visitors.
  - Greater redevelopment opportunities for neighborhoods to the north.
  - Reasonable destination point, because of proximity to downtown attractions.
  - Joint-use with Tropicana Field.
  - Owned by City of St. Petersburg.
- Disadvantages:
  - Would require adjustment of PMI monorail alignment and selected station location.
  - Extra distance of elevated FHSR track would increase FHSR cost.
  - Susceptible to congestion during main events at Tropicana Field.
  - City of St. Petersburg must reach joint-use agreement with Tampa Bay Devil Rays.
  - Would require structure to replace Tropicana Field parking.

Site #750 (City of St. Petersburg Maintenance Facility)

Site #750 is approximately 19 ac in size and is classified as Site Class 1 potentially accommodating FHSR, rapid transit, intercity bus, express bus, and local transit. Figure 3-33 provides a conceptual plan for Phase I of an intermodal center at this site. Phase I would allow for parking, local and intercity bus service, and PMI monorail. Figure 3-34 provides a conceptual plan for Phase II of an intermodal center at this site. Phase II would allow for the addition of FHSR, car rental facilities, and/or parking.

There is one main vehicle and pedestrian access point for this site from 16th Street North. However, once on-site, traffic can flow through the parking lot without having to circulate through the curbside circulation area. Future access to parking could be offered from Burlington Avenue North.

Because FHSR is not precluded in this activity center and the SIS suggests a FHSR station in Pinellas County, a connection is shown to the FHSR. The project team assumed that FHSR would enter the activity center utilizing the existing CSX corridor and enter the site from the north parallel to the PMI monorail alignment. It is assumed that both systems are elevated.

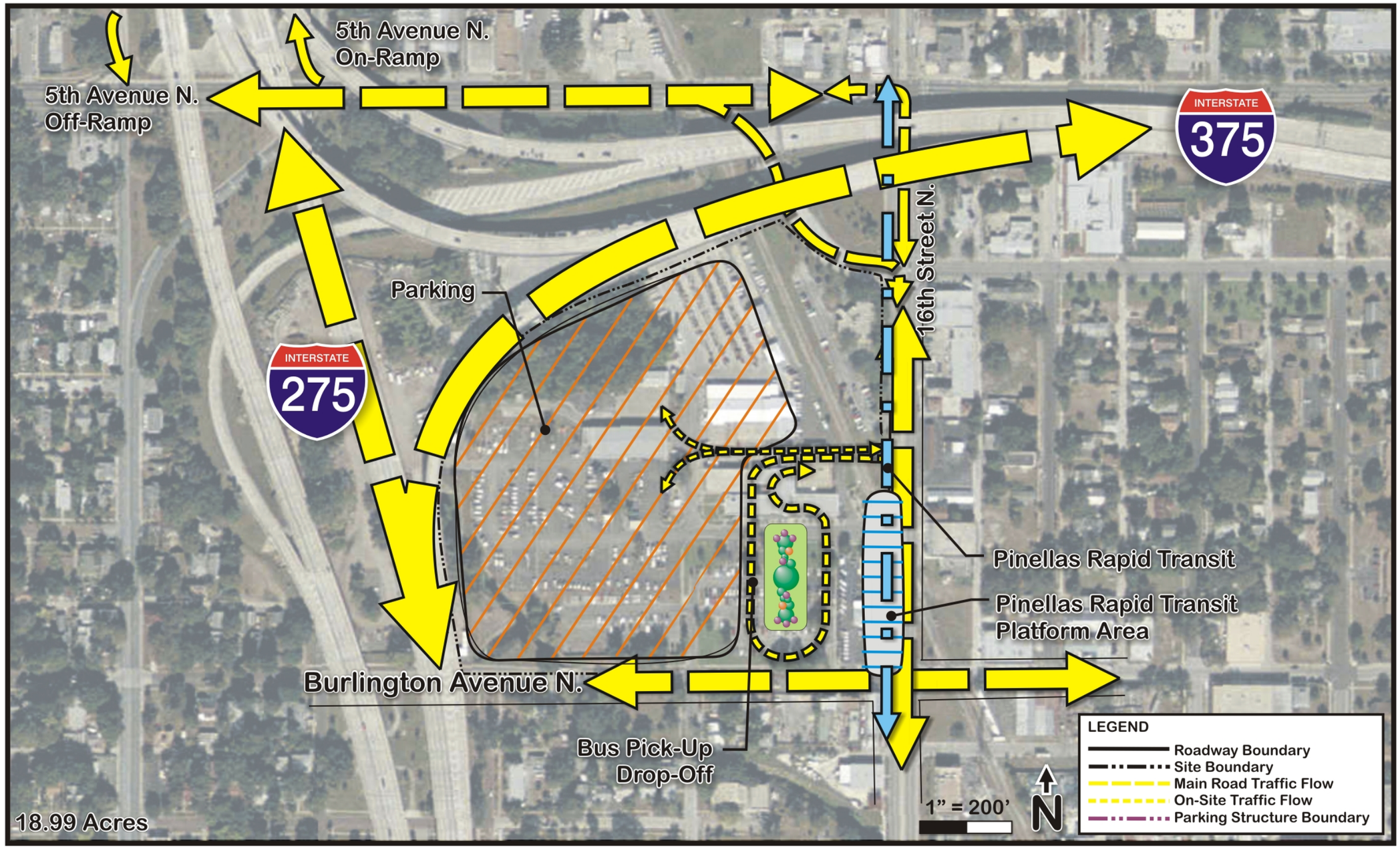

Figure 3-33

Conceptual Plan
Downtown St. Pete
Site #750(Phase I)

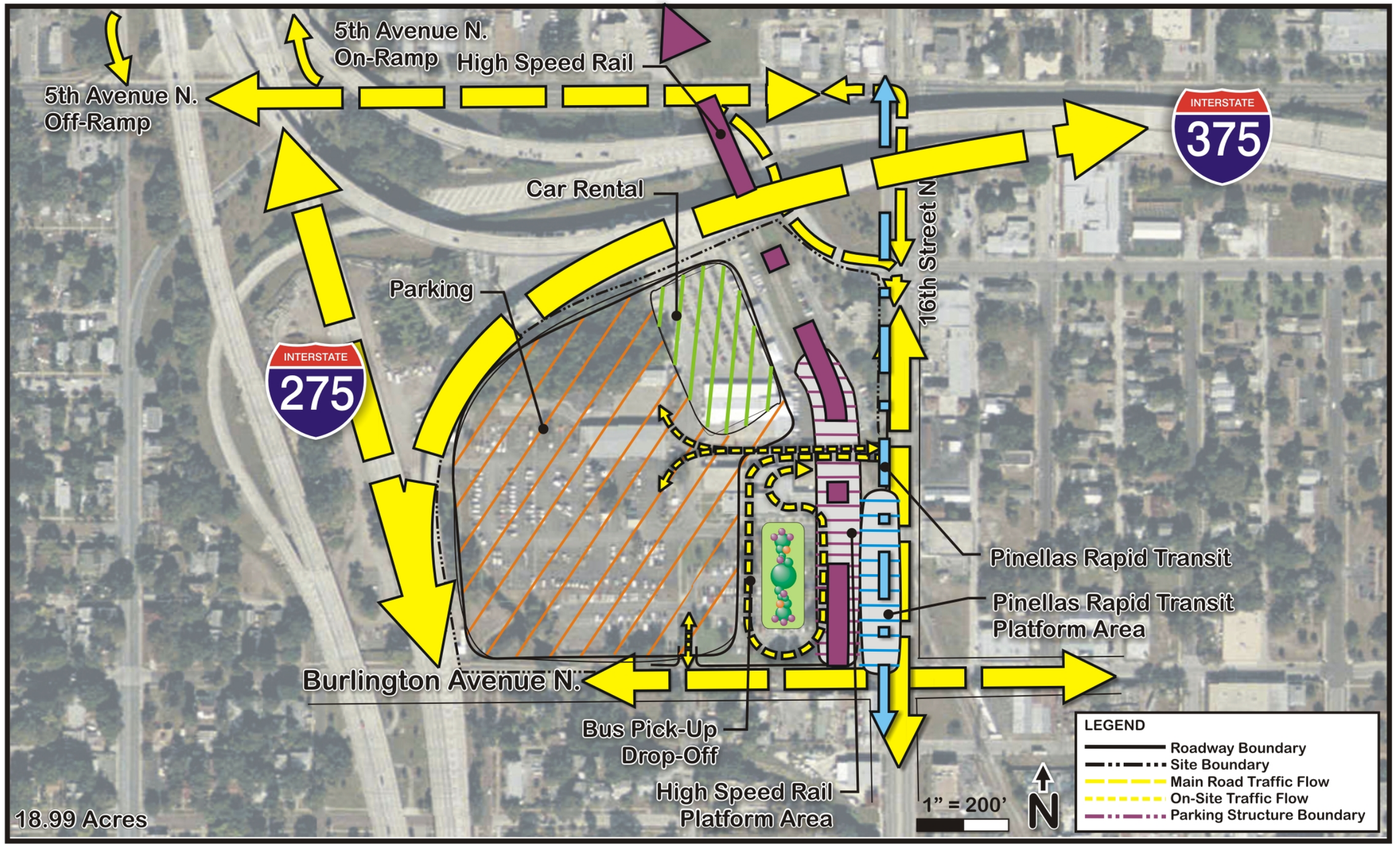

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Figure 3-34

Conceptual Plan
Downtown St. Pete
Site #750(Phase II)

Advantages and disadvantages of this site were recorded as the following:

- Advantages:
  - Able to accommodate FHSR.
  - Direct access to PMI monorail and local bus system.
  - Proposed PMI monorail station location.
  - Close proximity to intercity bus or potential for relocation on site.
  - Good access to/from interstate system from the north.
  - Multiple access points on local roads.
  - Good internal circulation and traffic flow.
  - Site size and shape offers greater potential for phased development, such as additional parking.
  - FHSR would be less costly at this site, since the elevated FHSR track would be significantly shorter in length.
  - Owned by City of St. Petersburg.
- Disadvantages:
  - Somewhat difficult access to/from interstate system from the south.
  - Low potential for redevelopment opportunities.
  - Not a destination point in downtown St. Petersburg.
  - Possible redesign of I-275/I-375 interchange in the future would limit the use of the portions of this site.
  - Potential controversy with local neighborhood.
  - Would require relocation of City's maintenance operations.

3.5.3.6 Summary of Site Ranking and Evaluation

The purpose of the site ranking analysis was to compare the 2 viable sites within each activity center. The project team evaluated both viable sites within each activity center in terms of mode classification, phasing capabilities, overall functionality, and accessibility characteristics. The project team found that sites were not equal in distribution of these characteristics. The results of the site ranking analysis reveal 6 viable sites to be considered for further evaluation (1 from each activity center, except for Westshore which has 2). 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, SIS/FIHS corridors, and some SIS hubs and connectors. The remaining viable sites are:

- Westshore-Site #2311 (Former Dairy Farm near TPA)
- Westshore-Site #2377 (Jefferson High School Parking Lot-Joint Use)
- Downtown Tampa-Site #1863 (Former County Jail Site)
- USF-Site #1017 (Tampa General Hospital Property)
- Gateway-Site #3268 (Sunshine Speedway)
- Downtown St. Petersburg-Site #2985 (Tropicana Field Parking Lot-Joint Use)

3.6 REFERENCES/NOTES

1. Tampa Bay Regional Planning Model; Florida Department of Transportation, District Seven; Tampa, Florida; 2001.

2. Westshore Alliance; "About Westshore"; http://www.choosewestshore.com; September 1, 2004.

3. Tampa International Airport; "Tampa International Airport Fact Sheet 2004"; http://www.tampaairport.com; September 1, 2004.

4. Tampa International Airport Master Plan Update Report; Hillsborough County Aviation Authority; Tampa, Florida ; December 1999.

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

6. University of South Florida; "Quick Facts About USF"; http://www.usf.edu; September 1, 2004.

7. Florida Statistical Abstract 2003; University of Florida Bureau of Economic and Business Research; Gainesville, Florida; 2003.

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

9. Environmental Data Report: Custom Data Research, Transit Activity Center Study; Environmental Data Management; Largo, Florida; 2004.

10. St. Petersburg-Clearwater International Master Plan Update; Pinellas County Board of County Commissioners; Clearwater, Florida; 2003.

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

Section 4.0
AGENCY COORDINATION AND PUBLIC INVOLVEMENT

4.1 INTRODUCTION

The success of any transportation improvement is dependent upon a comprehensive outreach effort. As such, the project team was 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, and 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.

4.2 AGENCY COORDINATION

The project team provided project information to federal, regional, state, and local agencies, in addition to local civic organizations, utilizing various methods, including the Advance Notification (AN) process, the Executive Transportation Team (ETT), and Florida Department of Transportation (FDOT)-District Seven's Environmental Technical Advisory Team (ETAT).

4.2.1 Advance Notification

The FDOT, through the AN process, informed a number of federal, state, regional, and local agencies of this project and its scope of anticipated activities. The AN Package was distributed to the Florida State Clearinghouse on January 30, 2004. A copy of the AN package is located in Appendix F.

4.2.1.1 Agencies on Mailing List

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

4.2.1.2 Summary of Agency Comments

The following section provides a summary of the comments submitted by federal, state, or local agencies in response to the AN package. A response to each comment is also provided. Appendix G contains a copy of each agency's comment letter.

Federal Agencies

U.S. Department of Agriculture - Natural Resources Conservation Service (NRCS) - Florida State Office, State Soil Scientist

Comment: FDOT should contact NRCS if any soils-related information is needed. All issues seem to be adequately addressed.

Response: Comment noted.

U.S. Department of Commerce - National Marine Fisheries Service - Habitat Conservation Division

Comment: In consideration of potential impacts which may occur on Essential Fish Habitat (EFH) in the project area, National Oceanic and Atmospheric Administration (NOAA) Fisheries recommends that an EFH assessment be prepared and provided for our review and comment prior to implementing the proposed transportation improvement projects. The assessment may be incorporated into the project's environmental document and must include:

- A description of the proposed action, including quantification of the impacts of the project implementation on intertidal and subtidal species.
- An analysis of the impacts of habitat alteration on EFH and managed fishery resources.
- A discussion of measures proposed or considered to avoid, minimize, and offset adverse impacts to marine fishery resources.
- A statement of your agency's conclusions with respect to the proposed action as it would affect EFH.

Response: Site-specific design information will be retrieved and an extensive review of potential environmental impacts, including potential impacts to EFH, will be included in the PD&E study as necessary. FDOT will document any potential EFH impacts in the Wetland Evaluation Report and the findings will be incorporated into the required National Environmental Policy Act (NEPA) document.

State Agencies

Florida Department of Environmental Protection (FDEP) - Southeast District Office, District Director

Comment: Agency notes that in addition to their designation as aquatic preserves, the following bodies of water are also designated as Outstanding Florida Waters (OFW) and are afforded additional protection under rules 62-4.242(2) and 62.302.700, F.A.C.: Pinellas County, Boca Ciega Bay, and Cockroach Bay.

Response: Comment noted.

Comment: At this stage, project is consistent with Florida Coastal Management Program. Department recommends that FDOT coordinate with the Tampa Bay Regional Planning Council, Pinellas County, Hillsborough County, and the Southwest Florida Water Management District (SWFWMD) to address any concerns as detailed in each agencies' comments. The state's continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during this and subsequent permitting reviews.

Response: Comment noted.

Regional/Local Agencies

Tampa Bay Regional Planning Council, Executive Director

Comment: Council welcomes the opportunity to review the more detail-oriented PD&E Study. Council is especially concerned with protection of Natural Resources of Regional Significance during the designation and construction of intermodal centers. These resources are depicted on the map series of the Council's Strategic Regional Policy Plan and can be viewed on www.tbrpc.org.

Response: Comment noted. Further coordination will take place during the PD&E Study. Potential environmental impacts, including potential impacts to Natural Resources of Regional Significance, will be evaluated during the PD&E study.

Miccosukee Tribe of Indians of Florida, Chairperson

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) will be conducted as part of the PD&E study.

Hillsborough County, Office of the County Administrator

Comment: Consistent with Federal Executive Order 11988, permit requirements may require approval of no-impact analyses at the local level with respect to Hillsborough County's participation in the National Flood Insurance program.

Response: Comment noted.

Comment: County recommends that study results be communicated to local staff.

Response: Comment noted. Coordination with the appropriate agencies will continue throughout the PD&E project.

Comment: Mitigation projects to offset adverse impacts to the special flood Hazard Area within the county be identified (as a minimum) through appropriate impact analyses and a Letter of Map Revision using Federal Form MT2. Mitigation projects to offset impacts shall be performed pursuant to any applicable local requirements, which may require notification to property owners of adversely impacted areas.

Response: Comment noted.

Comment: County suggests that the study consider the ability to effectively move vehicles in time of an evacuation order, including consideration of the regional system's adequacy to meet evacuation travel demand. If the regional system cannot effectively manage demand, alternatives in meeting the demand should be identified.

Response: The project team will consider the proposed sites' impacts to evacuation zones during the PD&E project.

Comment: No mention is made of the requirements of the Hillsborough County Land Development Code's Upland Significant and Essential Wildlife Habitat protection provisions. The AN package identifies awareness for listed plant and animal species; however, there is no indication made for the habitat itself. The report should contain this information.

Response: An extensive review of potential environmental impacts, including potential impacts to Hillsborough County Land Development Code's Upland Significant

and Essential Wildlife Habitat, will be included in the PD&E study. This information will be coordinated with the appropriate agencies.

Pinellas County

Comment: County notes that FDOT should consider that the St. Petersburg-Clearwater International Airport Master Plan currently identifies a planned intermodal center on the Pinellas speedway property. Project is consistent with the goals and objectives of the Pinellas County Comprehensive Plan. County requests continued coordination throughout the course of this project.

Response: Comment noted. FDOT will continue to coordinate with the appropriate agencies throughout the PD&E project.

The following agencies replied with no comment or no objection:

- Federal Aviation Administration - Orlando Airports District Office
- Florida Fish and Wildlife Conservation Commission - Office of Environmental Services, Director
- Southwest Florida Water Management District, Executive Director

4.2.2 Elected Officials Kick-Off Notification

On February 20, 2004, the District Seven Public Information Officer distributed an electronic notification to elected officials parallel to 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) Feasibility Study and introduce the members of the ETT. 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

4.2.3 Agency Coordination Meetings

Coordination with federal, state, and local agencies is an essential portion of any project. The Feasibility Study project team met with representatives of the city and county governments, local metropolitan planning organizations (MPOs), and miscellaneous civic groups, in addition to providing updates to the local elected officials. There were no requests for follow-up meetings with any federal or state agencies.

4.2.3.1 Executive Transportation Team Meetings

At the onset of the study, the project team identified the 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 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 PD&E Study. The original ETT members received a letter, dated December 23, 2003, from the FDOT-District Seven Secretary, requesting their participation in the 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 were:

- Mr. Ned Baier - Transportation Division, Manager, Hillsborough County
- Mr. Mahdi Mansour - Transportation Manager, City of Tampa
- Ms. Nadine Jones - Director of Airport Planning & Noise Compatibility Program, Hillsborough County Aviation Authority
- Ms. Lucie Ayer - Executive Director, Hillsborough County Metropolitan Planning Organization
- Ms. Sharon Dent - Executive Director, Hillsborough Area Regional Transit
- Ms. Jan Herbst - Director of Public Works, Pinellas County
- Mr. Brian Smith - Executive Director, Pinellas County Metropolitan Planning Organization
- Mr. Roger Sweeney - Executive Director, Pinellas Suncoast Transit Authority
- Mr. Frank Aiello – Airport Engineer, St. Petersburg – Clearwater International Airport
- Mr. Joe Kubicki – Transportation Planning Director, City of St. Petersburg

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 many of these meetings. The project team provided each ETT member with a project binder for note-taking and organization of each meeting's handouts. Each meeting afforded the opportunity for the ETT to provide comments concerning the study process, status, and direction. The ETT preferred that meetings be held on Fridays at 9:30 a.m. 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 4-1.

Table 4-1
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

4.2.3.2 Local Agency Meetings

In addition to the ETT meetings, the project team provided project updates to miscellaneous county, city, and MPO groups, in addition to elected officials in Hillsborough and Pinellas counties. The project team provided concept site plans, conceptual engineering layouts, and draft documents during these meetings. A list of local agency meetings is provided in Table 4-2.

Table 4-2
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 (PIE)
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

4.2.3.3 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. A list of local civic organization meetings is located in Table 4-3.

Table 4-3
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

4.2.4 Environmental Technical Advisory Team

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, the FDOT-Central Environmental Management Office has recently established the Efficient Transportation Decision Making (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. 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 ETAT consisting of representatives from agencies which have statutory responsibility for issuing permits or conducting consultation under NEPA. The ETAT is responsible for interacting with the FDOT and MPOs throughout the ETDM process. Early in a project's process, the ETAT will review the purpose and need, review direct impacts, recommend avoidance and minimization, suggest mitigation strategies, provide secondary and cumulative effects commentary, assess degree of effect, and coordinate to reduce conflicts. The FDOT-District Seven ETAT includes representatives from the following agencies:

Federal Agencies

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

State Agencies

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

Regional/Local Agencies

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

The Feasibility Study was submitted to the ETAT via the programming screen of the ETDM process on August 4, 2004. Project data included the project purpose and need (as presented in Section 1 of this report), project description, base map of 10 alternatives, and geographical information systems (GIS) analysis of direct effects consisting of 21 natural, physical, and social issues utilizing information from the Florida Geographic Data Library (FGDL). The sites were assigned an alternative number in the ETDM system for ease of ETAT reference and commenting. The following numbers were assigned to the 10 viable sites:

- Alternative 1-Downtown Tampa-Site #1863 (Former County Jail Site)
- Alternative 2-Downtown Tampa-Site #309 (Strip of Businesses near Union Station)
- Alternative 3-University of South Florida (USF)-Site #1017 (Tampa General Hospital Property)
- Alternative 4-USF-Site #5393 (Former Circuit City/Service Merchandise)
- Alternative 5-Westshore-Site #2377 (Jefferson High School Parking Lot-Joint Use)
- Alternative 6-Westshore-Site #2311 (Former Dairy Farm near Tampa International Airport [TPA])
- Alternative 7-Gateway-Site #3268 (Sunshine Speedway)
- Alternative 8-Gateway-Site #2166 (FDOT Maintenance Yard)
- Alternative 9-Downtown St. Petersburg-Site #750 (City of St. Petersburg Maintenance Yard)
- Alternative 10-Downtown St. Petersburg-Site #2985 (Tropicana Field Parking Lot-Joint Use)

4.2.4.1 Summary of Environmental Technical Advisory Team Comments

From the submittal date, August 4, 2004, the ETAT had approximately 45 days to review the project information and provide comment to FDOT. At the end of the 45-day period, FDOT approved a 15-day extension. Thus, the comment period lasted for a total of 60 days ending on October 2, 2004. 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 summary of the ETAT comments and responses is provided. Please note that

Alternatives 2, 4, 8, and 9 have recently been screened through the site ranking analysis and will no longer be considered for a major intermodal center, but are still viable for other transit options.

Federal Agencies

Federal Transit Administration (FTA)

Comment: Purpose and Need-FTA accepted the purpose and need statement on September 28, 2004.

Response: Comment noted.

Comment: Mobility-FTA assigned a minimal to none degree of effect for potential impacts to mobility.

Alternatives 1, 3, 5, 6, 7, and 10: This site has access to the proposed second phase of the fixed guideway system, access to existing bus facilities and services, and it is within a mile of the existing Amtrak services. The site also is within close proximity to a school and the hospital. A proposed intermodal center would better coordinate transportation options and services in downtown Tampa. Including but not limited to park and ride options.

Response: The FDOT concurs with the comments from the FTA on the Degree of Effect of Minimal to None. Each of the transit systems, roadway facilities, and community facilities within the project buffer area will be evaluated and considered in the project development phase as they relate to mobility.

Alternative 1 - Within the 100-foot (ft), 200-ft and 500-ft project buffer areas are the following bus transit routes: Route 31, 08, 96, 04, 10, 30 Leg 1, 19, 06, 05, 07,12, 01, 02, 18, 14, 200X, 20X, 21X, 54X, 23X, 50X, 26X, 22X, 27X, 28X, and 58 LX. Within the 200-ft and 500-ft project buffer area is Harlem Academy. Facility crossings within the 100-ft, 200-ft and 500-ft project buffer areas are I-275/SR 93, SR 685/Florida Avenue, and Jefferson Street.

Within the 100-ft, 200-ft, and 500-ft project buffer areas are Methodist Place, an assisted housing facility, the Museum of African American Art, Greater Bethel Baptist Church, Grace Evangelical Church, St. Paul African Methodist Episcopal (A.M.E.) Church, Tampa Bay Downtown Preschool and Day Care Center, and Harlem Academy. Developments of Regional Impact (DRI) within the 100-ft, 200-ft, and 500-ft project buffer areas are the Tampa Downtown Development DRI and the Regional Service Center. Within one mile of the project buffer area is the City of Tampa World Mart Center, Tampa Downtown Cruise Ship, Tampa Financial Center, City of Tampa Quad Block Development, and Hillsborough River Realty. Also within the 100-ft, 200-ft, and 500-ft project buffer areas is the City of Tampa Franklin Street Mall Administration Building.

Alternative 2 - Within the 100-ft and 200-ft project buffer areas are the following bus transit routes: Route 46, 12, 09, and 02, and within the 500-ft buffer area are these additional bus transit routes: 54X, 25X, 23X, 22X, and 27 X. Facility crossings within the 500-ft project buffer area are North Nebraska Avenue, East Twiggs Street, and the Lee Roy Selmon Crosstown Expressway (S.R. 618).

Within the 100-ft, 200-ft, and 500-ft project buffer area is the Tampa Downtown Development DRI. Within the 500-ft project buffer area are offices for the City of Tampa Fire Department, Hillsborough County Sheriff's Department, and the Hillsborough County Victim Assistance Program facility. Within one mile of the project buffer area is the City of Tampa World Mart Center, Tampa Downtown Cruise Ship, Tampa Financial Center, City of Tampa Quad Block Development, Regional Service Center, and Harbour Island. Also, within the 500-ft project buffer area, there is a railroad and railroad siding, as well as Union Station and the Central Fire Department Heliport.

Alternative 3 - Within the 100-ft, 200-ft, and 500-ft project buffer areas is bus transit route 18. Within the 500-ft project buffer area is the USF Botanical Gardens, and within the 100-ft, 200-ft, and 500-ft buffer areas is the University Center Research and DRI. Busch Gardens is within the one mile project buffer area.

Alternative 4 - Bus transit routes 07 and 09 are within the 500-ft project buffer area. Within the 200-ft project buffer area are the assisted housing communities of Evergreen, Oaks, and Elmwood, and within the 500-ft project buffer is Shaw Elementary School.

Alternative 5 - Within the 100-ft, 200-ft, and 500-ft project buffer areas are bus transit routes 30 Leg 1 and 36. Within the 100-ft project buffer area is Thomas Jefferson High School. The Westshore Areawide DRI is within the 100-ft, 200-ft, and 500-ft project buffer areas.

Alternative 6 – Within the 200-ft project buffer area is bus transit Route 30 Leg 1 and Route 30 Leg 2, and within the 500-ft project buffer area is bus transit route 10 Leg 1. The Westshore Areawide DRI is within the 100-ft, 200-ft, and 500-ft project buffer areas. Within the one mile project buffer area is the International Plaza.

Alternative 7 – There is no potential impact to mobility.

Alternative 8 – Within the 100-ft, 200-ft, and 500-ft project buffer areas are bus transit routes 99, 96, 79, and 59.

Alternative 9 – Within the 100-ft project buffer area is the Personal Enrichment through Mental Health Services, Inc. (PEMHS)/Short Term Residential Treatment health care facility, and within the 200-ft and 500-ft project buffer areas is the City of St. Petersburg Purchasing and Materials Management Department. Within the 500-ft project buffer area is Jamestown Church of Christ, Center of Hope assisted housing facility, and Turning Point, a social service facility. The St. Petersburg Intown Areawide DRI is located within the 100-ft, 200-ft, and 500-ft project buffer areas.

Within the 500-ft project buffer area is bus transit route 5 and 32. Facility crossings within the 100-ft and 200-ft project buffer areas are 4th Avenue and Burlington Avenue Facilities crossing within the 500-ft project buffer area are Northbound I-275, 5th Avenue North, 4th Avenue, 16th Street North, 2nd Avenue North, and Burlington Avenue. There is a railroad within the 100-ft project buffer area.

<u>Alternative 10</u> – Within the 100-ft project buffer area is bus transit route 7, and within the 200-ft and 500-ft project buffers are Routes 35, 3, 52 and 18.

There is a railroad within the 100-ft project buffer area. Within the 100-ft, 200-ft, and 500-ft project buffer areas is the St. Petersburg Intown Stadium. Within the 500-ft project buffer area is Bethel Community Baptist Church, Bethel African Methodist Episcopal (A.M.E.) Church, Tropicana Field, and St. Petersburg Intown Areawide DRI.

Federal Highway Administration (FHWA)

Comment: Purpose and Need - FHWA accepted the purpose and need statement on September 15, 2004.

Response: Comment noted.

Comment: Purpose and Need- The project description summary is very thorough and provides good background information for understanding the purpose and need for the project(s). At this time, the project is located in the FDOT Work Program, but not included or could not be located in either the Hillsborough or Pinellas County MPOs' Long Range Transportation Plans or Transportation Improvement Programs. Upon completion of the Feasibility Study, if the decision is made to go forward with this project to PD&E, the affected MPOs need to include the project in their respective plans and programs before approval of the PD&E will be granted.

Response: We acknowledge that the Tampa Bay Intermodal Center(s) is not included in the 2025 Long Range Transportation Plans (LRTPs) for the Hillsborough and Pinellas MPOs. As we indicated in the purpose and need statement for the intermodal center(s), the project is consistent with the Adopted Goals and Objectives for both LRTPs. Further, objectives for the intermodal center(s) are consistent with the goals and objectives of an extensive inventory of local, regional, and statewide plans.

The Tampa Bay Intermodal Center(s) represent an excellent example of a "major metropolitan transportation investment" as defined in Title 23 Code of Federal Regulations (CFR), Subpart C. A regional project such as the Tampa Bay Intermodal Center(s), while consistent with the goals and objectives of the plans referenced above, would require an extensive financial investment. Neither the Hillsborough nor Pinellas MPOs were able to identify projected resources sufficient to include the intermodal center(s) as "financially feasible" in their Adopted LRTPs. In addition, the Feasibility Study for the proposed project had not been initiated at the time the referenced MPOs were finalizing their long range plans.

In order to reconcile the inconsistency with the LRTPs for the affected MPOs, the FDOT has requested the MPOs to add the project to their LRTP Needs Plan. In addition, the FDOT will request that amendments to the LRTP Cost Affordable Plans be undertaken by the MPO staff. FDOT District staff will provide needed assistance and coordinate closely with the MPOs in this effort so that the project may proceed and be in compliance with all state and federal requirements.

We also acknowledge the proposed project phases included in the FDOT's Five Year Work Program for District Seven are not consistent with the Adopted TIPs for the Hillsborough and Pinellas MPOs. Subsequent to the Feasibility Study, funding for Phase II (PD&E Study) and Phase III (Preliminary Engineering) have been secured and programmed in the District Seven Five Year Work Program on an accelerated timeline.

In order to reconcile the inconsistency with the TIPs for the Hillsborough and Pinellas MPOs, the FDOT will request amendments to their adopted TIPs so that Phases II and III of the project are included. FDOT District staff will provide needed assistance and coordinate closely with the MPOs during the amendment process. This will ensure that Phases II and III of the project can move forward in compliance with all state and federal requirements.

Comment: Floodplains- FHWA assigned a minimal to none degree of effect for potential impacts to floodplains. Alternative #7 – Pinellas Park/ Pinellas County, north of 118th Avenue. The eastern portion of the site is within the 100 year floodplain. Alternative # 8 - South Highpoint/Pinellas County, Ulmerton Road. The northwest corner of the site is adjacent to the 100 year floodplain.

Response: The FDOT concurs with the comments from FHWA and a Degree of Effect of Minimal to None. The FDOT acknowledges FHWA's comment for Alternative 7 and Alternative 8 that the eastern portion and northwest corner of the sites, respectively, are within the 100-year floodplain. The remaining alternatives have no potential impact to floodplains.

Comment: Contaminated Sites – FHWA assigned a minimal to none degree of effect for potential contamination of sites.

<u>Alternative 1</u> – Tampa/Hillsborough County, East of Tampa Street, west of Orange Avenue, south of I-275. Contaminated Areas: Two contaminated sites are located within the site boundary: the central northern side has a city/county jail(s). A parking lot is located close to the southwest corner. An Auto Imports place is also located nearby, off Florida Avenue.

<u>Alternative 2</u> – Tampa/Hillsborough County, East of Orange and Jefferson Streets, west of North Nebraska Avenue, north of Zack Street. Contaminated Areas: Contaminated sites are located on Cass Street, close to northeastern half of the site; and two sites are near the southwestern corner between Kennedy Boulevard and Zack Street.

Alternative 3 – Tampa/Hillsborough County, Fowler Avenue and Bruce B. Downs Boulevard/30th Street. Contaminated Areas: A USF wastewater pump, Department of Health lab and a Jiffy Lube are located on the east side of the site. A Texaco, and USF residence services are located on the south side of Fowler Avenue.

Alternative 4 – Tampa/Hillsborough County, South of Fowler Avenue, just west of 15th Street. Contaminated Areas: One gas station is located on the site; another station and car wash located across from the site on 15th street; another located across from property on Fowler Avenue.

Alternative 5 – Tampa/Hillsborough County – Cypress Street, east of West Shore Boulevard. Contaminated Areas: A Marriott is located on the southwest corner of the site, and Time Warner communications is located further east along the property line or could be across the street, on the south side of Cypress.

Alternative 6 – Tampa/Hillsborough County – South of Spruce Street, east of Memorial Highway. Contaminated Areas: Two contaminated sites are located along the northern edge of the site; three others are located close to the west side of the property and at the southeastern corner.

Alternative 9 – St. Petersburg/Pinellas County, west of 16th Street, east of I-275, south of I-375. Contaminated Areas: Contaminated sites/petroleum tanks just east of 16th Street.

Alternative 10 – St. Petersburg/Pinellas County, east of 16th Street, south of 1st Avenue South. Contaminated Areas: Petroleum tanks/ contaminated sites are located on the eastern half of the site.

Response: The FDOT concurs with the comments from FHWA and a Degree of Effect of Minimal to None. Every alternative has numerous petroleum storage tanks in the project buffer areas and within the 500-ft buffer area of Alternative 3 there is the Pepsi-Cola Bottling Company of Tampa, a toxic release inventory site. FDOT acknowledges the detailed comments from FHWA regarding contaminated areas within the project buffer area and will evaluate these sites during the project development phase.

Comment: Infrastructure – FHWA assigned a minimal to none degree of effect for potential impacts to infrastructure.

Alternative 1 – Tampa/Hillsborough County, East of Tampa Street, west of Orange Avenue, south of I-275 Infrastructure: The site is located within a multi-use trail priority area and a paddling trail priority area. Equestrian trail priorities are located on the east side of the site. Bus stops and transit routes are located along I-275 and Tampa Street.

Alternative 2 – Tampa/Hillsborough County, East of Orange and Jefferson Streets, west of North Nebraska Avenue, north of Zack Street Infrastructure: A CSX Union Station is located on Nebraska Avenue, close to the southeast corner and is part of the National Rail Network (2001). Railroad lines run east-west, or lengthwise through the site. Facility crossings are located at Florida Avenue, I-275, SR 685, and SR 93. A railroad crossing is

located at north Nebraska Avenue, in the northeast corner of the site. A fire station is located at the southwest corner of the property. An Amtrak station is located near the southeast corner of the site, off North Nebraska Avenue. The site is located within a multi-use trail priority area, a paddling trail priority area, and equestrian trail priorities area.

Alternative 3 – Tampa/Hillsborough County, Fowler Avenue and Bruce B. Downs Boulevard/30th Street Infrastructure: Site is adjacent to bus transit routes on Bruce B. Downs Boulevard/30th Street, and is also in a proposed cell tower replacement area. The site is located within a multi-use trail priorities area, and is part of the Lutz-Tampa Palms connection. Transit stops are located along Bruce B. Downs Boulevard/30th Street, adjacent to the site.

Alternative 4 – Tampa/Hillsborough County, South of Fowler Avenue, just west of 15th Street Infrastructure: Site is adjacent to bus transit routes on 15th Street and on Fowler. A railroad track (Tampa Rail Project, part of the National Rail Network (2001)) runs along the backside of the site on the southside of Fowler. There is a railroad crossing at Fowler, just west of the site. The site is located within a multi-use trail priorities area, and is part of the Lutz-Tampa Palms connection.

Alternative 5 – Tampa/Hillsborough County – Cypress Street, east of West Shore Boulevard Infrastructure: The site is located within a multi-use trail priorities area. Transit routes and bus stops are located along Cypress Street and West Shore Boulevard.

Alternative 6 – Tampa/Hillsborough County – South of Spruce Street, east of Memorial Highway Infrastructure: The property is within a multi-use trail priorities area. Bus transit routes and stops are located along Spruce Street and along Memorial Highway. The site is near the proposed recreational trails (2003) Hillsborough Greenway System.

Alternative 7 – Pinellas Park/ Pinellas County, north of 118th Avenue Infrastructure: Site is near or includes a cell tower. The property is within a multi-use trail priorities area.

Alternative 8 – South Highpoint/Pinellas County, Ulmerton Road Infrastructure: FAA obstruction tower and wireless antennae structures are located directly south of the site, across Ulmerton Road. The site is within a multi-use trail priority area (Progress Energy Trail) and a paddling trail priority area (Cross Bayou Trail), as well as being part of Conservation and Recreational Lands (1999). Land Use: Land use for the site is institutional, and is adjacent to industrial uses. Utility uses are located across and south of Ulmerton, as well as commercial uses and open land.

Alternative 9 – Saint Petersburg/Pinellas County, west of 16th Street, east of I-275, south of I-375 Infrastructure: A bus route runs along 5th Avenue, and bus stops are included along 16th Street. The railroad diagonally bisects site towards the northeast corner. Rail road crossings are located on the northeast corner and just north on 5th Avenue. Bridge structures/facility crossings are located toward the northeast corner of the site. Wireless antennae structures and towers are located southeast of the site. The site is included within a multi-use trail priority area (Pinellas Trail Extension/Skyway Connector).

Alternative 10 – Saint Petersburg/Pinellas County, east of 16th Street, south of 1st Avenue South Infrastructure: Four transit routes and transit stops are located along 1st Avenue South, with a route also along 16th Street. Railroads run adjacent to site's south end and to the northeast of the property (National Rail Network 2001). FAA obstruction dome and tanks are located just east of the site. Land use for the site is recreational and included as part of Conservation and Recreation Lands (1999). The site is included within a multi-use trail priority area (Pinellas Trail Extension).

Response: The FDOT concurs with the FHWA on the Degree of Effect of Minimal to None. The FDOT acknowledges FHWA's summarization of the various infrastructure resources within the 100-ft, 200-ft, and 500-ft project buffer areas that may be impacted by implementation of the intermodal center. All resources outside of the 500-ft buffer are unlikely to be adversely impacted due to their distance from the proposed project area. The FDOT will consider these impacts during the project development phase.

Comment: Land Use – FHWA assigned a minimal to none degree of effect for potential land use impacts.

Alternative 1 – Tampa/Hillsborough County, East of Tampa Street, west of Orange Avenue, south of I-275 Land Use: classified as institutional and commercial land uses. The uses adjacent to the site are transportation utilities and commercial.

Alternative 2 – Tampa/Hillsborough County, East of Orange and Jefferson Streets, west of North Nebraska Avenue, north of Zack Street Land Use: A drainage basin crosses the western third of the site. Land uses are designated as commercial, institutional and open land. Adjacent land uses include commercial, transportation utilities, and institutional.

Alternative 3 – Tampa/Hillsborough County, Fowler Avenue and Bruce B. Downs Boulevard/30th Street Land Use: Land use for the site is designated as institutional. Adjacent (west side) and across from open land.

Alternative 4 – Tampa/Hillsborough County, South of Fowler Avenue, just west of 15th Street Land Use: Land use for the site is commercial, with commercial and high density residential adjacent to the property.

Alternative 5 – Tampa/Hillsborough County – Cypress Street, east of West Shore Boulevard Land Use: Land use for the site is institutional, with adjacent uses of commercial and high density residential.

Alternative 6 – Tampa/Hillsborough County – South of Spruce Street, east of Memorial Highway Land Use: Approximately two- thirds of the site is located in a drainage basin area. Land use for the site is commercial; with adjacent uses consisting of upland forests to the east and south; and open land to the east. Some wetlands are located close to the southern boundary. Transportation utilities uses are located on the west side and across from the site. Small water bodies are located close to the west side of site.

Alternative 7 – Pinellas Park/Pinellas County, north of 118th Avenue Land Use: Currently land use for the site is largely recreational, with some upland forests.

Alternative 9 – Saint Petersburg/Pinellas County, west of 16th Street, east of I-275, south of I-375 Land Use: Land uses on site consist of commercial and upland forests, with adjacent uses of transportation utilities and high density residential. There is a stream running through the site on the southwest corner.

Alternative 10 – St. Petersburg/Pinellas County, east of 16th Street, south of 1st Avenue South Land Use: A water body is located across 16th Street, adjacent to the site. A stream runs just to the east of the site. The land use on site is recreational. Adjacent land uses include recreational, commercial, and industrial.

Response: The FDOT acknowledges the comments from the FHWA, and concurs with FHWA on the Degree of Effect of Minimal to None. 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 intermodal center. The FDOT will consider these impacts during the project development phase.

Comment: Social-FHWA assigned a minimal to none degree of effect for potential social impacts.

Alternative 1 – Tampa/Hillsborough County, East of Tampa Street, west of Orange Avenue, south of I-275. Community: An African American Art Museum is also located on the site, near North Florida Avenue. A school is located close to the southeast corner of the site. A government building is located on the west side of the site, along Tampa Street. Historic sites are located along Florida Avenue within the Tampa Urban Design Preservation Plan. An historic church is found on Marion Street. An historic cemetery is located just east of the site. A SHPO national register site is located on North Franklin Street, adjacent to the southwest corner area of the site. Some larger concentrations of minority populations (53-81 percent) are located on the northeast corner and the mid-southern portion of the site area.

Alternative 2 – Tampa/Hillsborough County, East of Orange and Jefferson Streets, west of North Nebraska Avenue, north of Zack Street. Community: A union railroad depot on a SHPO National register site is located adjacent to Nebraska Avenue. An airport runway and historic structures are located in the southern portion. Other historic structures are located south of the site on Twiggs Street. The site is located within the limits of the Tampa Urban Design Preservation Plan and the Tampa Rail Project Cultural Resources Reconnaissance Study. An 82-100 percent minority population is located close to the northern side of the site.

Alternative 3 – Tampa/Hillsborough County, Fowler Avenue and Bruce B. Downs Boulevard/30th Street. Community: Site is adjacent to an architectural/historic site on the southwest corner at Fowler Avenue and Bruce B. Downs Boulevard/30th Street intersection, and is located within an historical survey area. The USF Botanical Gardens are located just north of the site (public cultural point of interest) as well as a waterbody. The Shriner's Hospital is located at northwest corner of the site.

Alternative 4 – Tampa/Hillsborough County, South of Fowler Avenue, just west of 15th Street. Community: Assisted housing is located near the northeast side of the property on Bruce B. Downs Boulevard/30th Street. A concentration (82-100 percent) of minority population is located adjacent to the backside of the property (southeast). Site is located within a cultural resources survey area.

Alternative 5 – Tampa/Hillsborough County – Cypress Street, east of West Shore Boulevard. Community: A high school is located to the north, directly behind property. The site is included in a cultural resources assessment study area for the Tampa Interstate Study, and is part of the South Tampa Area Reclaimed (STAR) project for the city of Tampa. An historic site (burial mound) and historic structure is located close to the northeast corner of the site. An Easter Seal rehab center is located on southeast corner of the site.

Alternative 6 – Tampa/Hillsborough County – South of Spruce Street, east of Memorial Highway. Community: The site is included in a cultural resources assessment survey area.

Alternative 7 – Pinellas Park/ Pinellas County, north of 118th Avenue. Community: The Sunshine Speedway is located directly north of the site. The property is within an architectural/historic survey site area. Potentially larger elderly population located in the area.

Alternative 8– South Highpoint/Pinellas County, Ulmerton Road. Community: The site is contained within an architectural/historic survey area. A 30-50 percent minority population is the site area.

Alternative 9 – Saint Petersburg/Pinellas County, west of 16th Street, east of I-275, south of I-375. Community: The site is located within several architectural/historic survey boundaries, but no historical structures are shown. A city government building is located in the center of the site. A medical facility is located near 16th Street/5th Avenue intersection. Assisted housing is located close to the northeast corner of the site.

Alternative 10 – Saint Petersburg/Pinellas County, east of 16th Street, south of 1st Avenue South. Community: The site is located within several architectural/historical survey boundaries, no historical structures shown. An historic site is located close to the southeast corner of the site. Thunderdome Stadium is located just south of the property.

Response: The FDOT acknowledges the comments from the FHWA and concurs with the Degree of Effect of Minimal to None.

Within the project buffer areas of each alternative are high density residential uses and minority populations of 46–100 percent. The FDOT recognizes there is a large minority population (greater than 40 percent) and low-income households located in close 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 (Environmental Protection Agency [EPA], 1994). The 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 large percentage of minority populations, the FDOT will examine the need for special public involvement/public outreach requirements during the project development phase.

Also, every alternative has numerous petroleum storage tanks in the project buffer areas and within the 500-ft buffer area. FDOT acknowledges the detailed comments from FHWA regarding contaminated areas within the project buffer area and will evaluate these sites during project development.

Alternative 1 – Within the 100-ft project buffer area there is the Oaklawn and St. Louis Catholic Cemetery (HI05595) and ineligible for National Register of Historic Places (NRHP) building remains (HI06760). Within the 100-ft, 200-ft, and 500-ft project buffer areas are numerous Florida Site File (FSF) historic standing structures. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area. A CRAS will be conducted in the project development phase. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Within the 100-ft, 200-ft, and 500-ft project buffer areas are Methodist Place, an assisted housing facility, the Museum of African American Art, Greater Bethel Baptist Church, Grace Evangelical Church, St. Paul A.M.E. Church, Tampa Bay Downtown Preschool and Day Care Center, and Harlem Academy. DRI within the 100-ft, 200-ft, and 500-ft project buffer areas are the Tampa Downtown Development DRI and the Regional Service Center. Within one mile of the project buffer area is the City of Tampa World Mart Center, Tampa Downtown Cruise Ship, Tampa Financial Center, City of Tampa Quad Block Development, and Hillsborough River Realty. Also within the 100-ft, 200-ft, and 500-ft project buffer areas is the City of Tampa Franklin Street Mall Administration Building.

Alternative 2 – Within the 100-ft, 200-ft, and 500-ft project buffer areas are numerous FSF Historic Standing Structures. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area.

Within the 100-ft, 200-ft, and 500-ft project buffer area is the Tampa Downtown Development DRI. Within the 500-ft project buffer area are offices for the City of Tampa Fire Department, Hillsborough County Sheriff's Department, and the Hillsborough County Victim Assistance Program facility. Within one mile of the project buffer area is the City of Tampa World Mart Center, Tampa Downtown Cruise Ship, Tampa Financial Center, City of Tampa Quad Block Development, Regional Service Center, and Harbour Island.

Within the 500-ft project buffer area there is a railroad and railroad siding, as well as Union Station and the Central Fire Department Heliport.

Alternative 3 – Within the 100-ft project buffer area there is lithic scatter/quarry (HI00455) that has not been evaluated by the State Historic Preservation Officer (SHPO). All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area. A CRAS will be conducted in the project development phase. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Within the 500-ft project buffer area is the USF Botanical Gardens, and within the 100-ft, 200-ft, and 500-ft buffer areas is the University Center Research and Development within the 100-ft, 200-ft, and 500-ft buffer areas is the University Center Research and Development DRI. Busch Gardens is within the one mile project buffer area.

Within the 500-ft buffer area there is the Pepsi-Cola Bottling Company of Tampa, a toxic release inventory site.

Alternative 4 – Within the 200-ft project buffer area are the assisted housing communities of Evergreen, Oaks, and Elmwood, and within the 500-ft project buffer is Shaw Elementary School. Also, within the 200-ft project buffer area there is a railroad.

Alternative 5 – Within the 500-ft project buffer area there is a prehistoric burial mound (HI01077) that has not been evaluated by the SHPO. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area. A CRAS will be conducted in the project development phase. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Within the 100-ft project buffer area is Thomas Jefferson High School and the Easter Seals Society facility. The Westshore Areawide DRI is within the 100-ft, 200-ft, and 500-ft project buffer areas.

Alternative 6 – Within the 500-ft project buffer area is a proposed recreational trail (Hillsborough Greenway System). A Section 4(f) Evaluation may need to be conducted to assess the impacts to this resource. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to this resource.

The Westshore Areawide DRI is within the 100-ft, 200-ft, and 500-ft project buffer areas.

Alternative 7 – Within the 500-ft project buffer area is the Sunshine Speedway.

Alternative 8 – Within the 100-ft project buffer area there is a campsite (PI01741) that is ineligible for the NRHP.

Alternative 9 – Within the 100-ft project buffer area there is the Booker Creek/Burlington Avenue Bridge (PI08747), a FSF historic bridge and within the 500-ft project buffer area are numerous FSF historic standing structures.

Within the 100-ft project buffer area is the PEMHS/Short Term Residential Treatment health care facility, and within the 200-ft and 500-ft project buffer areas is the City of St. Petersburg Purchasing and Materials Management Department. Within the 500-ft project buffer area is Jamestown Church of Christ, Center of Hope assisted housing facility, and Turning Point, a social service facility. The St. Petersburg Intown Areawide DRI is located within the 100-ft, 200-ft, and 500-ft project buffer areas.

There is a railroad within the 100-ft project buffer area.

Alternative 10 – Within the 500-ft project buffer area are numerous FSF historic standing structures and a historic refuse (PI00741) that has not been evaluated by the SHPO. A CRAS will be conducted in the project development phase. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Within the 500-ft project buffer area is Bethel Community Baptist Church, Bethel A.M.E. Church, Tropicana Field and the St. Petersburg Intown Areawide DRI. Within the 100-ft, 200-ft, and 500-ft project buffer areas is the St. Petersburg Intown Stadium. There is also a railroad within the 100-ft project buffer area and numerous petroleum storage tanks in the project buffer areas.

U.S. Environmental Protection Agency (EPA)

Comment: Purpose and Need-EPA understood the purpose and need statement on September 10, 2004.

Response: Comment noted.

Comment: Water Quality and Quantity-EPA assigned a minimal to none degree of effect for potential water quality impacts.

The main concern of EPA is surface water quality, primarily Hillsborough River. There are potential concerns regarding stormwater management effects both due to direct impacts during the construction phase and also during the operational phase of the project (runoff from project area). The activity within the Tampa Bay Intermodal Center(s) may be subject to the MS4 stormwater regulations regarding small, medium, and large municipalities. Best management practices (BMPs) should be identified and taken into consideration during development and design phases.

The collective surface water quality impact of this project and other major construction activities in the project area should be considered relative to stormwater management.

Response: The FDOT concurs with the EPA on the Degree of Effect of Minimal to None. The constructed project will provide stormwater treatment for the new impervious surface. BMPs will be employed during the construction activities and to treat the stormwater runoff during the operational phase of the project. The project construction activities will incorporate a Stormwater Pollution Prevention Plan (SWPPP), which will be developed during the design phase of the project. The stormwater will be treated in the operation phase to state and local standards. The State of Florida has a NPDES permit program that has been approved by EPA. Tampa Bay Intermodal Center(s) will be subject to MS4 stormwater regulations and the FDOT is a permitted MS4 operator.

Alternative 1 – The Hillsborough River is within the 100-ft buffer area and the Ybor City Drain is within the 500-ft buffer area. These water bodies are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC.

Alternative 2 – The Hillsborough River and Ybor City Drain are within the 100-ft buffer area. These water bodies are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC. Also, within the 100-ft buffer area there is poor watershed as documented in the most recent DEP 305(b) Report.

Alternative 7 – Within the 100-ft buffer area is direct runoff to the Bay and the Cross Canal (North) is within the 500-ft buffer area. These water bodies are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC.

Alternative 8 – The Cross Canal (North) is within the 100-ft buffer area. This water body is listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC.

Alternative 9 – Within the 100-ft buffer area there are poor watershed conditions as documented in the most recent DEP 305(b) Report. Also, within the 200-ft buffer area there is an EPA Water Quality Data Sampling Station.

Alternative 10 – Within the 100-ft buffer area there are poor watershed conditions as documented in the most recent DEP 305(b) Report.

Comment: Wetlands-EPA assigned a minimal to none degree of effect for potential wetland impacts.

Response: The FDOT concurs with EPA and recommends a Minimal to None Degree of Effect. The FDOT acknowledges recommendations from this agency 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 employ avoidance and minimization of impacts during project development.

Alternative 3 – Within the 500-ft buffer area there are 2.3 acres (ac) of palustrine wetlands listed in NWI.

Alternative 4 – Within the 500-ft buffer area there are 0.4 ac of palustrine wetlands listed in NWI and 0.2 ac of freshwater marshes/graminoid prairie.

Alternative 6 – Within the 100-ft, 200-ft, and 500-ft buffer areas there are 0.7, 1.4, and 3.8 ac respectively of palustrine wetlands listed in NWI. Also, within the 500-ft buffer area there are 1.3 ac of freshwater marshes/graminoid prairie and 0.5 ac of wetland forest mixed.

Alternative 7 – Within the 100-ft, 200-ft, and 500-ft buffer areas there are 0.2, 0.7, and 1.6 ac respectively of palustrine wetlands listed in NWI.

Alternative 8 – Within the 100-ft, 200-ft, and 500-ft buffer areas there are 0.2, 0.8, and 1.6 ac respectively of palustrine wetlands listed in NWI. Also, within the 500-ft buffer area there are 1.4 ac of freshwater marshes/graminoid prairie and 1.2 ac stream and lake swamps/bottomlands.

U.S. Army Corps of Engineers (USACE)

Comment: Purpose and Need-The USACE accepted the purpose and need statement on October 1, 2004.

Response: Comment noted.

Comment: Wetlands- USACE assigned a minimal to none degree of effect for potential wetland impacts.

Based on the USACE review of the aerials and GIS info, there appears to be a surface water feature on this site (Alternative 9). USACE was unable to determine the 'importance' of this feature, however.

USACE recommends confirming the status/extent of the waters of the U.S. as soon as possible, and designing the project to ”stay out of the water”. Consideration of ”drier” alternatives, which based on the USACE review of the other alternatives includes most of them, should also be a priority.

Response: The FDOT concurs with USACE and recommends a Minimal to None Degree of Effect. The FDOT acknowledges recommendations from this agency 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 employ avoidance and minimization of impacts during project development.

Alternative 3 – Within the 500-ft buffer area there are 2.3 ac of palustrine wetlands listed in National Wetlands Inventory (NWI).

Alternative 4 – Within the 500-ft buffer area there are 0.4 ac of palustrine wetlands listed in NWI and 0.2 ac of freshwater marshes/graminoid prairie.

Alternative 6 – Within the 100-ft, 200-ft, and 500-ft buffer areas there are 0.7, 1.4, and 3.8 ac respectively of palustrine wetlands listed in NWI. Also, within the 500-ft buffer

area there are 1.3 ac of freshwater marshes/graminoid prairie and 0.5 ac of wetland forest mixed.

Alternative 7 – Within the 100-ft, 200-ft, and 500-ft buffer areas there are 0.2, 0.7, and 1.6 ac respectively of palustrine wetlands listed in NWI.

Alternative 8 – Within the 100-ft, 200-ft, and 500-ft buffer areas there are 0.2, 0.8, and 1.6 ac respectively of palustrine wetlands listed in NWI. Also, within the 500-ft buffer area there are 1.4 ac of freshwater marshes/graminoid prairie and 1.2 ac stream and lake swamps/bottomlands.

U.S. Department of Commerce – National Marine Fisheries Service (NMFS)

Comment: Wetlands-NMFS, Habitat Conservation Division assigned a minimal to none degree of effect for potential wetland impacts.

The NMFS, Habitat Conservation Division, has reviewed the proposed FDOT project through the Environmental Screening Tool. Due to our current staffing level, we are unable to adequately investigate this activity and, therefore, we can take no action on the proposed activity at this time. It should be noted that our position is neither supportive of, nor in opposition to, the subject activity.

Response: The FDOT concurs with NMFS and recommends a Minimal to None Degree of Effect. The FDOT will identify and incorporate into project commitments, where necessary, the potential impacts to wetlands, floodplains, along with plant and animal species and habitats that support them. The FDOT will employ avoidance and minimization of impacts during project development.

Alternative 3 – Within the 500-ft buffer area, there are 2.3 ac of palustrine wetlands listed in NWI.

Alternative 4 – Within the 500-ft buffer area, there are 0.4 ac of palustrine wetlands listed in NWI and 0.2 ac of freshwater marshes/graminoid prairie.

Alternative 6 – Within the 100-ft, 200-ft, and 500-ft buffer areas, there are 0.7, 1.4, and 3.8 ac respectively of palustrine wetlands listed in NWI. Also, within the 500-ft buffer area there are 1.3 ac of freshwater marshes/graminoid prairie and 0.5 ac of wetland forest mixed.

Alternative 7 – Within the 100-ft, 200-ft, and 500-ft buffer areas, there are 0.2, 0.7, and 1.6 ac respectively of palustrine wetlands listed in NWI.

Alternative 8 – Within the 100-ft, 200-ft, and 500-ft buffer areas, there are 0.2, 0.8, and 1.6 ac respectively of palustrine wetlands listed in NWI. Also, within the 500-ft buffer area there are 1.4 ac of freshwater marshes/graminoid prairie and 1.2 ac stream and lake swamps/bottomlands.

U.S. Department of Interior – U.S. Fish and Wildlife Service (USFWS)

Comment: Purpose and Need-USFWS understood the purpose and need statement on August 24, 2004.

Response: Comment noted.

Comment: Wetlands-USFWS assigned a minimal to none degree of effect for potential wetland impacts.

USFWS places a high level of importance on federally listed plant and animal species, migratory birds, and habitats that support them. Alternatives 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10: No wetlands will be adversely impacted if chosen.

During the alternative analysis stage, the Service would recommend surveying any wetlands associated with each alternative and assess them for wildlife functionality. The Service would recommend the project avoid wetlands first. If avoidance is not possible, the Service recommends minimizing wetland impacts, and then mitigation for wetlands as a last option. Comments regarding this project are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.).

All Alternatives considered are represented by the followings comments: The Service has reviewed our GIS database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service's GIS database is a compilation of data received from several sources. A site visit of the proposed project alternatives by the Service was not completed. Primary land use of all potential alternatives is urban residential, industrial, and commercial.

Response: The FDOT concurs with USFWS and recommends a Minimal to None Degree of Effect. The FDOT acknowledges recommendations from this agency 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 employ avoidance and minimization of impacts during project development.

<u>Alternative 3</u> – Within the 500-ft buffer area, there are 2.3 ac of palustrine wetlands listed in NWI. The FDOT will implement the USFWS Standard Protection Measures for the Eastern Indigo snake during the construction phase. The FDOT will also employ avoidance and minimization of impacts during project development.

<u>Alternative 4</u> – Within the 500-ft buffer area, there are 0.4 ac of palustrine wetlands listed in NWI and 0.2 ac of freshwater marshes/graminoid prairie.

<u>Alternative 6</u> – Within the 100-ft, 200-ft, and 500-ft buffer areas, there are 0.7, 1.4, and 3.8 ac respectively of palustrine wetlands listed in NWI. Also, within the 500-ft buffer

area there are 1.3 ac of freshwater marshes/graminoid prairie and 0.5 ac of wetland forest mixed.

Alternative 7 – Within the 100-ft, 200-ft, and 500-ft buffer areas there are 0.2, 0.7, and 1.6 ac respectively of palustrine wetlands listed in NWI.

Alternative 8 – Within the 100-ft, 200-ft, and 500-ft buffer areas, there are 0.2, 0.8, and 1.6 ac respectively of palustrine wetlands listed in NWI. Also, within the 500-ft buffer area there are 1.4 ac of freshwater marshes/graminoid prairie and 1.2 ac stream and lake swamps/bottomlands.

Comment: Wildlife and Habitat -USFWS assigned a minimal to none degree of effect for potential wildlife and habitat impacts.

Alternatives 1 and 2: No federally listed species will be adversely impacted if any of these alternatives are chosen.

Alternative 3: The Eastern indigo snake (Drymarchon corais couperi) may occupy a broad range of habitats from scrub and sandhill communities, to wet prairies and mangrove swamps, near the proposed project site. The Eastern indigo is most strongly associated with high, dry, well-drained sandy soils, and closely parallels habitat preferred by the gopher tortoise (Gopherus polyphemus), a state of Florida listed species. In reviewing the Environmental Screening Tool, one occurrence of the gopher tortoise (FNAI data 1999) is noted near the proposed project site. If this alternative is chosen, the Service would recommend that FDOT implement the Service's Standard Protection Measures for the Eastern Indigo snake during the construction phase of the project.

Wildlife and Habitat-Alternatives 4, 5, 6, 7, 8, 9, and 10: No federally listed species will be adversely impacted if any of these alternatives are chosen.

Response: The FDOT concurs with comments from USFWS and the Degree of Effect of Minimal to None. 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 project development. The FDOT will develop commitments to avoid and/or minimize harm to the potentially affected species.

Alternative 3 – The FDOT will implement the USFWS Standard Protection Measures for the Eastern Indigo snake during the construction phase. The FDOT will also employ avoidance and minimization of impacts during project development.

Alternative 4 – Within the 500-ft buffer area, there are 0.2 ac of freshwater marshes/graminoid prairie.

Alternative 6 – Within the 500-ft buffer area, there are 1.3 ac of freshwater marshes/graminoid prairie and 0.5 ac of wetland forest mixed.

Alternative 8 – Within the 500-ft buffer area, there are 1.4 ac of freshwater marshes/graminoid prairie and 1.2 ac stream and lake swamps/bottomlands. Within the

200-ft buffer area there is a 0.2 ac and within the 500-ft buffer area 4.1 ac of upland area containing habitat of 7 or more focal species. Also, within the 500-ft buffer area is Florida Fish and Wildlife Conservation Commission (FFWCC) Priority Wetlands Habitat.

State Agencies

Florida Department of Community Affairs (DCA)

Comment: Land Use-DCA assigned a minimal to none degree of effect for potential land use impacts.

Response: The FDOT concurs with DCA and on the Degree of Effect of Minimal to None. 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 intermodal center. The FDOT will consider these impacts during the project development phase.

Florida Department of Environmental Protection (FDEP)

Comment: Purpose and Need-FDEP understood the purpose and need statement on September 17, 2004.

Response: Comment noted.

Comment: Section 4(f) Potential-FDEP assigned a minimal to none degree of effect for potential Section 4(f) impacts.

Response: The FDOT concurs with the FDEP on the Degree of Effect of Minimal to None. For Alternatives 1, 3, 5, and 10, a CRAS will be conducted in the project development phase. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Alternative 1 – Within the 100-ft project buffer area, there is the Oaklawn and St. Louis Catholic Cemetery (HI05595) and ineligible for the NRHP building remains (HI06760). Within the 100-ft, 200-ft, and 500-ft project buffer areas are numerous FSF historic standing structures. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area.

Alternative 2 – Within the 100-ft, 200-ft, and 500-ft project buffer areas are numerous FSF historic standing structures.

Alternative 3 – Within the 100-ft project buffer area, there is lithic scatter/quarry (HI00455) that has not been evaluated by the SHPO. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area.

Alternative 4 – There is no potential impact to Section 4(f) resources.

Alternative 5 – Within the 500-ft project buffer area there is a prehistoric burial mound (HI01077) that has not been evaluated by the SHPO. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area.

Alternative 6 – Within the 500-ft project buffer area is a proposed recreational trail (Hillsborough Greenway System). A Section 4(f) Evaluation may need to be conducted to assess the impacts to this resource. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to this resource.

Alternative 7 – There is no potential impact to Section 4(f) resources.

Alternative 8 – Within the 100-ft project buffer area, there is a campsite (PI01741) that is ineligible for the NRHP.

Alternative 9 – Within the 100-ft project buffer area, there is the Booker Creek/Burlington Avenue Bridge (PI08747), a FSF historic bridge, and within the 500-ft project buffer area are numerous FSF historic standing structures.

Alternative 10 – Within the 500-ft project buffer area are numerous FSF historic standing structures.

Comment: Water Quality and Quantity-FDEP assigned a minimal to none degree of effect for potential water quality impacts.

Response: The FDOT concurs with the FDEP on the Degree of Effect of Minimal to None. The constructed project will provide stormwater treatment for the new impervious surface. BMPs will be employed during the construction activities and to treat the stormwater runoff during the operational phase of the project. The project construction activities will incorporate a SWPPP, which will be developed during the design phase of the project. The Stormwater will be treated in the operation phase to state and local standards. The State of Florida has a NPDES permit program that has been approved by EPA. Tampa Bay Intermodal Center(s) will be subject to MS4 stormwater regulations and the FDOT is a permitted MS4 operator.

Alternative 1 – The Hillsborough River is within the 100-ft buffer area and the Ybor City Drain is within the 500-ft buffer area. These water bodies are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC.

Alternative 2 – The Hillsborough River and Ybor City Drain are within the 100-ft buffer area. These water bodies are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC. Also, within the 100-ft buffer area there is poor watershed as documented in the most recent DEP 305(b) Report.

Alternative 7 – Within the 100-ft buffer area is direct runoff to the Bay and the Cross Canal (North) is within the 500-ft buffer area. These water bodies are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC.

Alternative 8 – The Cross Canal (North) is within the 100-ft buffer area. This water body is listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC.

Alternative 9 – Within the 100-ft buffer area there are poor watershed conditions as documented in the most recent DEP 305(b) Report. Also, within the 200-ft buffer area there is an EPA Water Quality Data Sampling Station.

Alternative 10 – Within the 100-ft buffer area there are poor watershed conditions as documented in the most recent DEP 305(b) Report.

Florida Department of State

Comment: Purpose and Need-Florida Department of State understood the purpose and need statement on August 16, 2004.

Response: Comment noted.

Comment: Historic and Archaeological Sites-Florida Department of State assigned a moderate degree of effect for potential impacts to historic and archaeological sites.

Significant Resources and Reason for Significance:

FSF Cemeteries

Project Alternative 1 – Buffer distance: 100 ft (23.5 ac). Cemetery Name Site ID OAKLAWN AND ST LOUIS CATHOLIC CEMETERY HI05595

Project Alternative 2 – Buffer distance: 5280 ft (2409.59 ac). Cemetery Name Site ID OAKLAWN AND ST LOUIS CATHOLIC CEMETERY HI05595

Project Alternative 3, 4, 5, 6, 7, 8, and 9 – No features found.

Project Alternative 10 – Buffer distance: 5280 ft (2193.26 ac). Cemetery Name Site ID GREENWOOD CEMETERY PI00729

FSF Historic Bridges

Project Alternative 1 – Buffer distance: 5280 ft (2509.75 ac). Bridge Name Site ID LAUREL STREET BRIDGE HI06671 CASS STREET BRIDGE HI06670 LAFAYETTE STREET BRIDGE HI00640 PLATT STREET BRIDGE HI00862 LAFAYETTE STREET VIADUCT HI06832

Project Alternative 2 – Buffer distance: 5280 ft (2409.59 ac). Bridge Name Site ID LAUREL STREET BRIDGE HI06671 CASS STREET BRIDGE HI06670 LAFAYETTE STREET BRIDGE HI00640 PLATT STREET BRIDGE HI00862 SEDDON ISLAND SCHERZER ROLLING LIFT HI01049 LAFAYETTE STREET VIADUCT HI06832

Project Alternative 3 and 4 – No features found

Project Alternative 5 – Buffer distance: 5280 ft (2384.85 ac). Bridge Name Site ID SHORE CREST AVENUE HI06675 NEPTUNE'S WAY HI06676

Project Alternative 6, 7 and 8 – No features found.

Project Alternative 9 – Buffer distance: 100 ft (22.14 ac). Bridge Name Site ID BOOKER CREEK/BURLINGTON AVENUE PI08747

Buffer distance: 5280 ft (2491.66 ac). Bridge Name Site ID 9TH STREET/BOOKER CREEK PI08746

Project Alternative 10 – Buffer distance: 5280 ft (2193.26 ac). Bridge Name Site ID BOOKER CREEK/BURLINGTON AVENUE PI08747 9TH STREET/BOOKER CREEK PI08746

FSF Historic Standing Structures

Project Alternative 1 – Buffer distance: 100 ft (23.5 ac). Structure Name Site ID ST PAUL AME CHURCH PARSONAGE HI06757 1319 NORTH FLORIDA AVE. HI06756 1221 NORTH FLORIDA AVENUE HI06755 SUPER LIQUOR MART HI07758 Analysis run 2004-08-03

Buffer distance: 200 ft (39.94 ac). Structure Name Site ID ST PAUL AME CHURCH PARSONAGE HI06757 1319 NORTH FLORIDA AVE. HI06756 1221 NORTH FLORIDA AVENUE HI06755 GREATER BETHEL BAPTIST CHURCH HI03282 ELKS REST LODGE HI00622 1213-1215 TAMPA ST 205 E FORTUNE HI00887 SUPER LIQUOR MART HI07758 Analysis run 2004-08-03

Buffer distance: 500 ft (83.62 ac). Structure Name Site ID ST PAUL AME CHURCH PARSONAGE HI06757 GOODY GOODY DRIVE IN RESTAURANT HI06754 1319 NORTH FLORIDA AVE. HI06756 1221 NORTH FLORIDA AVENUE HI06755 1505 N MORGAN ST HI03078 1511 NORTH MORGAN STREET HI03079 1513 NORTH MORGAN STREET HI03080 ST PAUL AME CHURCH HI00155 1209-1211 TAMPA ST HI00886 COMMERCIAL BLDG HI03063 SUNCOAST AUTOMOTIVE WAREHOUSE HI03075 GREATER BETHEL BAPTIST CHURCH HI03282 ELKS REST LODGE HI00622 1205-1207 N FRANKLIN ST HI00774 1213-1215 TAMPA ST 205 E FORTUNE HI00887 SOUTHERN FURNITURE EXCHANGE HI07757 SUPER LIQUOR MART HI07758 Analysis run 2004-08-03

Buffer distance: 5280 ft (2509.75 ac). SEVERAL HUNDRED HISTORIC STRUCTURES ARE RECORDED WITHIN THE 1-MILE BUFFER DISTANCE! FOR BREVITY, NO INDIVIDUAL RESOURCES ARE LISTED HERE. HOWEVER, ALL RECORDED RESOURCES ARE AVAILABLE FOR REVIEW IN GIS ANALYSIS RESULTS. POTENTIAL EFFECTS TO RESOURCE BEYOND THE 500-FT BUFFER DISTANCE ARE LIMITED.

Project Alternative 2 – Buffer distance: 100 ft (17.88 ac). Structure Name Site ID UNION DEPOT HOTEL, OLD HI06939 JACKSON HOTEL HI00906 J J STEPHENS BLDG HI00623 Analysis run 2004-08-03

Buffer distance: 200 ft (28.45 ac). Structure Name Site ID UNION RAILROAD STATION HI00298 UNION DEPOT HOTEL, OLD HI06939 A D JOHNSTON GROCERY HI00890 ALBERTUS HOTEL HI00891 JACKSON HOTEL HI00906 BENTLEY-GRAY DRY GOODS COMPANY HI00170 J J STEPHENS BLDG HI00623 Analysis run 2004-08-03

Buffer distance: 500 ft (65.98 ac). Structure Name Site ID UNION RAILROAD STATION HI00298 UNION DEPOT HOTEL, OLD HI06939 HQ TAMPA FIRE DEPT HI00124 A D JOHNSTON GROCERY HI00890 ALBERTUS HOTEL HI00891 JACKSON HOTEL HI00906 BEULAH 1ST BAPTIST CHURCH HI00154 GRAVES BROTHERS REFIGERATION SUPPLI HI00167 BENTLEY-GRAY DRY GOODS COMPANY HI00170 J J STEPHENS BLDG HI00623 Analysis run 2004-08-03

Buffer distance: 5280 ft (2409.59 ac). SEVERAL HUNDRED HISTORIC STRUCTURES ARE RECORDED WITHIN THE 1-MILE BUFFER DISTANCE! FOR BREVITY, NO INDIVIDUAL RESOURCES ARE LISTED HERE. HOWEVER, ALL RECORDED RESOURCES ARE AVAILABLE FOR REVIEW IN GIS ANALYSIS RESULTS. POTENTIAL EFFECTS TO RESOURCE BEYOND THE 500-FT BUFFER DISTANCE ARE LIMITED.

Project Alternative 3 – No features found.

Project Alternative 4 – Buffer distance: 5280 ft (2379.74 ac). Structure Name Site ID 702 EAST 128TH AVENUE HI05625 705 EAST 128TH AVENUE HI05626 706 EAST 128TH AVENUE HI05627 701 EAST 129TH AVENUE HI05628 TRAVELERS MOTEL A HI06544A TRAVELERS MOTEL B HI06544B TRAVELERS MOTEL C HI06544C TRAVELERS MOTEL D HI06544D TRAVELERS MOTEL E HI06544E TRAVELERS MOTEL G HI06544G TRAVELERS MOTEL H HI06544H TRAVELERS MOTEL I HI06544I TRAVELERS MOTEL F HI06544F FRONTIER TRAVEL PARK A HI06545A FRONTIER TRAVEL PARK B HI06545B FRONTIER TRAVEL PARK C HI06545C FRONTIER TRAVEL PARK D HI06545D FRONTIER TRAVEL PARK E HI06545E FRONTIER TRAVEL PARK F HI06545F FRONTIER TRAVEL PARK G HI06545G FRONTIER TRAVEL PARK H HI06545H FRONTIER TRAVEL PARK I HI06545I FRONTIER TRAVEL PARK J HI06545J FRONTIER TRAVEL PARK K HI06545K FRONTIER TRAVEL PARK L HI06545L FRONTIER TRAVEL PARK M HI06545M TRAVELERS MOTEL J HI06544J TRAVELERS MOTEL K HI06544K TRAVELERS MOTEL L HI06544L TRAVELERS MOTEL M HI06544M TRAVELERS MOTEL N HI06544N TRAVELERS MOTEL O HI06544O TRAVELERS MOTEL P HI06544P TRAVELERS MOTEL Q HI06544Q TRAVELERS MOTEL R HI06544R TRAVELERS MOTEL S HI06544S TRAVELERS MOTEL T HI06544T TRAVELERS MOTEL U HI06544U 10916 CENTRAL AVENUE HI05624 13002 CENTRAL AVENUE HI05629.

Project Alternative 5 – Buffer distance: 5280 ft (2384.85 ac). Structure Name Site ID 3911 WEST NASSAU STREET HI04046 4307 NASSAU STREET HI05608 4109 WEST CASS STREET HI04047 4007 WEST LEMON STREET HI04048 4301 AZEELE ST HI02337 4800 NEPTUNE WAY HI02367 4521 AZEELE ST HI02377 4524 AZEELE ST HI02378 5012 AZEELE ST HI02379 5102 AZEELE ST HI02380 413 SHORE CREST DR HI02387 4200 NORTH A STREET HI02330 4207 NORTH A STREET HI02331 TAMPANIA APTS 3 HI02332 4215 NORTH A STREET HI02333 4412 NORTH B STREET HI02334 GODDING/TILBURY HOUSE HI02335 TAMPANIA APTS 1 HI02345 4601 NORTH A STREET HI02346 4613 NORTH A STREET HI02347 TERRACINA HI02368 414 WESTSHORE BLVD HI02390 504 WESTSHORE BLVD HI02391 TAMPANIA HOUSE HI02270 4413 BEACH PARK DR HI02318 4505 BEACH PARK DR HI02319 4508 DALE AVE HI02329 4512 DALE AVE HI02340 4521 DALE AVE HI02341 413 PALOMA PLACE HI02348 416 PALOMA PLACE HI02349 407 ROYAL PALM WAY HI02350 414 ROYAL PALM WAY HI02372 406 WESTSHORE BLVD HI02389 212 COOLIDGE ST HI02326 4219 CLEVELAND AVE HI02359 3902 WEST LA SALLE STREET HI07812 3901 WEST ARCH STREET HI07811 3904 WEST LA SALLE STREET HI07810 3903 WEST ARCH STREET HI07809 3906 WEST LA SALLE STREET HI07808 3908 WEST LA SALLE STREET HI07807 3909 WEST ARCH STREET HI07806 3912 WEST LA SALLE STREET HI07805 3909 WEST STATE STREET HI07804 3910 WEST STATE STREET HI07803 3914 WEST LA SALLE STREET HI07802 3913 WEST ARCH STREET HI07801 3912 WEST STATE STREET HI07800 3916 WEST LA SALLE STREET HI07799 3918 WEST LA SALLE STREET HI07798 3920 WEST LA SALLE STREET HI07797 3919 WEST NASSAU STREET HI07796 3922 WEST LA SALLE STREET HI07795 3921 WEST NASSAU STREET HI07794 3924 WEST LA SALLE STREET HI07793 3923 WEST ARCH STREET HI07792 3923 WEST NASSAU STREET HI07791 4009 WEST CASS STREET HI07790 4113 WEST GRACE STREET HI07789 4111 WEST CASS STREET HI07788 4204 WEST CARMEN STREET HI07787 4205 WEST GRAY STREET HI07786 4208 WEST CARMEN STREET HI07785 4209 WEST GRAY STREET HI07784 4212 WEST CARMEN STREET HI07783 4211 WEST GRAY STREET HI07782 605 NORTH HUBERT AVENUE HI07781 601 NORTH HUBERT AVENUE HI07780 505 NORTH HUBERT AVENUE HI07779 503 NORTH HUBERT AVENUE HI07778 501 NORTH HUBERT AVENUE HI07777 602 NORTH HUBERT AVENUE HI07776 510 NORTH HUBERT AVENUE HI07775 504 NORTH HUBERT AVENUE HI07774 502 NORTH HUBERT AVENUE HI07773 4415 WEST GRAY STREET HI07772 4419 WEST GRAY STREET HI07771 322 HESPERIDES STREET HI07770.

Project Alternative 6 – Buffer distance: 5280 ft (2408.38 ac). Structure Name Site ID 4601 NORTH A STREET HI02346 4613 NORTH A STREET HI02347 4419 WEST GRAY STREET HI07771 322 HESPERIDES STREET HI07770.

Project Alternatives 7 and 8 – No features found.

Project Alternative 9 – Buffer distance: 500 ft (82.67 ac). Structure Name Site ID 1905 2ND AVENUE NORTH PI06929 1921 2ND AVENUE N PI06932 1844-1846 2ND

AVENUE NORTH PI06956 1911 2ND AVENUE NORTH PI06957 1911 BURLINGTON AVENUE NORTH PI07272

Buffer distance: 5280 ft (2491.66 ac). SEVERAL HUNDRED HISTORIC STRUCTURES ARE RECORDED WITHIN THE 1-MILE BUFFER DISTANCE! FOR BREVITY, NO INDIVIDUAL RESOURCES ARE LISTED HERE. HOWEVER, ALL RECORDED RESOURCES ARE AVAILABLE FOR REVIEW IN GIS ANALYSIS RESULTS. POTENTIAL EFFECTS TO RESOURCE BEYOND THE 500-FT BUFFER DISTANCE ARE LIMITED.

Project Alternative 10 – Buffer distance: 500 ft (37.91 ac). Structure Name Site ID PINELLAS LUMBER PI00715

Buffer distance: 5280 ft (2193.26 ac). SEVERAL HUNDRED HISTORIC STRUCTURES ARE RECORDED WITHIN THE 1-MILE BUFFER DISTANCE! FOR BREVITY, NO INDIVIDUAL RESOURCES ARE LISTED HERE. HOWEVER, ALL RECORDED RESOURCES ARE AVAILABLE FOR REVIEW IN GIS ANALYSIS RESULTS. POTENTIAL EFFECTS TO RESOURCE BEYOND THE 500-FT BUFFER DISTANCE ARE LIMITED.

List of FSF Archaeological or Historic Sites

Project Alternative 1 – Buffer distance: 100 ft (23.5 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI06760 Ineligible for NR Building remains Nineteenth century American, 1821-1899 FORTUNE BLOCK HISTORIC SCATTER SITE

Buffer distance: 200 ft (39.94 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI06760 Ineligible for NR Building remains Nineteenth century American, 1821-1899 FORTUNE BLOCK HISTORIC SCATTER SITE

Buffer distance: 500 ft (83.62 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI06760 Ineligible for NR Building remains Nineteenth century American, 1821-1899 FORTUNE BLOCK HISTORIC SCATTER SITE

Buffer distance: 5280 ft (2509.75 ac).Site ID Site Evaluation Site Type Site Culture Site Name HI00013 Potentially Eligible for NR Building remains Nineteenth century American, 1821-1899 FORT BROOKE HI00086 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric PLATT STREET BRIDGE SITE HI00110 Not Evaluated by SHPO Historic refuse American, 1821-present REPUBLICA DE CUBA STREET SITE HI00361 Not Evaluated by SHPO LANDING OF DE NARVAEZ ON TAMPA BAY HI00426 Not Evaluated by SHPO Historic refuse American, 1821-present BARRIO DE ASCERRIN HI00537 Not Evaluated by SHPO Artifact scatter-low density (< 2 per sq meter) Indeterminate EXPRESSWAY END HI00848B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present BARTLETT, W R HOUSE ARCHAEOLOGICAL SITE HI00849B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present BARTLETT, CHARLES HOUSE ARCHAEOL SITE HI00917B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present STALLINGS, OTTO HOUSE

ARCHAEOL SITE HI00966 Not Evaluated by SHPO House American Acquisition/Territorial Development 1821-45 NN HI00967 Not Evaluated by SHPO Historic refuse Nineteenth century American, 1821-1899 NN HI00976 Not Evaluated by SHPO Historic refuse Prehistoric lacking pottery NN HI00998 Not Evaluated by SHPO Historic burial(s) American, 1821-present QUAD BLOCK HI01039 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric lacking pottery OLD POND HI02120 Not Evaluated by SHPO Prehistoric burial(s) Manasota, 700 B.C.-A.D. 700 FORT BROOKE MIDDEN HI02268 Not Evaluated by SHPO House Nineteenth century American, 1821-1899 GONZALEZ HI02398 Ineligible for NR Habitation (prehistoric) Nineteenth century American, 1821-1899 BAY CADILLAC SITE HI03663B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present 2004 LAMAR AVE ARCHAEOLOGICAL SITE HI03705B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present 1803 N CENTRAL AVE ARCHAEOLOGICAL SITE HI03728B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present 2006 N LAMAR AVE ARCHAEOLOGICAL SITE HI04456 Ineligible for NR Single artifact or isolated find Prehistoric LAUREL ST ARCHAEOLOGICAL SITE HI04457 Ineligible for NR Artifact scatter-low density (< 2 per sq meter) Prehistoric FLORIBRASKA HI05637 Not Evaluated by SHPO Building remains Nineteenth century American, 1821-1899 PALMETTO HOTEL HI06407 Ineligible for NR Land-terrestrial Prehistoric lacking pottery BAYSHORE HI06703 Ineligible for NR Historic refuse Twentieth century American, 1900-present CENTRO YBOR HI06760 Ineligible for NR Building remains Nineteenth century American, 1821-1899 FORTUNE BLOCK HISTORIC SCATTER SITE

Project Alternative 2 – Buffer distance: 5280 ft (2409.59 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI00013 Potentially Eligible for NR Building remains Nineteenth century American, 1821-1899 FORT BROOKE HI00086 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric PLATT STREET BRIDGE SITE HI00110 Not Evaluated by SHPO Historic refuse American, 1821-present REPUBLICA DE CUBA STREET SITE HI00361 Not Evaluated by SHPO LANDING OF DE NARVAEZ ON TAMPA BAY HI00426 Not Evaluated by SHPO Historic refuse American, 1821-present BARRIO DE ASCERRIN HI00537 Not Evaluated by SHPO Artifact scatter-low density (< 2 per sq meter) Indeterminate EXPRESSWAY END HI00848B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present BARTLETT, W R HOUSE ARCHAEOLOGICAL SITE HI00849B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present BARTLETT, CHARLES HOUSE ARCHAEOL SITE HI00917B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present STALLINGS, OTTO HOUSE ARCHAEOL SITE HI00966 Not Evaluated by SHPO House American Acquisition/Territorial Development 1821-45 NN HI00967 Not Evaluated by SHPO Historic refuse Nineteenth century American, 1821-1899 NN HI00976 Not Evaluated by SHPO Historic refuse Prehistoric lacking pottery NN HI00998 Not Evaluated by SHPO Historic burial(s) American, 1821-present QUAD BLOCK HI01039 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric lacking pottery OLD POND HI02120 Not Evaluated by SHPO Prehistoric burial(s) Manasota, 700 B.C.-A.D. 700 FORT BROOKE MIDDEN HI02147 Not Evaluated by SHPO House Twentieth

century American, 1900-present TAMBORELLO HI02148 Not Evaluated by SHPO Historic refuse American, 1821-present PRESERVATION PARK HI02268 Not Evaluated by SHPO House Nineteenth century American, 1821-1899 GONZALEZ HI02398 Ineligible for NR Habitation (prehistoric) Nineteenth century American, 1821-1899 BAY CADILLAC SITE HI03663B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present 2004 LAMAR AVE ARCHAEOLOGICAL SITE HI03705B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present 1803 N CENTRAL AVE ARCHAEOLOGICAL SITE HI03728B Ineligible for NR Habitation (prehistoric) Twentieth century American, 1900-present 2006 N LAMAR AVE ARCHAEOLOGICAL SITE HI04456 Ineligible for NR Single artifact or isolated find Prehistoric LAUREL ST ARCHAEOLOGICAL SITE HI04596 Not Evaluated by SHPO Land-terrestrial Nineteenth century American, 1821-1899 OLD PALMETTO BEACH DUMP HI05637 Not Evaluated by SHPO Building remains Nineteenth century American, 1821-1899 PALMETTO HOTEL HI06407 Ineligible for NR Land-terrestrial Prehistoric lacking pottery BAYSHORE HI06703 Ineligible for NR Historic refuse Twentieth century American, 1900-present CENTRO YBOR HI06760 Ineligible for NR Building remains Nineteenth century American, 1821-1899 FORTUNE BLOCK HISTORIC SCATTER SITE

Project Alternative 3 – Buffer distance: 100 ft (21.62 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI00455 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric lacking pottery BROKEN ARROW

Buffer distance: 200 ft (39.27 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI00455 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric lacking pottery BROKEN ARROW

Buffer distance: 500 ft (82.02 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI00455 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric lacking pottery BROKEN ARROW

Buffer distance: 5280 ft (2488.5 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI00455 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric lacking pottery BROKEN ARROW

Project Alternative 5 – Buffer distance: 500 ft (60.69 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI01077 Not Evaluated by SHPO Prehistoric burial mound(s) Safety Harbor, A.D. 1000-1500 HENRIQUEZ BURIAL MOUND

Buffer distance: 5280 ft (2384.85 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI00323 Ineligible for NR Specialized site for procurement of raw materials Prehistoric lacking pottery WEST SHORE HI00453 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric lacking pottery DALE MABRY HI01077 Not Evaluated by SHPO Prehistoric burial mound(s) Safety Harbor, A.D. 1000-1500 HENRIQUEZ BURIAL MOUND HI04044 Ineligible for NR Artifact scatter-low density (< 2 per sq meter) Prehistoric lacking pottery JIM WALTERS HI04045 Ineligible for NR Single artifact or isolated find Prehistoric lacking pottery NEVADA

BOB'S HI04049 Ineligible for NR Artifact scatter-low density (< 2 per sq meter) Prehistoric lacking pottery GOOD SPOT HI04050 Ineligible for NR Artifact scatter-low density (< 2 per sq meter) Prehistoric lacking pottery TYPICAL NEIGHBORHOOD

Project Alternative 6 – Buffer distance: 5280 ft (2408.38 ac). Site ID Site Evaluation Site Type Site Culture Site Name HI00105 Not Evaluated by SHPO Prehistoric shell midden Prehistoric FISH CREEK HI00323 Ineligible for NR Specialized site for procurement of raw materials Prehistoric lacking pottery WEST SHORE HI00324 Not Evaluated by SHPO Lithic scatter/quarry (prehistoric: no ceramics) Prehistoric lacking pottery TAMPA INTERNATIONAL AIRPORT HI04049 Ineligible for NR Artifact scatter-low density (< 2 per sq meter) Prehistoric lacking pottery GOOD SPOT HI04050 Ineligible for NR Artifact scatter-low density (< 2 per sq meter) Prehistoric lacking pottery TYPICAL NEIGHBORHOOD

Project Alternative 7 – No features found.

Project Alternative 8 – Buffer distance: 100 ft (21.48 ac). Site ID Site Evaluation Site Type Site Culture Site Name PI01741 Ineligible for NR Campsite (prehistoric) Prehistoric CROSS BAYOU

Buffer distance: 200 ft (36.6 ac). Site ID Site Evaluation Site Type Site Culture Site Name PI01741 Ineligible for NR Campsite (prehistoric) Prehistoric CROSS BAYOU

Buffer distance: 500 ft (79.58 ac). Site ID Site Evaluation Site Type Site Culture Site Name PI01741 Ineligible for NR Campsite (prehistoric) Prehistoric CROSS BAYOU

Buffer distance: 5280 ft (2496.98 ac). Site ID Site Evaluation Site Type Site Culture Site Name PI01741 Ineligible for NR Campsite (prehistoric) Prehistoric CROSS BAYOU

Project Alternative 9 – Buffer distance: 5280 ft (2491.66 ac). Site ID Site Evaluation Site Type Site Culture Site Name PI00037 Not Evaluated by SHPO Destroyed Prehistoric MOUND PARK PI00741 Not Evaluated by SHPO Historic refuse American, 1821-present GAS PLANT PI00742 Not Evaluated by SHPO Historic refuse NN PI00745 Not Evaluated by SHPO Historic refuse ROUND LAKE PI00844 Not Evaluated by SHPO Indeterminate Indeterminate EIGHTH ST SOUTH BRIDGE PI00876 Eligible for National Register Lithic scatter/quarry (prehistoric: no ceramics) Archaic, 8500 B.C.-1000 B.C. STADIUM PARKING PI01207 Not Evaluated by SHPO Prehistoric lithics only, but not quarry Archaic, 8500 B.C.-1000 B.C. NN PI01218 Not Evaluated by SHPO Prehistoric lithics only, but not quarry Prehistoric BOOKER CREEK 2 PI01219 Not Evaluated by SHPO Prehistoric lithics only, but not quarry Prehistoric BOOKER CREEK 3 PI01220 Not Evaluated by SHPO Historic refuse Twentieth century American, 1900-present SOUTH BAY DRIVE PI01237 Not Evaluated by SHPO Prehistoric lithics only, but not quarry Middle Archaic EDWARD WHITE HOSPITAL PI01253 Not Evaluated by SHPO Prehistoric mound(s) Prehistoric EMERSON AVENUE MOUND.

Project Alternative 10 – Buffer distance: 500 ft (37.91 ac). Site ID Site Evaluation Site Type Site Culture Site Name PI00741 Not Evaluated by SHPO Historic refuse American, 1821-present GAS PLANT.

Buffer distance: 5280 ft (2193.26 ac). Site ID Site Evaluation Site Type Site Culture Site Name PI00037 Not Evaluated by SHPO Destroyed Prehistoric MOUND PARK PI00101 Not Evaluated by SHPO WILLIAMS PARK PI00738 Not Evaluated by SHPO Prehistoric midden(s) Archaic, 8500 B.C.-1000 B.C. BERTRAND PI00739 Not Evaluated by SHPO Prehistoric midden(s) NN PI00741 Not Evaluated by SHPO Historic refuse American, 1821-present GAS PLANT PI00742 Not Evaluated by SHPO Historic refuse NN PI00745 Not Evaluated by SHPO Historic refuse ROUND LAKE PI00844 Not Evaluated by SHPO Indeterminate Indeterminate EIGHTH ST SOUTH BRIDGE PI00876 Eligible for National Register Lithic scatter/quarry (prehistoric: no ceramics) Archaic, 8500 B.C.-1000 B.C. STADIUM PARKING PI01207 Not Evaluated by SHPO Prehistoric lithics only, but not quarry Archaic, 8500 B.C.-1000 B.C. NN PI01217 Not Evaluated by SHPO Prehistoric lithics only, but not quarry Prehistoric BOOKER CREEK 1 PI01218 Not Evaluated by SHPO Prehistoric lithics only, but not quarry Prehistoric BOOKER CREEK 2 PI01219 Not Evaluated by SHPO Prehistoric lithics only, but not quarry Prehistoric BOOKER CREEK 3 PI01220 Not Evaluated by SHPO Historic refuse Twentieth century American, 1900-present SOUTH BAY DRIVE PI01253 Not Evaluated by SHPO Prehistoric mound(s) Prehistoric EMERSON AVENUE MOUND.

Due to the nodal nature of the locations of the intermodal centers, direct effects to large numbers of significant historic resources are unlikely. However, several of the intermodal centers are proposed within, or adjacent to, several historic resources listed in, or eligible for listing in the National Register of Historic Places. The effects of the proposed centers must be evaluated prior to project development and adverse affects to these resources should be avoided or minimized. Our office requests coordination regarding evaluating potential effects to these resources as early in the project development process as is practical. Secondary and cumulative effects will need to be taken into account in regards to potential increases in traffic/ noise/ atmospheric pollution levels and the effects these increases may have on significant historic resources within the transportation nexus between the planned intermodal centers.

Our office looks forward to consultation and continued involvement with this project.

Response: For Alternative 1, the FDOT concurs with the Florida Department of State on the Degree of Effect of Moderate. For the remaining nine alternatives, the FDOT acknowledges the Florida Department of State's recommendation, but recommends a Degree of Effect of Minimal to None based on the following factors. For Alternatives 1, 3, 5, and 10, a CRAS will be conducted in the project development phase and coordination will be conducted with the Florida Department of State regarding evaluating potential effects to these resources. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

<u>Alternative 1</u> – The FDOT acknowledges that within the 100-ft project buffer area, there is the Oaklawn and St. Louis Catholic Cemetery (HI05595) and ineligible for the NRHP building remains (HI06760). Within the 100-ft, 200-ft, and 500-ft project buffer areas

are numerous FSF historic standing structures. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area.

Alternative 2 – Within the 100-ft, 200-ft, and 500-ft project buffer areas are numerous FSF historic standing structures. This alternative has recently been screened through the site ranking analysis and will no longer be considered for a major intermodal center, but is still viable for other transit options.

Alternative 3 – Within the 100-ft project buffer area, there is lithic scatter/quarry (HI00455) that has not been evaluated by the SHPO. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area.

Alternative 4 – There is no potential impact to Historic and Cultural Resources within the 500-ft buffer area.

Alternative 5 – Within the 500-ft project buffer area, there is a prehistoric burial mound (HI01077) that has not been evaluated by the SHPO. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their distance from the proposed project area.

Alternative 6 – There is no potential impact to Historic and Cultural Resources. All resources outside of the 500-ft buffer are unlikely to be adversely affected due to their *distance from the proposed project area.*

Alternative 7 – There is no potential impact to Historic and Cultural Resources.

Alternative 8 – Within the 100-ft project buffer area, there is a campsite (PI01741) that is ineligible for the NRHP.

Alternative 9 – Within the 100-ft project buffer area, there is the Booker Creek/Burlington Avenue Bridge (PI08747), a FSF historic bridge and within the 500-ft project buffer area are numerous FSF historic standing structures.

Alternative 10 – Within the 500-ft project buffer area are numerous FSF historic standing structures and a historic refuse (PI00741) that has not been evaluated by the SHPO.

4.3 PUBLIC INVOLVEMENT

This section documents the Public Involvement Program, including the techniques and methodologies used during the Tampa Bay Intermodal Center(s) Feasibility Study project, and summarizes comments received regarding the project.

The project team hosted a series of meetings to involve the general public and interested agencies in the Feasibility Study process.

4.3.1 Community Information Meetings

Two information workshops were held in the Tampa Bay project study area. The Hillsborough County Community Information Meeting was held on August 25, 2004 at the Crowne Plaza Hotel, 700 North Westshore Boulevard, in Tampa, Florida. The Pinellas County Community Information Meeting was held on August 26, 2004, at the Tampa Bay Regional Planning Center; 4000 Gateway Center Boulevard, Suite 100, in Pinellas Park, Florida.

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. Copies of the handout materials are included in Appendix H. Handouts included:

- Comment Form
- Project Fact Sheet
- Travel Demand Graphic
- Site Evaluation Map (53 sites)

The project team 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. The stations represented each step in the Feasibility Study process. A copy of each display board is included in Appendix I. The stations were as follows:

- Goals, Objectives, Purpose, and Need
- Activity Centers and Travel Demand
- Site Design Concepts and Fatal Flaw Analysis
- Alternative Sites Evaluation
  - USF Activity Center
  - Westshore Activity Center
  - Downtown Tampa Activity Center
  - Gateway Activity Center
  - Downtown St. Petersburg Activity Center
- Next Steps
- Comments

4.3.1.1 Public Notification

The study team prepared a flyer for Hillsborough County and a flyer for Pinellas County to notify property owners and local businesses within ½ mile of a site, in addition to local civic organizations, neighborhood association, and special interest groups, of the Community Information Meetings. FDOT also sent an email notification to elected officials on October 6, 2004.

The flyers were mailed between August 14, 2004, and August 15, 2004. To ensure notification of all of the interested public, the team placed a ¼-page, black/white legal newspaper advertisement in the Tampa Tribune – Metro section, and the St. Petersburg Times – City and State section, and the North Pinellas section of the newspaper. The Tampa Tribune advertisement ran on August 18, 2004 and in the St. Petersburg Times advertisement ran on August 14, 2004. Each flyer announced the specific public meeting date, location, time, and provided a brief description of an intermodal center. The flyers are included in Appendix J.

4.3.1.2 Hillsborough County – August 25, 2004

Approximately 26 people attended the meeting. A total of seven (7) written comments were received. Many comments addressed more than one issue. The comments are included in Appendix K. A brief synopsis of the comments is as follows:

Comment: Address Safety and Security

- One comment requested that safety be the primary concern of the intermodal center(s) locations and design.
- One comment noted that a garage or open parking at an intermodal center(s) will need security.

Comment: Costs

- One comment expressed concern about the costs associated with parking and other modes of transportation.

Comment: Use and Education

- One comment questioned what methods could be used to encourage people to use public transportation?
- One comment recommended educating the public to de-emphasize private automobiles.

Comment: Greyhound Lines Needs Specified

- On-site fueling and dumping ability to service equipment.
- A lobby area to accommodate at least 200 people.
- Easy access to the interstate system.

Comment: Intermodal Center(s) Location Recommendations

- One comment recommended locating the main intermodal center in Hillsborough County.
- One comment suggested the Circuit City site (5393) rather than (1017) in the USF activity center area due to convenience and less congestion.

- One comment recommended the Tampa downtown Central Business District (CBD) site (1863).
- One comment recommended locating an intermodal center in the Westshore activity center area at the site south of the airport (2311), and in the Gateway activity center at the site south of the airport (3268).

4.3.1.3 Pinellas County – August 26, 2004

Approximately 18 people attended the meeting. A total of four (4) written comments were received. Many comments addressed more than one issue. The comments are included in Appendix L. A brief synopsis of the comments is as follows:

Comment: Existing Transit Systems

- One comment stated that there is no financing for the proposed rail or monorail; therefore, the project should focus on moving residents to and from major employment centers in mid-Pinellas through existing improved bus and parking stations.

Comment: Intermodal Center(s) Location Recommendations

- One comment noted that if accessibility for tourists and a central location are the key factors, then the Westshore activity center (either site) should rank first.
- One comment noted that the Tropicana Site (2985), located in the downtown St. Petersburg Activity Center, is more likely to work with the existing redevelopment and transit patterns.

Comment: Develop Intermodal Center(s) ASAP

- One comment predicted that public interest would increase soon due to gas prices continuing to rise.

4.3.1.4 Public Comments after Community Meetings

After each workshop, the public had ten days to respond with comments. By September 10, 2004 a total of four (4) additional comments were received. The comments are included in Appendix M. A brief synopsis of the comments is as follows:

Comment: Request Copies of Public Workshop Materials

- Two comments request specific items electronically.

Comment: Who owns the railroad lines in downtown St. Petersburg?

- One comment requested ownership information for the railroad near Tropicana Field.

Comment: Downtown Tampa is the ideal Activity Center for the first Intermodal Center.

- One comment stated that downtown Tampa has infrastructure, land mass availability, and the business acumen to make the project happen.

4.3.2 Other Public Involvement Efforts

Throughout the course of the study, the project team met as requested by any agency, civic organization, or community group. A couple of additional meetings, provided in Table 4-4, were included in the public involvement program to further enhance the public involvement effort. Aerial photography, concept site plans, conceptual engineering layouts, and draft documents were available during these meetings. Although no formal presentations were required, project team members were available to answer questions.

Table 4-4
Other Public Involvement Efforts

Date	Organization
10/7/2004	FDOT-Public Workshop for Improvements to 118th Avenue. (Gateway)
10/7/2004	Commuter Choices Week

4.4 REFERENCES/NOTES

There are no references or notes within this section of the Feasibility Report.

Section 5.0
RECOMMENDATIONS

5.1 INTRODUCTION

This Feasibility Study consisted of a logical progression of steps for the Florida Department of Transportation (FDOT)-District Seven to decide on the type, location, and design of major intermodal centers within the Tampa Bay area (Hillsborough and Pinellas counties). To recap, the project team first identified goals and objectives and a purpose and need statement (Section 1). The project team also established site design criteria to reveal what size parcels were necessary and retrieved area travel demand information to locate major activity centers. The project team identified sites (53), then fatally-flawed (28), screened (25), and ranked (10) the sites within each of the activity centers. Fatally flawed sites were eliminated from further study; however, all screened sites remain viable for transit use. After the site ranking and evaluation, the project team recommended that 6 sites be carried forward to the Project Development and Environment (PD&E) Study for further evaluation.

This Feasibility Study has completely assessed the region's existing and planned land use and transportation systems. The six most viable sites have met the project's goals and objectives and have the greatest potential to fulfill the established purpose and need. This section discusses this recommendation in more detail and provides assumptions for the PD&E Study.

5.2 RECOMMENDED SITES (6)

The results of the Feasibility Study revealed six recommended sites to be considered for further evaluation (one from each activity center, except for Westshore, which has two). 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. The remaining viable sites are:

- University of South Florida (USF)-Site #1017 (Vacant Tampa General Hospital Property)
- Downtown Tampa-Site #1863 (Former County Jail Site)
- Westshore-Site #2311 (Former Dairy Farm near Tampa International Airport [TPA])
- Westshore-Site #2377 (Jefferson High School Parking Lot-Joint Use)
- Gateway-Site #3268 (Sunshine Speedway)
- Downtown St. Petersburg-Site #2985 (Tropicana Field Parking Lot-Joint Use)

5.3 ALL VIABLE SITES (25)

All of the 25 screened 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, as the most viable alternatives for an intermodal center. Since the other 15 screened sites are not eliminated from consideration for future transit facilities, potential uses for these sites are discussed in this section, as well. The project team classified each of the 25 viable sites according to the site ranking and evaluation, as presented in Section 3-Alternative Sites Analysis, and design criteria, as presented in Section 2-Site Design Criteria. Table 5-1 provides each of the site's acreage and classification for future transit use. The shaded rows highlight the 6 recommended sites.

Table 5-1
Site Classifications

Activity Center	Site Number	Description	Size (Acres [ac])*	Class
USF	1017	Vacant Tampa General Property south of USF	24.95	11
USF	5393	Vacant Service Merchandise/Circuit City	9.63	11
USF	4360	Vacant property on Bearss	5.26	15
USF	4566	University Mall-Joint Use	13.85	15
USF	4925	Portion of USF Research Park	13.87	11
Downtown Tampa	1863	Former County Jail (near Marion Transit Center)	15.32	2
Downtown Tampa	309	Strip of businesses near Union Station	6.16	11
Westshore	2311	Former Dairy Farm near TIA	11.39	10
Westshore	2377	Jefferson High School	15.40	10
Westshore	1287	Hillsborough Community College (HCC)	9.32	15
Westshore	1355	City of Tampa Solid Waste and Fleet Maintenance	19.10	15
Westshore	1357	Vacant property west of COT Fleet Maintenance	6.85	15
Westshore	2380	Vacant Property north of Jefferson High School/Rowland Park	5.83	15
Westshore	2447	O'Brien Property	7.13	15
Westshore	2500	Wooded lot on West Cypress	8.04	15
Westshore	2554	West Gray Street/Reo Street Property	5.58	15
Gateway	3268	Sunshine Speedway	29.52	4
Gateway	2166	FDOT Maintenance	14.80	15
Gateway	3485	Carillon property	7.42	14
Gateway	3976	Vacant property north of Certegy Street	10.39	15
Downtown St. Petersburg	2985	Tropicana Field	4.11	1
Downtown St. Petersburg	750	City of St. Petersburg Maintenance	17.66	11
Downtown St. Petersburg	2918	Wachovia Bank	2.06	14
Downtown St. Petersburg	2954	Vacant Circle K	1.85	14
Downtown St. Petersburg	4943	Strip of Business north of COSP Maintenance	2.292	11

**Site #3268 (Gateway-Speedway) is actually larger than 29.52 acres. Site #2985 (St. Petersburg-Tropicana Field) is actually larger than 4.11 acres.*

5.4 PREPARATION FOR PD&E STUDY

Because many transit system components in the Tampa Bay area are currently in the planning phase, the project team made several key assumptions during early stages of the Feasibility Study that will also be applicable to the PD&E Study. These assumptions directly affected the decision-making process throughout the Feasibility Study and may direct the outcome of the PD&E Study, as well. In addition, the Feasibility Study revealed several site-specific issues that are critical to the decision making process. The assumptions and site issues vary in nature and are discussed in the following subsections.

5.4.1 Assumptions for PD&E Study

- The FDOT has initiated the development of the SIS by *S.B. 676 Section 46 and F.S. Section 339.61*. Depending on the type and volume of intermodal service, the Tampa Bay Intermodal Center(s) may be eligible for designation as a SIS hubs, which provide the opportunity for connections between local and regional transportation systems including airports, seaports, highways, and transit services.
- The Florida High Speed Rail (FHSR) Draft Environmental Impact Statement (Draft EIS) only addresses the Orlando, Florida to Tampa, Florida corridor. The project team does not preclude that FHSR could cross the bay connecting Hillsborough and Pinellas counties. The project team drew this assumption based on the 2001 Florida Legislation called the *Florida High Speed Rail Authority Act.* The November 2004 decision to repeal the Constitutional Amendment, Article X, Section 19, did not affect viability of the recommended sites.
- The PD&E Study will assume that a bay crossing could be located between the Courtney Campbell (S.R. 60) Causeway to the Gandy Boulevard (U.S. 92) Bridge with the preferred corridor located along the Howard Frankland Bridge (I-275). Any type of transit technology including FHSR, Light Rail Transit, monorail, or even Bus Rapid Transit (BRT) could be used for the crossing.

5.4.2 Future Coordination Activities

- Findings from this Feasibility Study will be utilized in FDOT-District Seven's parallel Strategic Regional Transit Needs Assessment. The PD&E Study will also coordinate with the Needs Assessment, as necessary.
- Once final documents are available, the Hillsborough County County-Wide Corridor Study and West Central Florida 2025 Long Range Transportation Plan will be reviewed and applied to this project. In addition, the project team will incorporate the latest version of Hillsborough and Pinellas counties' individual Transit Development Plans.
- Coordination with Greyhound, Inc., especially in relation to potential funding sources or relocation, needs to occur.
- Coordination with Amtrak, especially in relation to potential relocation, needs to occur.

- Coordination with 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.
- The project team may schedule informal meetings with the Executive Transportation Team (ETT), as necessary.
- The project team submitted project information into the Efficient Transportation Decision Making (ETDM) system for the Environmental Technical Advisory Team (ETAT) to review (as described in Section 4 – Agency Coordination and Public Involvement). Upon responding to ETAT comments, the project team created a summary report, which will be used as a basis for the PD&E Study. If the sites are screened further, the project team will update the ETAT, as necessary. The project team will also distribute the ETDM summary report to non-ETAT members for review.

5.4.3 Site Specific Issues to Address during PD&E Study

Each of the 6 viable sites has 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. A brief summary of these issues follows:

USF-Site #1017 (Vacant Tampa General Hospital Property)

- For better efficiency, coordinate grade-separation of Tampa Light Rail Transit (LRT) at 30th Street and Fowler Avenue crossings.
- Maintain and coordinate pedestrian bridge with other pedestrian crossings along Fowler Avenue.
- Investigate joint use with Tampa General Hospital or other medical, research, or office use.
- Investigate local shuttle service and Bull Runner offerings.
- Investigate adjustment and speed restrictions for severe turn of Tampa LRT alignment and adjusted station location.
- Coordinate with USF.

Downtown Tampa-Site #1863 (Former County Jail Site)

- During Phase I design, allocate space to maintain required design curve for FHSR access.
- Address commercial component and potential platform above Interstate 275 (I-275) in Phase III design, including consideration of Federal Highway Administration (FHWA) air rights.
- Incorporate St. Paul African Methodist Episcopal (AME) Church as aesthetic design element.

- Research negative safety issues associated with an at-grade pedestrian crossing.
- Investigate adjustment of proposed Tampa LRT alignment for access to this site.
- Meet with all property owners.

Westshore-Site #2311 (Former Dairy Farm near TPA)

- Meet with property owners and Adventure Parking to coordinate joint use.
- Coordinate airspace restrictions with Hillsborough County Aviation Authority (HCAA) and Federal Aviation Administration (FAA).
- Coordinate plans with TPA Master Plan Update, especially pertaining to Tampa LRT link.
- Gather more information concerning potential transit bay crossing.
- Address the proposed loop of the Tampa LRT on this site, shown in Figure 3-27, during conceptual design.
- Coordinate access and phasing with FDOT-Links project.

Westshore-Site #2377 (Jefferson High School Parking Lot-Joint Use)

- Meet with School District of Hillsborough County.
- Research student safety and security.
- Research highest and best use of site.
- Incorporate plans to replace drivers' education lot during conceptual design.
- Coordinate airspace restrictions with the HCAA and the FAA.
- Coordinate with the TPA Master Plan Update, especially pertaining to Tampa LRT link.
- Investigate adjustment and speed restrictions for severe turn of Tampa Light Rail alignment.
- Gather more information concerning potential transit bay crossing.

Gateway-Site #3268 (Sunshine Speedway)

- Investigate alternate access route via 126th Avenue, if interchange or slip ramps are not provided by the Roosevelt Connector (S.R. 296).
- Investigate access issues from Ulmerton Boulevard via local streets.
- Coordinate airspace restrictions with St. Petersburg-Clearwater International Airport and Federal Aviation Administration.
- Investigate potential for better access to residential and employment concentrations.

Downtown St. Petersburg-Site #2985 (Tropicana Field Parking Lot-Joint Use)

- Coordinate with City of St. Petersburg and the Tampa Bay Devil Rays.
- Investigate whether or not site is feasible replacement for Pinellas-Suncoast Transit Authority (PSTA) facility currently located at Williams Park.
- Investigate better access to central business district.
- Investigate adjustment of Pinellas Mobility Initiative (PMI) alignment and station location.

5.5 REFERENCES/NOTES

There are no references or notes within this section of the Feasibility Report.

APPENDICES

APPENDIX A

PROJECT TERMINOLOGY & DEFENITIONS

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) Feasibility Study. Terms in *italics* are separately defined.

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

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.

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.

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.

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.

Intercity – From one city or metropolitan area to another.

Intracity – Within a single city or metropolitan area.

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.

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.

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.

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.

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.

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).

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

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*.

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.

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.

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.

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.

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.

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

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

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.

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

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.

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

Limited Access Facility – A roadway 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.

Controlled Access Facility – A roadway 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.

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

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

At this point, a more detailed select link analysis of the 2025 TBRPM was conducted to determine the origins and destinations of the trips using these four roadways. Approximately 4 percent of the trips had both origins and destinations within the activity centers described in the previous section, while another 36 percent had an origin or a destination in the activity centers. The remaining 60 percent of the trips did not originate and were not destined for an activity center, although some may pass through one or more of the areas. As shown on Table 3-4, it was assumed that trips with both an origin and destination within the activity center areas would divert from highway to transit at a higher rate than the other two groups. Based on this analysis, potential ridership of rail transit crossing Tampa Bay would range from 14,000 to 39,000 trips per day.

It should be noted that a more detailed study of the potential for rail transit across Tampa Bay, to include travel demand modeling, will be conducted in the next phase of project development.

Table 3-4
Potential Transit Ridership for Future Bay Crossing

Origin and Destination of Trips	Daily Person Trips Crossing Tampa Bay	Shift From Auto To Rail		Potential Rail Trips	
		Min %	Max %	Minimum	Maximum
Activity Center To/From Activity Center	19,229	10 percent	25 percent	1,923	4,807
Activity Center to/From Other Area	185,095	5 percent	10 percent	9,255	18,510
Other Area to/From Other Area	309,672	1 percent	5 percent	3,097	15,484
Totals	513,996			14,275	38,801

Source: 2025 Tampa Bay Regional Planning Model. Person trips based on 1.27 persons per vehicle

3.4 IDENTIFICATION OF ALTERNATIVE SITES

Upon the evaluation of existing and planned transit systems, development of site design criteria, and identification of activity centers, the project team began to search the Tampa Bay area for potential intermodal sites. The project team identified vacant parcels and potential redevelopment areas along the existing and planned transit stations and alignments by reviewing the aerials and conducting field surveys. The team also received input on potential sites from the ETT, as well as local counties, municipalities, and civic organizations. The research resulted in the identification of 53 sites for further analysis.

Figure 3-11 illustrates the 53 potential sites in the Tampa Bay area. In the Westshore Activity Center, 16 sites were identified, while in the Downtown Tampa and USF activity centers, 5 and 6 were identified, respectively. In the Gateway Activity Center, 14 sites were identified, while in the Downtown St. Petersburg Activity Center, 12 sites were identified.

APPENDIX B

DOCUMENTATION PROCESS – SOURCE TO GOAL

Tampa Bay Intermodal Center(s) Feasibility Study
Previous Study Goals and Objectives Database
Documentation Process (Source to Project Goal)

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
2020 Florida Transportation Plan FDOT 2000 Update	A Transportation system that enhances Florida's economic competitiveness.	Assure that intermodal facilities are consistent with Florida's designated Strategic Intermodal System	2. Conform to Florida's designated Strategic Intermodal System	C. Plan Conformity: be consistent with local and statewide plans
		Provide for smooth and efficient transfers for passengers between seaports, airports, railroads, highways	8. Maximize passenger intermodal connection (seamless) opportunities	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Reduce delay for movement of people through increased system efficiency and multi-modal capacity.	2. Maximize average door-to-door travel speed of regional person-trips via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
	A transportation system that enhances Florida's quality of life.	Design the transportation system to support communities' visions	1. Conform to local land use plan elements	C. Plan Conformity: Be consistent with local and statewide plans
		Design the transportation system to include human-scale pedestrian and bicycle features, where appropriate.	10. Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Design the transportation system to include human-scale pedestrian and bicycle features, where appropriate.	11. Maximize pedestrian and bicycle connectivity to scheduled intercity bus or rail service	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Design the transportation system to include transit-oriented and other community-enhancing features, where	3. Encourage transit-oriented development at locations where this is desired by local plans	C. Plan Conformity: be consistent with local and statewide plans
Florida's Strategic Intermodal System Plan (FDOT)	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Provide adequate and efficient transfers for passengers between hubs and corridors.	1. Minimize loss of site effectiveness if FHSR is not built	E. Flexibility: Site selection remains viable if a planned mode is not constructed.
			2. Maximize number of Tampa Bay residents accessible to commercial airline service by public transportation.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Increase modal options for passenger trips.	3. Maximize number of Tampa Bay residents accessible to intercity High Speed Rail service by public	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			4. Maximize number of Tampa Bay residents accessible to scheduled intercity bus or rail service by public	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Improve reliability of passenger travel time.	5. Maximize the reliability of travel times for trips using more than one mode of public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
		Increase connectivity to interregional passenger transportation systems for Florida's residents, visitors, and businesses.	2. Maximize number of Tampa Bay residents accessible to commercial airline service by public transportation.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			3. Maximize number of Tampa Bay residents accessible to intercity High Speed Rail service by public	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			4. Maximize number of Tampa Bay residents accessible to scheduled intercity bus or rail service by public	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
			5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			6. Maximize Tampa Bay trip attractions accessible to persons arriving by intercity High Speed Rail.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			7. Maximize trip attractions accessible to persons arriving by intercity bus or rail service.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Support development of economic clusters and activity centers of statewide significance.	Support development of economic clusters and activity centers of statewide significance.	3. Encourage transit-oriented development at locations where this is desired by local plans	C. Plan Conformity: be consistent with local and statewide plans
	Coordinate transportation and land use planning, including corridor right-of-way protection and preservation strategies.	Coordinate transportation and land use planning, including corridor right-of-way protection and preservation strategies.	4. Preserve rights-of-way for possible future transportation use as designated in local or regional plans	C. Plan Conformity: be consistent with local and statewide plans
Partnerships: Partnering to Shape Florida's Economic Future 2003-2008 Statewide Strategic Plan for	Partnerships among business, education and government stakeholders are increasingly important	Partnerships among business, education and government stakeholders are increasingly important	4. Maximize opportunities for private sector participation and public/private partnerships	D. Cost-effectiveness: Assure a worthwhile public investment
Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998	Develop a regional transportation system which is coordinated with land use patterns and planning and minimizes negative impacts on the environment, especially air quality.	Coordinate with land use patterns and planning.	1. Conform to local land use plan elements	C. Plan Conformity: Be consistent with local and statewide plans
		Minimize negative impacts on the environment, especially air quality.	3. Attain and maintain compliance with NAAQS and SAAQS	G. Environment: Ensure responsible environmental stewardship.
	Develop, maintain and protect transportation corridors for multi-modal use.	Develop, maintain and protect transportation corridors for multi-modal use.	4. Preserve rights-of-way for possible future transportation use as designated in local or regional plans	C. Plan Conformity: be consistent with local and statewide plans
	Plan, fund, build and maintain a balanced and integrated transportation system which ensures long-term movement of goods and people by increasing the emphasis on the development of mass transportation, and bicycle and pedestrian facilities.	Increase emphasis on the development of mass transportation.	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Increase emphasis on the development of pedestrian facilities.	10. Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			11. Maximize pedestrian and bicycle connectivity to scheduled intercity bus or rail service	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Development of a safe and efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of goods and passengers and recreational water	Development of a safe regional intermodal system of sea ports and waterways, airports, railways,	1. Minimize risk to passengers making intermodal connections	F. Safety and Security
		Development of a safe regional intermodal system of sea ports and waterways, airports, railways,	2. Minimize the risk of the loss of, or damage to, intermodal facilities.	F. Safety and Security

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
	transport needs.	Development of an efficient regional intermodal system of sea ports and waterways, airports, railways,	1. Maximize ratio of mobility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
		Development of an efficient regional intermodal system of sea ports and waterways, airports, railways,	2. Maximize ratio of accessibility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
		Development of an efficient regional intermodal system of sea ports and waterways, airports, railways,	3. Minimize incremental operating cost per incremental passenger-mile	D. Cost-effectiveness: Assure a worthwhile public investment
Regional Crossing Coordinating Committee Policy Statement Hillsborough County MPO and Pinellas	Provide bus-to-rail, rail-to-bus connections on either side of the Bay, with no additional fare;	Provide bus-to-rail, rail-to-bus connections on either side of the Bay.	4. Provide for future fixed-guideway transportation across Tampa Bay	E. Flexibility: Site selection remains viable if a planned mode is not constructed.
Hillsborough County 2025 Long Range Transportation Plan Hillsborough County Metropolitan Planning Organization April 2003	Support the economic vitality of the Tampa Bay region.	Encourage private-sector transportation investments	4. Maximize opportunities for private sector participation and public/private partnerships	D. Cost-effectiveness: Assure a worthwhile public investment
	Promote accessibility & mobility options available to people or freight, and enhance the integration and connectivity of the transportation system.	Decrease reliance on single-occupancy vehicles	4. Minimize regional highway vehicle-miles	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
		Support an integrated system with efficient connections between transportation modes	1. Maximize ratio of mobility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			2. Maximize ratio of accessibility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			3. Minimize incremental operating cost per incremental passenger-mile	D. Cost-effectiveness: Assure a worthwhile public investment
	Use appropriate design criteria to minimize potential negative impacts on the human, natural, and man-made	Minimize potential negative impacts on the human, natural, and man-made environments	1. Design site to be context sensitive to the surrounding natural environment	G. Environment: Ensure responsible environmental stewardship.
	Reduce adverse impacts on residential neighborhoods	Reduce adverse impacts on residential neighborhoods	2. Design site to be context sensitive to the surrounding social environment	G. Environment: Ensure responsible environmental stewardship.
Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning Organization December 2001	Provide for a safe and energy efficient "multi-modal" and "intermodal" transportation system that serves the transportation needs of Pinellas County while enhancing the quality of life for its' citizens.	Mass transit use shall be encouraged and promoted in order to increase ridership while reducing the number of single-occupant vehicles on the county's roadways.	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			4. Minimize regional highway vehicle-miles	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			9. Improve accessibility of the total public transportation system for persons with special needs and the	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Develop a long range inter-county and regionally accessible transit system in Pinellas County that features advanced	12. Maximize opportunities for motorists from areas unserved or underserved by transit to access public	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.

Tampa Bay Intermodal Center(s) Feasibility Study
Previous Study Goals and Objectives Database
Documentation Process (Source to Project Goal)

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
	Promote "liveable community" concepts that allow for people to travel freely and safely in the urban environment	Promote "liveable community" concepts that allow for people to travel freely and safely in the urban environment	3. Encourage transit-oriented development at locations where this is desired by local plans	C. Plan Conformity: be consistent with local and statewide plans
	Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of people and goods to and from major employment centers and intermodal facilities.	Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of people to and from major employment centers and intermodal facilities.	5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			6. Maximize Tampa Bay trip attractions accessible to persons arriving by intercity High Speed Rail.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			3. Encourage transit-oriented development at locations where this is desired by local plans	C. Plan Conformity: be consistent with local and statewide plans
			7. Maximize growth in areas planned for economic development and redevelopment by state and local	C. Plan Conformity: be consistent with local and statewide plans
Hillsborough County Comprehensive Plan Transportation Element March 1999	Provide a safe, convenient, and efficient mass transit system which provides for the special needs of the transit dependent and transportation disadvantaged populations, as well as provide a convenient alternative for	Provide for the special needs of the transit dependent and transportation disadvantaged populations.	9. Improve accessibility of the total public transportation system for persons with special needs and the	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Provide a convenient alternative for persons who may drive their own vehicle.	3. Maximize convenience (or minimize impedance) of intermodal passenger connections	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
	Continue to implement measures to increase the overall ridership of transit systems.	Continue to implement measures to increase the overall ridership of transit systems.	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
		Continue to implement measures to increase the overall ridership of transit systems.	1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Increase the use of alternative modes of transportation.	Increase the use of alternative modes of transportation.	10. Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Maximize connections between transportation modes.	Integrate the highway system with other transportation systems including mass transit, rail, air and water.	12. Maximize opportunities for motorists from areas unserved or underserved by transit to access public	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Hillsborough County shall strive to attain, and maintain, compliance with all National Ambient Air Quality	Hillsborough County shall strive to attain, and maintain, compliance with all National Ambient Air Quality	3. Attain and maintain compliance with NAAQS and SAAQS	G. Environment: Ensure responsible environmental stewardship.
Pinellas County Comprehensive Plan Pinellas County Planning Department February 17, 1998 (Amended May 6, 2003)	Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to increase mobility, reduce the incidence of single-occupant vehicles, protect roadway capacity, reduce contribution to air pollution from motorized vehicles and improve the quality of life for the citizens of Pinellas County.	Provide a safe, convenient, and efficient multimodal system that will increase mobility	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			2. Maximize average door-to-door travel speed of regional person-trips via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
		Provide a safe, convenient, and efficient multimodal system that will reduce the incidence of single-	4. Minimize regional highway vehicle-miles	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
		Provide a safe, convenient, and efficient multimodal system that will protect road capacity.	4. Minimize regional highway vehicle-miles	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
		Provide a safe, convenient, and efficient multimodal system that will reduce contribution to air pollution from	3. Attain and maintain compliance with NAAQS and SAAQS	G. Environment: Ensure responsible environmental stewardship.
	Utilize an MPO-approved coordination process where Pinellas County works with cities of Largo, Pinellas Park and St. Petersburg and state, regional and local transportation agencies reach a consensus for establishing an innovative approach to concurrency	Maximize the economic vitality of mid-Pinellas County.	7. Maximize growth in areas planned for economic development and redevelopment by state and local	C. Plan Conformity: be consistent with local and statewide plans
		Establish alternative transportation solutions.	12. Maximize opportunities for motorists from areas unserved or underserved by transit to access public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
City of St. Petersburg Comprehensive Plan Development Services February 2001	The City of St. Petersburg's transportation system contains facilities for travel by automobile, transit, walking, bike, truck, rail, water and air. The viability of each mode and contribution to the City's social and economic well-being is largely dependent upon its integration with the entire transportation network. Intermodal facilities promote the transfer of people and goods between these different modes of transportation. Examples of intermodal facilities include parking garages, bus stations and stops, park and ride lots, bike racks, rail stations, seaports and airports. The development of intermodal facilities depends on the successful coordination public-sector and private sector transportation operations.	Promote the transfer of people between different modes of transportation.	2. Minimize loss of site effectiveness if Pinellas monorail is not built	E. Flexibility: Site selection remains viable if a planned mode is not constructed.

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
	The City of St. Petersburg's transportation system contains facilities for travel by automobile, transit, walking, bike, truck, rail, water and air. The viability of each mode and contribution to the City's social and economic well-being is largely dependent upon its integration with the entire transportation network. Intermodal facilities promote the transfer of people and goods between these different modes of transportation. Examples of intermodal facilities include parking garages, bus stations and stops, park and ride lots, bike racks, rail stations, seaports and airports. The development of intermodal facilities depends on the successful coordination public-sector and private sector transportation operations.	Coordinate public sector and private sector transportation operations.	5. Improve coordination between publicly and privately operated transportation services	D. Cost-effectiveness: Assure a worthwhile public investment
	To support the community's economic development, and in cooperation with transportation agencies, the City shall provide intermodal facilities that facilitate the efficient transfer of people and goods between various modes of transportation. (Several policies listed	To support the community's economic development, and in cooperation with transportation agencies, the City shall provide intermodal facilities that facilitate the efficient transfer of people between various modes of transportation. (Several policies listed	2. Minimize loss of site effectiveness if Pinellas monorail is not built	E. Flexibility: Site selection remains viable if a planned mode is not constructed.
			7. Maximize growth in areas planned for economic development and redevelopment by state and local agencies	C. Plan Conformity: be consistent with local and statewide plans
City of Clearwater Comprehensive Plan City of Clearwater July 12, 2001	The traffic circulation system shall provide for the safe, convenient and efficient delivery of people and goods by a multimodal transportation system.	Provide for safe delivery of people by a multimodal transportation system.	1. Minimize risk to passengers making intermodal connections	F. Safety and Security
		Provide for convenient delivery of people by a multimodal transportation system.	3. Maximize convenience (or minimize impedance) of intermodal passenger connections	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
		Provide for efficient delivery of people by a multimodal transportation system.	1. Maximize ratio of mobility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			2. Maximize ratio of accessibility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			3. Minimize incremental operating cost per incremental passenger-mile	D. Cost-effectiveness: Assure a worthwhile public investment
City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County Planning Commission January 1998	Provide a safe, convenient, and efficient mass transit system.	By 2015, achieve a transit mode share of 20% of peak hour, peak direction, commuter trips.	1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		The City shall continue to implement measures to increase the overall ridership of transit systems.	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
			1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Continue to support HART and Transportation Management Organizations to increase the use of mass transit and other alternative modes of transportation.	Continue to support HART and Transportation Management Organizations to increase the use of mass transit and other alternative modes of transportation.	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Carpooling, vanpooling, bicycling, walking, and mass transit use shall continue to be encouraged as a means of improving air quality.	Carpooling, vanpooling, bicycling, walking, and mass transit use shall continue to be encouraged as a means of improving air quality.	3. Attain and maintain compliance with NAAQS and SAAQS	G. Environment: Ensure responsible environmental stewardship.
	The City will encourage and support the increased use of alternative modes of transportation and the implementation of alternative work sites or alternative work hours where appropriate.	The City will encourage and support the increased use of alternative modes of transportation and the implementation of alternative work sites or alternative work hours where appropriate.	10. Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation systems	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Maximize connections between transportation modes.	The City of Tampa shall assist, wherever possible and appropriate, in providing intermodal links, especially highway, public transit, and bicycle links to airports, seaports, and rail facilities located within, and adjacent to the Tampa City limits.	3. Minimize loss of site effectiveness if Tampa LRT is not built	E. Flexibility: Site selection remains viable if a planned mode is not constructed.
		Provide a highway system that assists in integrating other transportation systems including mass transit, rail, air, and water.	12. Maximize opportunities for motorists from areas unserved or underserved by transit to access public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Do not build facilities that obstruct military aircraft operations by penetrating the air force base's clear zones and Accident Potential Zones .	6. Observe airspace restrictions and land use compatibility imposed by military and commercial flight operations.	C. Plan Conformity: be consistent with local and statewide plans
	The City shall consider [provision?] of pedestrian facilities into all planning, design, construction and maintenance activities related to transportation.	The City shall consider [provision?] of pedestrian facilities into all planning, design, construction and maintenance activities related to transportation.	10. Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation systems	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
Tampa Downtown Transit Linkages HARTline July 1999	Problem: The inability of current transit facilities to positively influence investment decisions, livability, or marketability in the study area.	Positively influence investment decisions, livability, or marketability in the study area.	5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			6. Maximize Tampa Bay trip attractions accessible to persons arriving by intercity High Speed Rail.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
			3. Encourage transit-oriented development at locations where this is desired by local plans	C. Plan Conformity: be consistent with local and statewide plans
			7. Maximize growth in areas planned for economic development and redevelopment by state and local agencies	C. Plan Conformity: be consistent with local and statewide plans
	Attract new ridership in the study area	Attract new ridership in the study area	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Coordinate the development of the transit system with future economic and development plans.	Coordinate the development of the transit system with future economic and development plans.	1. Conform to local land use plan elements	C. Plan Conformity: Be consistent with local and statewide plans
	Provide efficient connections to the existing and planned transit system.	Provide efficient connections to the existing and planned transit system.	1. Maximize ratio of mobility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			2. Maximize ratio of accessibility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			3. Minimize incremental operating cost per incremental passenger-mile	D. Cost-effectiveness: Assure a worthwhile public investment
City Trails Bicycle Pedestrian Master Plan August 2003 City of St. Petersburg	Transform the existing transportation network in the City to accommodate bicycling and walking as a transportation mode and for recreation.	Fully integrate bicyclists' and pedestrians' needs in all phases of transportation planning, roadway design, roadway construction, capital projects, transit projects, and in the operation and evaluation of transportation programs and projects.	10. Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation systems	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			11. Maximize pedestrian and bicycle connectivity to scheduled intercity bus or rail service	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Provide transportation options for all citizens that will increase the levels of bicycling and walking and reduce the percentage of automobile trips.	Expand the accommodation of intermodal linkages and terminal facilities, especially bicycle parking.	10. Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation systems	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			11. Maximize pedestrian and bicycle connectivity to scheduled intercity bus or rail service	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
Tampa International Airport (TPA) Master Plan Hillsborough County Aviation Authority December 1999	Ensure adequate and convenient ground access to the Airport.	Incorporate multi-modal opportunities into airport development concepts.	5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			7. Maximize transit share (mode split) of resident travel to major regional airports	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			2. Maximize number of Tampa Bay residents accessible to commercial airline service by public transportation.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.

Tampa Bay Intermodal Center(s) Feasibility Study
Previous Study Goals and Objectives Database
Documentation Process (Source to Project Goal)

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
	Promote the development of compatible land uses in undeveloped areas in the Airport vicinity.	Promote the development of compatible land uses in undeveloped areas in the Airport vicinity.	7. Maximize growth in areas planned for economic development and redevelopment by state and local agencies	C. Plan Conformity: be consistent with local and statewide plans
	Locate airport and access facilities so that growth of associated uses may best be controlled through land use planning and zoning.	Locate airport and access facilities so that growth of associated uses may best be controlled through land use planning and zoning.	1. Conform to local land use plan elements	C. Plan Conformity: Be consistent with local and statewide plans
St. Petersburg-Clearwater International Airport (PIE) Master Plan Update Pinellas County Board of County Commissioners September 2003	Promote the development of compatible land use in areas in the Airport's vicinity.	Promote land use planning and development objectives for on- and off-Airport land use which is compatible with the anticipated long-range needs of the Airport and the community as a whole.	1. Conform to local land use plan elements	C. Plan Conformity: Be consistent with local and statewide plans
	Ensure adequate and convenient ground access to the Airport.	Incorporate multi-modal opportunities into Airport development plans (e.g. commuter or high-speed rail).	5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			7. Maximize transit share (mode split) of resident travel to major regional airports	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			2. Maximize number of Tampa Bay residents accessible to commercial airline service by public transportation.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
Florida High Speed Rail-Draft Environmental Impact Statement Florida High Speed Rail Authority August 2003	The purpose of FHSR is to enhance intercity passenger mobility in Florida by expanding passenger transportation capacity and providing an alternative to highway and air travel.	Link all major forms of transportation.	8. Maximize passenger intermodal connection (seamless) opportunities	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Improve public transportation systems and services.	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
		Enhance efficient operation of transportation facilities and services.	1. Maximize ratio of mobility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			2. Maximize ratio of accessibility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			3. Minimize incremental operating cost per incremental passenger-mile	D. Cost-effectiveness: Assure a worthwhile public investment
Tampa Rail Project Final Environmental Impact Statement Hillsborough Area Regional Transit December 2002	Provide Mobility for the Forecast Travel Demand Through and Within the Project Area	Minimize adverse traffic and parking impacts	4. Maintain LOS on roadways abutting intermodal facilities	G. Environment: Ensure responsible environmental stewardship.
		Maximize transit mobility	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			2. Maximize average door-to-door travel speed of regional person-trips via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
		Maximize systemwide transportation improvements	8. Maximize passenger intermodal connection (seamless) opportunities	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
	Meet the need for enhanced access to major activity centers, including the University of South Florida, downtown Tampa and the Westshore/Airport/Hillsborough Community College/Stadium/St. Joseph's Hospital areas.	Meet the need for enhanced access to major activity centers, including the University of South Florida, downtown Tampa and the Westshore/Airport/Hillsborough Community College/Stadium/St. Joseph's Hospital areas.	2. Maximize average door-to-door travel speed of regional person-trips via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
	Maximize economic development potential for established centers of activity in the urban core.	Maximize economic development potential for established centers of activity in the urban core.	7. Maximize growth in areas planned for economic development and redevelopment by state and local agencies	C. Plan Conformity: be consistent with local and statewide plans
	Provide a catalyst for enhancing environmental quality by making developed areas more attractive and reducing development pressure on the periphery of the region.	Provide a catalyst for enhancing environmental quality by making developed areas more attractive and reducing development pressure on the periphery of the region.	5. Maximize opportunities for compact growth in urban areas	C. Plan Conformity: be consistent with local and statewide plans
Pinellas Mobility Initiative Pinellas County Metropolitan Planning Organization August 14, 2003	Maximize the use of current rights-of-way, minimizing disruption to existing roadways, environmental impacts, displacements, and associated land acquisition costs;	Maximize the use of current rights-of-way, minimizing disruption to existing roadways, environmental impacts, displacements, and associated land acquisition costs;	2. Design site to be context sensitive to the surrounding social environment	G. Environment: Ensure responsible environmental stewardship.
Port of St. Petersburg Master Plan City of St. Petersburg 1999	Connect the Port with the immediate environs and the greater transportation network to facilitate intermodal access, thereby enhancing visibility and accessibility. Whether by ship, by plane, by bus, by tram, by trolley, by bicycle, by automobile, or even by foot, connecting the Port as well as the adjacent Airport to other downtown attractions and to areas outside of downtown is a key strategic goal of this Master Plan.	Develop intermodal connections to link the Port with downtown so that it is easy to access to area.	6. Maximize transit share (mode split) of visitor travel to major regional attractions	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997	Its purpose is to link three rapidly-growing sub-areas of Tampa's urban core [Convention Center, Channelside, and Ybor City] by providing an efficient transportation linkage and by encouraging and directing compact urban growth.	Provide an efficient transportation linkage.	1. Maximize ratio of mobility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			2. Maximize ratio of accessibility improvement to total annualized cost	D. Cost-effectiveness: Assure a worthwhile public investment
			3. Minimize incremental operating cost per incremental passenger-mile	D. Cost-effectiveness: Assure a worthwhile public investment
		Encourage and direct compact urban growth.	5. Maximize opportunities for compact growth in urban areas	C. Plan Conformity: be consistent with local and statewide plans

Tampa Bay Intermodal Center(s) Feasibility Study
Previous Study Goals and Objectives Database
Documentation Process (Source to Project Goal)

Source	Source Goal (ETT Meeting #2)	Source Objective for Mapping	Project Objective (ETT Meeting #3)	Project Goal
	Promote compact growth near activity centers and transportation corridors.	Promote compact growth near activity centers and transportation corridors.	5. Maximize opportunities for compact growth in urban areas	C. Plan Conformity: be consistent with local and statewide plans
	Enhance Tampa as a tourist/convention destination.	Enhance Tampa as a tourist/convention destination.	6. Maximize transit share (mode split) of visitor travel to major regional attractions	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			6. Maximize Tampa Bay trip attractions accessible to persons arriving by intercity High Speed Rail.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			7. Maximize trip attractions accessible to persons arriving by intercity bus or rail service.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
2002 Florida Rail System Plan Florida Department of Transportation (2002)	Preservation and management of Florida's Transportation System.	Continue to provide financial and technical assistance to local governments and transit agencies to maximize transit ridership improvements	1. Maximize regional person-miles via public transportation	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.
			1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
2006 Florida Rail System Plan Florida Department of Transportation (2002)	A transportation system that enhances the quality of life in Florida.	Coordinate the area's land use and urban design in the development of transportation facilities	1. Conform to local land use plan elements	C. Plan Conformity: Be consistent with local and statewide plans
2007 Florida Rail System Plan Florida Department of Transportation (2002)	A transportation system that enhances the quality of life in Florida.	Make joint use of transportation corridors where practical.	7. Maximize growth in areas planned for economic development and redevelopment by state and local agencies	C. Plan Conformity: be consistent with local and statewide plans
Florida High Speed Rail Joint Resolution Hillsborough County and Pinellas County Board of County Commissioners (2003)	Include the necessary connections to key economic centers in the Tampa Bay area as is being proposed for the Orlando area.	Include the necessary connections to key economic centers in the Tampa Bay area as is being proposed for the Orlando area.	7. Maximize transit share (mode split) of resident travel to major regional airports	C. Plan Conformity: be consistent with local and statewide plans
	Further, to ensure smooth and efficient transfers for passengers, connectivity to and between airports and other destinations and increased system efficiency the High Speed Rail Authority should include the appropriate connections via light rail or other	Include appropriate connections with LRT or similar technolgy between the Westshore area and the Tampa International Airport.	2. Maximize number of Tampa Bay residents accessible to commercial airline service by public transportation.	B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
			5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	A. Mobility: Improve passenger mobility by means other than personal motor vehicle.

APPENDIX C

DOCUMENTATION PROCESS – GOAL TO SOURCE

Tampa Bay Intermodal Center(s) Feasibility Study
Previous Study Goals and Objectives Database
Documentation Process (Project Goal to Source)

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
A. Mobility: Improve passenger mobility by means other than personal motor vehicle.	2. Maximize average door-to-door travel speed of regional person-trips via public transportation	Reduce delay for movement of people through increased system efficiency and multi-modal capacity.	A Transportation system that enhances Florida's economic competitiveness.	2020 Florida Transportation Plan FDOT 2000 Update
		Provide a safe, convenient, and efficient multimodal system that will increase mobility	Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to	Pinellas County Comprehensive Plan Pinellas County Planning Department February 17, 1998 (Amended May 6,
		Maximize transit mobility	Provide Mobility for the Forecast Travel Demand Through and Within the Project Area	Tampa Rail Project Final Environmental Impact Statement Hillsborough Area Regional Transit
		Meet the need for enhanced access to major activity centers, including the University of South Florida, downtown	Meet the need for enhanced access to major activity centers, including the University of South Florida, downtown	Tampa Rail Project Final Environmental Impact Statement Hillsborough Area Regional Transit
	3. Maximize convenience (or minimize impedance) of intermodal passenger connections	Provide a convenient alternative for persons who may drive their own vehicle.	Provide a safe, convenient, and efficient mass transit system which provides for the special needs of the	Hillsborough County Comprehensive Plan Transportation Element
		Provide for convenient delivery of people by a multimodal transportation system.	The traffic circulation system shall provide for the safe, convenient and efficient delivery of people and goods	City of Clearwater Comprehensive Plan City of Clearwater July 12, 2001
	4. Minimize regional highway vehicle-miles	Decrease reliance on single-occupancy vehicles	Promote accessibility & mobility options available to people or freight, and enhance the integration and	Hillsborough County 2025 Long Range Transportation Plan Hillsborough County Metropolitan
		Mass transit use shall be encouraged and promoted in order to increase ridership while reducing the number of	Provide for a safe and energy efficient "multi-modal" and "intermodal" transportation system that serves the	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning
		Provide a safe, convenient, and efficient multimodal system that will reduce the incidence of single-	Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to	Pinellas County Comprehensive Plan Pinellas County Planning Department February 17, 1998 (Amended May 6,
		Provide a safe, convenient, and efficient multimodal system that will protect road capacity.	Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to	Pinellas County Comprehensive Plan Pinellas County Planning Department February 17, 1998 (Amended May 6,
	5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	Include appropriate connections with LRT or similar technolgy between the St. Petersburg/Clearwater Airport to the	Further, to ensure smooth and efficient transfers for passengers, connectivity to and between airports and other	Florida High Speed Rail Joint Resolution Hillsborough County and Pinellas
		Improve reliability of passenger travel time.	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
	6. Maximize transit share (mode split) of visitor travel to major regional attractions	Develop intermodal connections to link the Port with downtown so that it is easy to access to area.	Connect the Port with the immediate environs and the greater transportation network to facilitate intermodal access,	Port of St. Petersburg Master Plan City of St. Petersburg 1999
		Enhance Tampa as a tourist/convention destination.	Enhance Tampa as a tourist/convention destination.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment
	7. Maximize transit share (mode split) of resident travel to major regional airports	Incorporate multi-modal opportunities into airport development concepts.	Ensure adequate and convenient ground access to the Airport.	Tampa International Airport (TPA) Master Plan Hillsborough County Aviation Authority

Tampa Bay Intermodal Center(s) Feasibility Study
Previous Study Goals and Objectives Database
Documentation Process (Project Goal to Source)

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		Incorporate multi-modal opportunities into Airport development plans (e.g. commuter or high-speed rail).	Ensure adequate and convenient ground access to the Airport.	St. Petersburg-Clearwater International Airport (PIE) Master Plan Update Pinellas County Board of County
	1. Maximize regional person-miles via public transportation	Increase emphasis on the development of mass transportation.	Plan, fund, build and maintain a balanced and integrated transportation system which ensures long-term	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council
		Mass transit use shall be encouraged and promoted in order to increase ridership while reducing the number of	Provide for a safe and energy efficient "multi-modal" and "intermodal" transportation system that serves the	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning
		Continue to implement measures to increase the overall ridership of transit systems.	Continue to implement measures to increase the overall ridership of transit systems.	Hillsborough County Comprehensive Plan Transportation Element
		Provide a safe, convenient, and efficient multimodal system that will increase mobility	Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to	Pinellas County Comprehensive Plan Pinellas County Planning Department February 17, 1998 (Amended May 6,
		The City shall continue to implement measures to increase the overall ridership of transit systems.	Provide a safe, convenient, and efficient mass transit system.	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County
		Continue to support HART and Transportation Management Organizations to increase the use of	Continue to support HART and Transportation Management Organizations to increase the use of	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County
		Attract new ridership in the study area	Attract new ridership in the study area	Tampa Downtown Transit Linkages HARTline July 1999
		Improve public transportation systems and services.	The purpose of FHSR is to enhance intercity passenger mobility in Florida by expanding passenger transportation	Florida High Speed Rail-Draft Environmental Impact Statement Florida High Speed Rail Authority
		Maximize transit mobility	Provide Mobility for the Forecast Travel Demand Through and Within the Project Area	Tampa Rail Project Final Environmental Impact Statement Hillsborough Area Regional Transit
		Continue to provide financial and technical assistance to local governments and transit agencies to	Preservation and management of Florida's Transportation System.	2002 Florida Rail System Plan Florida Department of Transportation (2002)
B. Accessibility: Improve passenger accessibility by means other than personal motor vehicle.	1. Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation	Increase emphasis on the development of mass transportation.	Plan, fund, build and maintain a balanced and integrated transportation system which ensures long-term	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council
		Continue to implement measures to increase the overall ridership of transit systems.	Continue to implement measures to increase the overall ridership of transit systems.	Hillsborough County Comprehensive Plan Transportation Element
		By 2015, achieve a transit mode share of 20% of peak hour, peak direction, commuter trips.	Provide a safe, convenient, and efficient mass transit system.	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County
		The City shall continue to implement measures to increase the overall ridership of transit systems.	Provide a safe, convenient, and efficient mass transit system.	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		Continue to support HART and Transportation Management Organizations to increase the use of	Continue to support HART and Transportation Management Organizations to increase the use of	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County
		Attract new ridership in the study area	Attract new ridership in the study area	Tampa Downtown Transit Linkages HARTline July 1999
		Improve public transportation systems and services.	The purpose of FHSR is to enhance intercity passenger mobility in Florida by expanding passenger transportation	Florida High Speed Rail-Draft Environmental Impact Statement Florida High Speed Rail Authority
		Continue to provide financial and technical assistance to local governments and transit agencies to	Preservation and management of Florida's Transportation System.	2002 Florida Rail System Plan Florida Department of Transportation (2002)
	10. Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation systems	Design the transportation system to include human-scale pedestrian and bicycle features, where appropriate.	A transportation system that enhances Florida's quality of life.	2020 Florida Transportation Plan FDOT 2000 Update
		Increase emphasis on the development of pedestrian facilities.	Plan, fund, build and maintain a balanced and integrated transportation system which ensures long-term	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council
		Increase the use of alternative modes of transportation.	Increase the use of alternative modes of transportation.	Hillsborough County Comprehensive Plan Transportation Element
		The City will encourage and support the increased use of alternative modes of transportation and the	The City will encourage and support the increased use of alternative modes of transportation and the	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County
		The City shall consider [provision?] of pedestrian facilities into all planning, design, construction and maintenance	The City shall consider [provision?] of pedestrian facilities into all planning, design, construction and maintenance	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County
		Fully integrate bicyclists' and pedestrians' needs in all phases of transportation planning, roadway	Transform the existing transportation network in the City to accommodate bicycling and walking as a	City Trails Bicycle Pedestrian Master Plan August 2003
		Expand the accommodation of intermodal linkages and terminal facilities, especially bicycle parking.	Provide transportation options for all citizens that will increase the levels of bicycling and walking and reduce the	City Trails Bicycle Pedestrian Master Plan August 2003
	11. Maximize pedestrian and bicycle connectivity to scheduled intercity bus or rail service	Design the transportation system to include human-scale pedestrian and bicycle features, where appropriate.	A transportation system that enhances Florida's quality of life.	2020 Florida Transportation Plan FDOT 2000 Update
		Increase emphasis on the development of pedestrian facilities.	Plan, fund, build and maintain a balanced and integrated transportation system which ensures long-term	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council
		Fully integrate bicyclists' and pedestrians' needs in all phases of transportation planning, roadway	Transform the existing transportation network in the City to accommodate bicycling and walking as a	City Trails Bicycle Pedestrian Master Plan August 2003
		Expand the accommodation of intermodal linkages and terminal facilities, especially bicycle parking.	Provide transportation options for all citizens that will increase the levels of bicycling and walking and reduce the	City Trails Bicycle Pedestrian Master Plan August 2003

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
	12. Maximize opportunities for motorists from areas unserved or underserved by transit to access public transportation	Develop a long range inter-county and regionally accessible transit system in Pinellas County that features advanced	Provide for a safe and energy efficient "multi-modal" and "intermodal" transportation system that serves the	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning
		Integrate the highway system with other transportation systems including mass transit, rail, air and water.	Maximize connections between transportation modes.	Hillsborough County Comprehensive Plan Transportation Element
		Establish alternative transportation solutions.	Utilize an MPO-approved coordination process where Pinellas County works with cities of Largo, Pinellas Park and	Pinellas County Comprehensive Plan Pinellas County Planning Department February 17, 1998 (Amended May 6,
		Provide a highway system that assists in integrating other transportation systems including mass transit, rail, air,	Maximize connections between transportation modes.	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County
	2. Maximize number of Tampa Bay residents accessible to commercial airline service by public transportation.	Increase modal options for passenger trips.	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
		Increase connectivity to interregional passenger transportation systems for Florida's residents, visitors, and	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
		Incorporate multi-modal opportunities into airport development concepts.	Ensure adequate and convenient ground access to the Airport.	Tampa International Airport (TPA) Master Plan Hillsborough County Aviation Authority
		Incorporate multi-modal opportunities into Airport development plans (e.g. commuter or high-speed rail).	Ensure adequate and convenient ground access to the Airport.	St. Petersburg-Clearwater International Airport (PIE) Master Plan Update Pinellas County Board of County
		Include appropriate connections with LRT or similar technolgy between the Westshore area and the Tampa	Further, to ensure smooth and efficient transfers for passengers, connectivity to and between airports and other	Florida High Speed Rail Joint Resolution Hillsborough County and Pinellas
	3. Maximize number of Tampa Bay residents accessible to intercity High Speed Rail service by public transportation.	Increase modal options for passenger trips.	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
		Increase connectivity to interregional passenger transportation systems for Florida's residents, visitors, and	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
	4. Maximize number of Tampa Bay residents accessible to scheduled intercity bus or rail service by public transportation.	Increase modal options for passenger trips.	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
		Increase connectivity to interregional passenger transportation systems for Florida's residents, visitors, and	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
	5. Maximize Tampa Bay attractions accessible to persons arriving by commercial airline.	Increase connectivity to interregional passenger transportation systems for Florida's residents, visitors, and	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
		Contribute to the economic vitality of Pinellas County through the provision of a transportation system that	Contribute to the economic vitality of Pinellas County through the provision of a transportation system that	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		Positively influence investment decisions, livability, or marketability in the study area.	Problem: The inability of current transit facilities to positively influence investment decisions, livability, or	Tampa Downtown Transit Linkages HARTline July 1999
		Incorporate multi-modal opportunities into airport development concepts.	Ensure adequate and convenient ground access to the Airport.	Tampa International Airport (TPA) Master Plan Hillsborough County Aviation Authority
		Incorporate multi-modal opportunities into Airport development plans (e.g. commuter or high-speed rail).	Ensure adequate and convenient ground access to the Airport.	St. Petersburg-Clearwater International Airport (PIE) Master Plan Update Pinellas County Board of County
		Enhance Tampa as a tourist/convention destination.	Enhance Tampa as a tourist/convention destination.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997
	6. Maximize Tampa Bay trip attractions accessible to persons arriving by intercity High Speed Rail.	Increase connectivity to interregional passenger transportation systems for Florida's residents, visitors, and businesses.	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
		Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of people to and from major employment centers and intermodal facilities.	Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of people and goods to and from major employment centers and intermodal facilities.	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning Organization December 2001
		Positively influence investment decisions, livability, or marketability in the study area.	Problem: The inability of current transit facilities to positively influence investment decisions, livability, or marketability in the study area.	Tampa Downtown Transit Linkages HARTline July 1999
		Enhance Tampa as a tourist/convention destination.	Enhance Tampa as a tourist/convention destination.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997
	7. Maximize trip attractions accessible to persons arriving by intercity bus or rail service.	Increase connectivity to interregional passenger transportation systems for Florida's residents, visitors, and businesses.	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
		Enhance Tampa as a tourist/convention destination.	Enhance Tampa as a tourist/convention destination.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
	8. Maximize passenger intermodal connection (seamless) opportunities	Provide for smooth and efficient transfers for passengers between seaports, airports, railroads, highways and other elements of the strategic intermodal system.	A Transportation system that enhances Florida's economic competitiveness.	2020 Florida Transportation Plan FDOT 2000 Update
		Link all major forms of transportation.	The purpose of FHSR is to enhance intercity passenger mobility in Florida by expanding passenger transportation capacity and providing an alternative to highway and air travel.	Florida High Speed Rail-Draft Environmental Impact Statement Florida High Speed Rail Authority August 2003
		Maximize systemwide transportation improvements	Provide Mobility for the Forecast Travel Demand Through and Within the Project Area	Tampa Rail Project Final Environmental Impact Statement Hillsborough Area Regional Transit December 2002
	9. Improve accessibility of the total public transportation system for persons with special needs and the transportation disadvantaged.	Mass transit use shall be encouraged and promoted as a primary means of travel for the transportation disadvantaged population. (p. x)	Provide for a safe and energy efficient "multi-modal" and "intermodal" transportation system that serves the transportation needs of Pinellas County while enhancing the quality of life for its' citizens.	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning Organization December 2001
		Provide for the special needs of the transit dependent and transportation disadvantaged populations.	Provide a safe, convenient, and efficient mass transit system which provides for the special needs of the transit dependent and transportation disadvantaged populations, as well as provide a convenient alternative for persons who may drive their own vehicle.	Hillsborough County Comprehensive Plan Transportation Element March 1999
C. Plan Conformity: Be consistent with local and statewide plans	1. Conform to local land use plan elements	Design the transportation system to support communities' visions	A transportation system that enhances Florida's quality of life.	2020 Florida Transportation Plan FDOT 2000 Update
		Coordinate with land use patterns and planning.	Develop a regional transportation system which is coordinated with land use patterns and planning and minimizes negative impacts on the environment, especially air quality.	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998
		Coordinate the development of the transit system with future economic and development plans.	Coordinate the development of the transit system with future economic and development plans.	Tampa Downtown Transit Linkages HARTline July 1999

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		Locate airport and access facilities so that growth of associated uses may best be controlled through land use planning and zoning.	Locate airport and access facilities so that growth of associated uses may best be controlled through land use planning and zoning.	Tampa International Airport (TPA) Master Plan Hillsborough County Aviation Authority December 1999
		Promote land use planning and development objectives for on- and off-Airport land use which is compatible with the anticipated long-range needs of the Airport and the community as a whole.	Promote the development of compatible land use in areas in the Airport's vicinity.	St. Petersburg-Clearwater International Airport (PIE) Master Plan Update Pinellas County Board of County Commissioners September 2003
		Coordinate the area's land use and urban design in the development of transportation facilities	A transportation system that enhances the quality of life in Florida.	2006 Florida Rail System Plan Florida Department of Transportation (2002)
	2. Conform to Florida's designated Strategic Intermodal System	Assure that intermodal facilities are consistent with Florida's designated Strategic Intermodal System	A Transportation system that enhances Florida's economic competitiveness.	2020 Florida Transportation Plan FDOT 2000 Update
	3. Encourage transit-oriented development at locations where this is desired by local plans	Design the transportation system to include transit-oriented and other community-enhancing features, where appropriate.	A transportation system that enhances Florida's quality of life.	2020 Florida Transportation Plan FDOT 2000 Update
		Support development of economic clusters and activity centers of statewide significance.	Support development of economic clusters and activity centers of statewide significance.	Florida's Strategic Intermodal System Plan (FDOT)
		Promote "liveable community" concepts that allow for people to travel freely and safely in the urban environment through non-motorized travel modes such as walking, bicycling and skating.	Promote "liveable community" concepts that allow for people to travel freely and safely in the urban environment through non-motorized travel modes such as walking, bicycling and skating.	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning Organization December 2001
		Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of people to and from major employment centers and intermodal facilities.	Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of people and goods to and from major employment centers and intermodal facilities.	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning Organization December 2001
		Positively influence investment decisions, livability, or marketability in the study area.	Problem: The inability of current transit facilities to positively influence investment decisions, livability, or marketability in the study area.	Tampa Downtown Transit Linkages HARTline July 1999

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
	4. Preserve rights-of-way for possible future transportation use as designated in local or regional plans	Coordinate transportation and land use planning, including corridor right-of-way protection and preservation strategies.	Coordinate transportation and land use planning, including corridor right-of-way protection and preservation strategies.	Florida's Strategic Intermodal System Plan (FDOT)
		Develop, maintain and protect transportation corridors for multi-modal use.	Develop, maintain and protect transportation corridors for multi-modal use.	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998
	5. Maximize opportunities for compact growth in urban areas	Provide a catalyst for enhancing environmental quality by making developed areas more attractive and reducing development pressure on the periphery of the region.	Provide a catalyst for enhancing environmental quality by making developed areas more attractive and reducing development pressure on the periphery of the region.	Tampa Rail Project Final Environmental Impact Statement Hillsborough Area Regional Transit December 2002
		Encourage and direct compact urban growth.	Its purpose is to link three rapidly-growing sub-areas of Tampa's urban core [Convention Center, Channelside, and Ybor City] by providing an efficient transportation linkage and by encouraging and directing compact urban growth.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997
		Promote compact growth near activity centers and transportation corridors.	Promote compact growth near activity centers and transportation corridors.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997
	6. Observe airspace restrictions and land use compatibility imposed by military and commercial flight operations.	Do not build facilities that obstruct military aircraft operations by penetrating the air force base's clear zones and Accident Potential Zones .	Maximize connections between transportation modes.	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County Planning Commission January 1998
	7. Maximize growth in areas planned for economic development and redevelopment by state and local agencies	Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of people to and from major employment centers and intermodal facilities.	Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of people and goods to and from major employment centers and intermodal facilities.	Pinellas Area Transportation Study 2025 Long Range Transportation Plan Pinellas County Metropolitan Planning Organization December 2001

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		Maximize the economic vitality of mid-Pinellas County.	Utilize an MPO-approved coordination process where Pinellas County works with cities of Largo, Pinellas Park and St. Petersburg and state, regional and local transportation agencies reach a consensus for establishing an innovative approach to concurrency management that serves both to maximize economic vitality of mid-Pinellas County while establishing alternative transportation solutions that serve to enhance the quality of life aspects area provides for the citizens of Pinellas County. As referenced herein, mid-Pinellas County is generally described as a 40 square-mile area bordered by the East Bay Drive/Roosevelt Boulevard, 9th Street North, County Road 296 and Seminole Boulevard Corridors.	Pinellas County Comprehensive Plan Pinellas County Planning Department February 17, 1998 (Amended May 6, 2003)
		To support the community's economic development, and in cooperation with transportation agencies, the City shall provide intermodal facilities that facilitate the efficient transfer of people between various modes of transportation. (Several policies listed also)	To support the community's economic development, and in cooperation with transportation agencies, the City shall provide intermodal facilities that facilitate the efficient transfer of people and goods between various modes of transportation. (Several policies listed also)	City of St. Petersburg Comprehensive Plan Development Services February 2001
		Positively influence investment decisions, livability, or marketability in the study area.	Problem: The inability of current transit facilities to positively influence investment decisions, livability, or marketability in the study area.	Tampa Downtown Transit Linkages HARTline July 1999
		Promote the development of compatible land uses in undeveloped areas in the Airport vicinity.	Promote the development of compatible land uses in undeveloped areas in the Airport vicinity.	Tampa International Airport (TPA) Master Plan Hillsborough County Aviation Authority December 1999
		Maximize economic development potential for established centers of activity in the urban core.	Maximize economic development potential for established centers of activity in the urban core.	Tampa Rail Project Final Environmental Impact Statement Hillsborough Area Regional Transit December 2002

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		Make joint use of transportation corridors where practical.	A transportation system that enhances the quality of life in Florida.	2007 Florida Rail System Plan Florida Department of Transportation (2002)
	7. Maximize transit share (mode split) of resident travel to major regional airports	Include the necessary connections to key economic centers in the Tampa Bay area as is being proposed for the Orlando area.	Include the necessary connections to key economic centers in the Tampa Bay area as is being proposed for the Orlando area.	Florida High Speed Rail Joint Resolution Hillsborough County and Pinellas County Board of County Commissioners (2003)
D. Cost-effectiveness: Assure a worthwhile public investment	2. Maximize ratio of accessibility improvement to total annualized cost	Development of an efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of passengers.	Development of a safe and efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of goods and passengers and recreational water transport needs.	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998
		Support an integrated system with efficient connections between transportation modes	Promote accessibility & mobility options available to people or freight, and enhance the integration and connectivity of the transportation system.	Hillsborough County 2025 Long Range Transportation Plan Hillsborough County Metropolitan Planning Organization April 2003
		Provide for efficient delivery of people by a multimodal transportation system.	The traffic circulation system shall provide for the safe, convenient and efficient delivery of people and goods by a multimodal transportation system.	City of Clearwater Comprehensive Plan City of Clearwater July 12, 2001
		Provide efficient connections to the existing and planned transit system.	Provide efficient connections to the existing and planned transit system.	Tampa Downtown Transit Linkages HARTline July 1999
		Enhance efficient operation of transportation facilities and services.	The purpose of FHSR is to enhance intercity passenger mobility in Florida by expanding passenger transportation capacity and providing an alternative to highway and air travel.	Florida High Speed Rail-Draft Environmental Impact Statement Florida High Speed Rail Authority August 2003
		Provide an efficient transportation linkage.	Its purpose is to link three rapidly-growing sub-areas of Tampa's urban core [Convention Center, Channelside, and Ybor City] by providing an efficient transportation linkage and by encouraging and directing compact urban growth.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
	3. Minimize incremental operating cost per incremental passenger-mile	Development of an efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of passengers.	Development of a safe and efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of goods and passengers and recreational water transport needs.	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998
		Support an integrated system with efficient connections between transportation modes	Promote accessibility & mobility options available to people or freight, and enhance the integration and connectivity of the transportation system.	Hillsborough County 2025 Long Range Transportation Plan Hillsborough County Metropolitan Planning Organization April 2003
		Provide for efficient delivery of people by a multimodal transportation system.	The traffic circulation system shall provide for the safe, convenient and efficient delivery of people and goods by a multimodal transportation system.	City of Clearwater Comprehensive Plan City of Clearwater July 12, 2001
		Provide efficient connections to the existing and planned transit system.	Provide efficient connections to the existing and planned transit system.	Tampa Downtown Transit Linkages HARTline July 1999
		Enhance efficient operation of transportation facilities and services.	The purpose of FHSR is to enhance intercity passenger mobility in Florida by expanding passenger transportation capacity and providing an alternative to highway and air travel.	Florida High Speed Rail-Draft Environmental Impact Statement Florida High Speed Rail Authority August 2003
		Provide an efficient transportation linkage.	Its purpose is to link three rapidly-growing sub-areas of Tampa's urban core [Convention Center, Channelside, and Ybor City] by providing an efficient transportation linkage and by encouraging and directing compact urban growth.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997
	4. Maximize opportunities for private sector participation and public/private partnerships	Partnerships among business, education and government stakeholders are increasingly important for addressing the complex issues of economic development, including critical areas such as education, transportation and growth management.	Partnerships among business, education and government stakeholders are increasingly important for addressing the complex issues of economic development, including critical areas such as education, transportation and growth management.	Partnerships: Partnering to Shape Florida's Economic Future 2003-2008 Statewide Strategic Plan for Economic Development Enterprise Florida, Inc. State of Florida-Govenor's Initiative

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		Encourage private-sector transportation investments	Support the economic vitality of the Tampa Bay region.	Hillsborough County 2025 Long Range Transportation Plan Hillsborough County Metropolitan Planning Organization April 2003
	5. Improve coordination between publicly and privately operated transportation services	Coordinate public sector and private sector transportation operations.	The City of St. Petersburg's transportation system contains facilities for travel by automobile, transit, walking, bike, truck, rail, water and air. The viability of each mode and contribution to the City's social and economic well-being is largely dependent upon its integration with the entire transportation network. Intermodal facilities promote the transfer of people and goods between these different modes of transportation. Examples of intermodal facilities include parking garages, bus stations and stops, park and ride lots, bike racks, rail stations, seaports and airports. The development of intermodal facilities depends on the successful coordination public-sector and private sector transportation operations.	City of St. Petersburg Comprehensive Plan Development Services February 2001
	1. Maximize ratio of mobility improvement to total annualized cost	Development of an efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of passengers.	Development of a safe and efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of goods and passengers and recreational water transport needs.	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998
		Support an integrated system with efficient connections between transportation modes	Promote accessibility & mobility options available to people or freight, and enhance the integration and connectivity of the transportation system.	Hillsborough County 2025 Long Range Transportation Plan Hillsborough County Metropolitan Planning Organization April 2003
		Provide for efficient delivery of people by a multimodal transportation system.	The traffic circulation system shall provide for the safe, convenient and efficient delivery of people and goods by a multimodal transportation system.	City of Clearwater Comprehensive Plan City of Clearwater July 12, 2001

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		Provide efficient connections to the existing and planned transit system.	Provide efficient connections to the existing and planned transit system.	Tampa Downtown Transit Linkages HARTline July 1999
		Enhance efficient operation of transportation facilities and services.	The purpose of FHSR is to enhance intercity passenger mobility in Florida by expanding passenger transportation capacity and providing an alternative to highway and air travel.	Florida High Speed Rail-Draft Environmental Impact Statement Florida High Speed Rail Authority August 2003
		Provide an efficient transportation linkage.	Its purpose is to link three rapidly-growing sub-areas of Tampa's urban core [Convention Center, Channelside, and Ybor City] by providing an efficient transportation linkage and by encouraging and directing compact urban growth.	Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment HARTline June 1997
E. Flexibility: Site selection remains viable if a planned mode is not constructed.	1. Minimize loss of site effectiveness if FHSR is not built	Provide adequate and efficient transfers for passengers between hubs and corridors.	Increased mobility for people and for freight, with integration and connectivity across and between modes.	Florida's Strategic Intermodal System Plan (FDOT)
	2. Minimize loss of site effectiveness if Pinellas monorail is not built	Promote the transfer of people between different modes of transportation.	The City of St. Petersburg's transportation system contains facilities for travel by automobile, transit, walking, bike, truck, rail, water and air. The viability of each mode and contribution to the City's social and economic well-being is largely dependent upon its integration with the entire transportation network. Intermodal facilities promote the transfer of people and goods between these different modes of transportation. Examples of intermodal facilities include parking garages, bus stations and stops, park and ride lots, bike racks, rail stations, seaports and airports. The development of intermodal facilities depends on the successful coordination public-sector and private sector transportation operations.	City of St. Petersburg Comprehensive Plan Development Services February 2001

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
		To support the community's economic development, and in cooperation with transportation agencies, the City shall provide intermodal facilities that facilitate the efficient transfer of people between various modes of transportation. (Several policies listed also)	To support the community's economic development, and in cooperation with transportation agencies, the City shall provide intermodal facilities that facilitate the efficient transfer of people and goods between various modes of transportation. (Several policies listed also)	City of St. Petersburg Comprehensive Plan Development Services February 2001
	3. Minimize loss of site effectiveness if Tampa LRT is not built	The City of Tampa shall assist, wherever possible and appropriate, in providing intermodal links, especially highway, public transit, and bicycle links to airports, seaports, and rail facilities located within, and adjacent to the Tampa City limits.	Maximize connections between transportation modes.	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County Planning Commission January 1998
	4. Provide for future fixed-guideway transportation across Tampa Bay	Provide bus-to-rail, rail-to-bus connections on either side of the Bay.	Provide bus-to-rail, rail-to-bus connections on either side of the Bay, with no additional fare;	Regional Crossing Coordinating Committee Policy Statement Hillsborough County MPO and Pinellas County MPO 1999
F. Safety and Security	1. Minimize risk to passengers making intermodal connections	Development of a safe regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of passengers.	Development of a safe and efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of goods and passengers and recreational water transport needs.	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998
		Provide for safe delivery of people by a multimodal transportation system.	The traffic circulation system shall provide for the safe, convenient and efficient delivery of people and goods by a multimodal transportation system.	City of Clearwater Comprehensive Plan City of Clearwater July 12, 2001
	2. Minimize the risk of the loss of, or damage to, intermodal facilities.	Development of a safe regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of passengers.	Development of a safe and efficient regional intermodal system of sea ports and waterways, airports, railways, transmission pipelines and roadways which serves the movement of goods and passengers and recreational water transport needs.	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
G. Environment: Ensure responsible environmental stewardship.	1. Design site to be context sensitive to the surrounding natural environment	Minimize potential negative impacts on the human, natural, and man-made environments	Use appropriate design criteria to minimize potential negative impacts on the human, natural, and man-made environments	Hillsborough County 2025 Long Range Transportation Plan Hillsborough County Metropolitan Planning Organization April 2003
	2. Design site to be context sensitive to the surrounding social environment	Reduce adverse impacts on residential neighborhoods	Reduce adverse impacts on residential neighborhoods	Hillsborough County 2025 Long Range Transportation Plan Hillsborough County Metropolitan Planning Organization April 2003
		Maximize the use of current rights-of-way, minimizing disruption to existing roadways, environmental impacts, displacements, and associated land acquisition costs;	Maximize the use of current rights-of-way, minimizing disruption to existing roadways, environmental impacts, displacements, and associated land acquisition costs;	Pinellas Mobility Initiative Pinellas County Metropolitan Planning Organization August 14, 2003
	3. Attain and maintain compliance with NAAQS and SAAQS	Minimize negative impacts on the environment, especially air quality.	Develop a regional transportation system which is coordinated with land use patterns and planning and minimizes negative impacts on the environment, especially air quality.	Future of the Region: Strategic Regional Policy Plan Tampa Bay Regional Planning Council July 1998
		Hillsborough County shall strive to attain, and maintain, compliance with all National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS).	Hillsborough County shall strive to attain, and maintain, compliance with all National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS).	Hillsborough County Comprehensive Plan Transportation Element March 1999
		Provide a safe, convenient, and efficient multimodal system that will reduce contribution to air pollution from motorized vehicles.	Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to increase mobility, reduce the incidence of single-occupant vehicles, protect roadway capacity, reduce contribution to air pollution from motorized vehicles and improve the quality of life for the citizens of Pinellas County.	Pinellas County Comprehensive Plan Pinellas County Planning Department February 17, 1998 (Amended May 6, 2003)
		Carpooling, vanpooling, bicycling, walking, and mass transit use shall continue to be encouraged as a means of improving air quality.	Carpooling, vanpooling, bicycling, walking, and mass transit use shall continue to be encouraged as a means of improving air quality.	City of Tampa Comprehensive Plan Transportation Element Hillsborough County City-County Planning Commission January 1998

Project Goal	Project Objective (ETT Meeting #3)	Source Objective for Mapping	Source Goal (ETT Meeting #2)	Source
	4. Maintain LOS on roadways abutting intermodal facilities	Minimize adverse traffic and parking impacts	Provide Mobility for the Forecast Travel Demand Through and Within the Project Area	Tampa Rail Project Final Environmental Impact Statement Hillsborough Area Regional Transit December 2002

APPENDIX D
PURPOSE AND NEED STATEMENT

Project: Tampa Bay Intermodal Center(s)
Location(s): Hillsborough and/or Pinellas County

Project Description Summary: This project proposes the construction of one or more intermodal centers in the Tampa Bay area. These intermodal centers will provide the opportunity for connections between local and regional transportation systems including airports, seaports, highways, and transit services. As a result, the centers 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.

The Florida Department of Transportation (FDOT) Five Year Work Program for District Seven includes three phases programmed for the proposed Intermodal Center(s). Phase I is the Feasibility Study (FY 03/04), Phase II is the Project Development and Environment (PD&E) Study (FY 04/05), and. Phase III is the Preliminary Engineering (FY 04/05). The Feasibility Study is currently underway, and its findings will help the Department make decisions regarding the type, design, and location of the Tampa Bay Intermodal Center(s) in Hillsborough and/or Pinellas County. During Phase I of the project, significant economic activity centers have been identified. They are Tampa Downtown, University of South Florida, and Westshore/Tampa International Airport in Hillsborough County; the Gateway/St. Petersburg – Clearwater International Airport area and St. Petersburg Downtown in Pinellas County. A number of potential sites within each of these activity centers will be evaluated to determine the feasibility of these activity centers as potential locations for the Intermodal Center(s). These potential sites will be analyzed for fatal flaws and based on the results of that analysis, will undergo a site screening process and site comparison evaluation. Once the screening process is complete, each of the five activity centers will have potential site alternatives to carry forward for more detailed analysis during Phase II (PD&E) of the project. The recommended site configuration should house transit platforms, passenger services, amenities (e.g. park-n-ride), and operations areas. The Feasibility Study addresses all factors related to the design and location of the intermodal facility (ies) including transportation needs, social impacts, conceptual engineering analysis, and right-of-way requirements. Once the Feasibility Study and ETDM Programming Screen are complete and the conclusions from both are documented, the scope of services for the PD&E Study can be developed from a more informed and focused perspective. The PD&E Study will evaluate the alternatives for social, cultural, natural environment, and physical impacts. If, at the conclusion of the PD&E study, a decision is made to move forward with the project it then proceeds to the Preliminary Engineering (Design) phase. At that point, conceptual plans developed in PD&E are further developed and refined, and result in detailed construction plans that will be used to build the project.

Purpose and Need

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.

Regional Connectivity

Historically, individual modes have been planned and operated independently of each other. The result is often duplication of services and other economic influences. In the Tampa Bay area, numerous studies and plans have been conducted addressing multiple modes of transportation. In view of the State's position on global trade, recent changes in travel behavior, and the passing of legislation to establish the Strategic Intermodal System (F.S. Section 339.61 through 339.64), an analysis of these local studies and plans reveals the need for connectivity of the region's transportation system. The

FDOT envisions the Tampa Bay Area Intermodal Center(s) as a way to achieve the necessary connectivity for the region.
During the Feasibility Study, investigations will be conducted to determine if there is provision for direct intermodal center access to and from all modes including Bus Rapid Transit (BRT) the Tampa Rail System, the proposed Florida High Speed Rail System, the Tampa Historic Streetcar System, and the Pinellas Mobility Initiative. Links connecting the intermodal facility to the Tampa International Airport (TIA) and/or the St. Petersburg-Clearwater Airport (PIE) will also be investigated. The Intermodal Center(s) should have access to the interstate highway system including I-275 and I-4, as well as other significant regional facilities such as the Leroy Selmon Crosstown Expressway, Veterans Expressway, and US 19. The facility should also have access to local streets. Bus, auto, taxi, bicycle, and pedestrian access should be provided. Local access and circulation for surrounding businesses and residences should be preserved.

Plan Consistency

The overall goals of the Tampa Bay Intermodal Center(s) project are:

- Mobility: Improve passenger mobility by means other than personal motor vehicle.
- Accessibility: Improve passenger accessibility by means other than personal motor vehicle.
- Plan Conformity: Be consistent with local and statewide plans.
- 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 the goals stated above have been developed based on an extensive inventory of local, regional, and statewide plans. The project's goals and objectives are consistent with those articulated in the following plans:

- 2020 Florida Transportation Plan, FDOT, 2000 Update
- Florida's Strategic Intermodal System (SIS) Plan, FDOT, not yet finalized
- State of Florida, Governor's Initiative, Enterprise Florida, Inc.; Partnerships: Partnering to Shape Florida's Economic Future, 2003-2008 Statewide Strategic Plan for Economic Development
- Future of the Region: Strategic Regional Policy Plan, Tampa Bay Regional Planning Council, July, 1998
- 2025 Long Range Transportation Plan, Hillsborough County Metropolitan Planning Organization (MPO), April 2003
- 2025 Long Range Transportation Plan, Pinellas County MPO, December 2001
- Hillsborough County Comprehensive Plan, Transportation Element, March 1999
- Pinellas County Comprehensive Plan, February 17, 1998 (as amended May 6, 2003)
- City of St. Petersburg Comprehensive Plan, February 2001
- City of Clearwater Comprehensive Plan, July 12, 2001
- City of Tampa Comprehensive Plan, Transportation Element, January 1998
- Hillsborough Area Regional Transit Authority (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 (TIA) 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 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, 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

The proposed Tampa Bay Intermodal Center(s), while consistent with the goals and objectives of the plans listed above; further support 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.

Future Population and Employment Growth in Area

The Tampa Bay area has been one of the fastest growing metropolitan areas in the country 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), population in the Tampa Bay region (Hillsborough, Pinellas, and Pasco counties) is expected to increase by 23% between 2002 and 2025. Additionally, employment in the region is expected to increase by 37% over the same period of time.

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.

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 33% from 2002 to 2025. This projection is based on data from the Tampa Bay Regional Planning Model, which is the adopted FSUTMS travel demand model for both the Hillsborough and Pinellas MPOs. There are no major capacity improvements for roadways crossing Tampa Bay identified in the Long Range Transportation Plans (LRTPs) for either the Hillsborough or Pinellas MPOs. Further, there are no plans for enhanced transit services crossing Tampa Bay.

The Intermodal Center(s) Feasibility Study, up to this point, has not tested transit options using a travel demand forecasting model. Monorail ridership, or any other rapid transit service ridership, depends on

a number of variables and can fluctuate significantly based on certain assumptions. Typically, the significant variables are: speed and frequency of the proposed transit service; boarding fare of the proposed transit service; locations and parking facilities of the stations; parking costs, if parking is available; highway travel time between origin and destination; and accessibility to other transportation modes. A number of studies, however, have been performed over the past several years, which considered high speed rail, monorail, light rail, and commuter rail services in the Tampa Bay area. Using sketch planning techniques, a forecast of potential rail ridership crossing Tampa Bay in 2025 has been developed for use in Phase I of this project. Based on this analysis, it was estimated that total rail trips crossing Tampa Bay would range from 9,200 to 25,400 in the year 2025. During the course of the Feasibility Study, it was agreed that a more detailed travel demand analysis will be performed during Phase II (PD&E) of the project. Before that time, consultation will occur to determine what level of analyses will be used to check the reasonableness of the regional model, and coding of any additional data or alternative modes will be incorporated into the process.

Safety

A consistent theme across 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 Tampa Bay Intermodal Center(s) should include both external connections and the internal arrangements of mode transfer accommodations located so as to facilitate safe, efficient and convenient transfer of passengers among modes. Also, many of the plans referenced call for increased travel choices and maximizing the 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 single occupancy vehicles 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.

Access to Intermodal Facilities and Freight Activity Centers

The proposed Tampa Bay Intermodal Center(s) 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 Strategic Intermodal System (SIS) Plan, the intermodal center will increase modal options for goods and passengers safely and efficiently in an integrated and connected system.

Bikeways and Sidewalks

One element of the connectivity process of the Tampa Bay Intermodal Center(s) is to tie in with existing and proposed pedestrian trials, bikeways, and sidewalks. This connectivity aspect is a priority consideration in the Feasibility Study and will continue to be evaluated in the PD&E Study.

APPENDIX E
SITE IDENTIFICATION

Tampa Bay Intermodal Center(s) Feasibility Study
Step IV. Site Identification
Westshore Activity Center

Westshore Activity Center*

Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
1264	108980.0000	1903.97	**65.93**	PD	PI		$555,080,643.00	Hillsborough County Aviation Authority		Drew Park-East of Airport near Raymond James Stadium and HCC	Vacant property; partially within Runway 27 RPZ; TPA ALP shows Rwy27 extension and relocated service road.
1287	109054.1000	9.32	**9.32**	C1	SCH	Major Public/Semi-Public	$ 31,824,168.00	Hillsborough County Community College (Board of Trustees)	700 N Nebraska	Tampa Bay Blvd on south side, Dale Mabry on east side. HCC presentation from Westshore Alliance Econ Dev Forum (5/20/04) indicates available properties at HCC.	HCC campus. Vacant lot near Dale Mabry. Raymond James stadium on east side, and Yankee stadium on north side. Per HCC-DaLe Mabry President (5/20/04 Dev Forum), sites are available in HCC front yard, former Borden Dairy, and Former WT Edwards Hospital properties. Land uses should support student education opportunities, if possible.
1343	110980.0000	2.50	**2.50**	RS-50	PI		$ 721,998.00	City of Tampa		Adjacent to E side of 1345.	Bordered by residential to the E.
1345	110981.0000	6.97	**6.97**	OP-1	VAC		$ 2,417,328.00	IEC Roads Corporation	2021 N. Lemans Blvd.	Old COT Landfill-just off Grady Ave.	Vacant land w/some construction beginning; Met Life facility to NW; Adjacent to First Baptist Church and line of residential homes along Grady; vicinity of Without Walls Church; According to Tierra, landfill is probably not that deep and there may not be a contamination liner; however removal of the refuse must be a cost consideration.
1355	110984.0000	19.10	**19.10**	RS-50	PI	RMU-100	$ 4,909,008.00	City of Tampa	4010 w Spruce	SW corner of Spruce St and Clark Ave.	City of Tampa Solid Waste and Fleet Maintenance Facility.
1357	110986.0000	2.13	**6.85**	PD	VAC	RMU-100	$ 596,600.00	Douglas and Marueen B Tlee Cohn	1905 N Lois Ave	S of 1358 and N of 1359	For sale (6.9 ac.); vacant lots adjacent to COT solid waste and fleet maintenance facilities; some residential across Lois; 13-story bldg across Spruce.
1358	110986.0100	3.35		PD	VAC	RMU-100	$ 1,461,500.00	G & J Enterprises, LLP	1903 N Lois Ave	Corner of Spruce/Lois	
1359	110986.0500	1.37		OP-1	VAC	RMU-100	$ 650,464.00	Douglas and Marueen B Tlee Cohn	1513 N Lois Ave	S of 1357	
1381	111025.0000	2.76	**6.40**	PD-A	LC		$ 44,446,100.00	WDG Walter, LLC	1500 N Dale Mabry Hwy	NW corner of Dale Mabry Hwy and I-275.	Future site of Target
1382	111027.0000	3.65		PD-A	MHP		$ 1,738,690.00	WDG Walter, LLC	1600 N Dale Mabry Hwy	Adjacent to N side of 1381.	
2045	111748.0000	0.66	**11.82**	PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3609 W Arch St	NE corner of Dale Mabry Hwy and Cypress St.	Site plans approved for entire Tampa Bay 1 commercial development, permits have not been pulled.
2046	111749.0000	0.75		PD-A	VAC	RMU-100	$ 261,900.00	Tampa Bay 1, LLC	1304 N Clearview Ave		
2047	111754.0000	0.59		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	1210 N Clearview Ave		
2048	111755.0000	1.10		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	1207 N Marie Ave		
2049	111757.0000	0.73		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3701 Nassau St		
2055	111764.0000	0.17		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3616 Nassau St		
2056	111765.0000	1.74		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3611 Grace St		
2057	111767.0000	0.70		PD-A	LI	RMU-100	$ 342,257.00	Tampa Bay 1, LLC	3701 Grace St		
2058	111768.0000	0.44		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3710 W Nassau St		
2059	111769.0000	1.11		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3711 Grace St		
2060	111770.0000	0.43		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3707 W Grace St		
2061	111771.0000	1.39		PD-A	LC	RMU-100	$ 2,830,100.00	Bromley Tampa Investors, Ltd	3725 W Grace St		
2063	111776.0000	0.24		PD-A	LC	RMU-100	$ 112,920.00	Tampa Bay 1, LLC	3802 Grace St		
2065	111778.0000	0.22		PD-A	LC	RMU-100	$ 101,603.00	Tampa Bay 1, LLC	3717 W Cypress		
2066	111780.0000	0.69		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3703 Cypress		
2067	111781.0000	0.14		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3718 Grace St		
2069	111782.0000	0.37		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3715 Cypress St		
2070	111783.0000	0.12		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3709 Cypress St		
2071	111784.0000	0.24		PD-A	VAC	RMU-100		Tampa Bay 1, LLC	3705 Cypress St		
2311	112031.0000	5.02	**11.39**	M-AP-2	SF	Airport Compatibility	$ 1,598,477.00	June C. Campbell	5220 Spruce St.	S side of Frontage Road near Spruce intersection.	Residential lot w/house, open field, and gated entrance; adjacent to Adventure Airport Parking and abandoned rental car facility. S. of TPA.
2315	112036.5000	2.58		M-AP-2	VAC	Airport Compatibility	$ 448,800.00	June C. Campbell		Adjacent to S side of 2311	
2510	112452.0000	3.79		M-AP-2	HC	Airport Compatibility		Vanguard Real Estate Holdings, LLC	5402 Spruce	S side of Frontage Road near Spruce intersection.	Vacant lot. Was a car rental facility.
2377	112179.0000	52.30	**15.40**	RS-50	SCH	Public/Quasi-Public	$ 19,464,148.00	School Board of Hillsborough County	4401 W. Cypress	Jefferson High School/Roland Park Elementary School-Main St./Manhattan	Property has very few vacant areas, as many portables have been installed in the past few years (small field used for soccer field and playground and a paved driver's ed course); some potential lots to north near Exceptional School. Northeast parcel and res to west for sale. Res located to east.
2380	112213.0000	2.95	**5.83**	OP-1	MF	RMU-100	$ 628,456.00	J Clifford MacDonald Center, Inc	4415 W Main	Adjacent to S side of 2382.	Commercial lot w/ building, open field; adjacent to N side of Acceptional School.
2381	112213.0500	0.96		OP-1	PU	RMU-100	$ 439,420.00	Tampa Electric, Co	1901 N Hesperides	Adjacent to W side of 2382.	Parking lot for parcel 2382.

Tampa Bay Intermodal Center(s) Feasibility Study
Step IV. Site Identification
Westshore Activity Center

Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
2382	112214.0000	1.92		OP-1	MF	RMU-100	$ 813,684.00	J Clifford MacDonald Center, Inc	1820 N Manhattan	SW corner of Spruce St and Manhattan Ave.	Commercial lot w/ building, open field.
2442	112311.0101	5.59	**5.59**	M-AP-1	LC		$ 1,704,443.00	Hillsborough County Aviation Authority		One Buc Place	Buc Training Facility; TPA to W; Air cargo to N; Int'l Mall to E; HDR Bldg. to S. Potential availability as Bucs are planning new facility to be located near the stadium.
2447	112352.0000	7.13	**7.13**	M-AP-2	VAC	Airport Compatibility	$ 1,314,600.00	Barnett Bank NA C/O DeLoitte and Touche	5202 Laurel	SW corner of O'Brien St and Laurel St.	Wooded/vacant lot.
2500	112429.0000	26.90	**8.04**	M-AP-1	VAC	Airport Compatibility	$ 123,001.00	Kendo Development	5608 La Salle	North side of Cypress, west of Memorial Hwy.	Wooded/vacant lot. Part of parcel was acquired by FDOT for Memorial/Spruce St Interchange.
2510	112452.0000	3.79	**3.79**	M-AP-2	HC		$ 1,605,601.00	Vanguard Real Estate Holdings, LLC	5402 Spruce	S side of Frontage Road near Spruce intersection.	Vacant lot. Was a car rental facility.
2533	112501.0400	4.01	**18.79**	M-AP-1	PI		$ 522,720.00	City of Tampa	580 N Reo	Bay West Commerce Park-corner of N. Reo/W. Cypress	Treed area; no visible structures; surrounded by wooden fence; commercial neighbors
2538	112503.0000	14.79		PD	PI		$ 1,321,828.00	City of Tampa	5860 W Cypress	Bay West Commerce Park-Reo Adjacent to S side of 2538	
2554	112633.0100	5.58	**5.58**	M-AP-3	VAC	Airport Compatibility	$ 1,148,255.00	5525 Gray Street, LLC	5525 Gray St	W. Gray Street/Reo	Appears to be dry property adjacent to Gray St. Plaza (several 2-story office complexes) and Cypress Park; no visible structures.

*All potential sites identified within the Westshore area would require Aviation Authority/FAA review and permitting to verify compliance with FAA regulations and land use compatibility.

Tampa Bay Intermodal Center(s) Feasibility Study
Step IV. Site Identification
Downtown Tampa Activity Center

Downtown Tampa Activity Center

Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
309	185170.0000	0.10	6.16	CBD-2	LC	CBD	$ 499,892.00	Union Station Partners, LLC	700 N Nebraska	Cass Street on the north, Jefferson Street on the west, Zack Street on the south.	Parking lot with auto repair shop and vacant buildings on property. Light rail alignment travels through property. Fire station adjacent to property. Perry Harvey Park on north side with adjacent Central Park Village. Near union station. Several small parcels that need to be aggregated.
310	185171.0000	0.03		CBD-2	VAC	CBD	$ 5,775.00	Union Station Partners, LLC	858 E Zack		
311	185172.0000	0.05		CBD-2	VAC	CBD	$ 21,000.00	Union Station Partners, LLC	856 E Zack		
312	185173.0000	1.19		CBD-2	PI	CBD	$ 504,490.00	Hillsborough County	818 Zack		
936	191147.0100	0.31		CBD-2	MHP	CBD	$ 141,558.00	First Venture Investments, Inc	1113 E Cass		
2171	193202.0000	0.48		CBD-1	VAC	CBD	$ 176,663.00	First Venture Investments, Inc	1125 E Cass		
2172	193202.0100	0.52		CBD-1	VAC	CBD	$ 119,560.00	Charles C Thornton, Trustee	702 N Nebraska		
2173	193202.0500	0.12		CBD-1	VAC	CBD		First Venture Investments, Inc	1115 E Cass		
2183	193219.0000	0.01		CBD-1	VAC	CBD	$ 640.00	CSX Transportation, Inc	1071 E Cass		
2203	193241.0000	0.08		CBD-1	VAC	CBD	$ 3,075.00	Charles C Thornton, Trustee	1201 E Cass		
2204	193242.0000	0.07		CBD-1	LC	CBD	$ 137,911.00	Charles C Thornton, Trustee	1155 E Cass		
2205	193243.0000	0.03		CBD-1	LI (Light Industrial)	CBD	$ 23,700.00	Charles C Thornton, Trustee	1145 E Cass		
2206	193245.0000	0.05		CBD-1	VAC	CBD		First Venture Investments, Inc	1129 E Cass		
2207	193246.0000	0.04		CBD-1	VAC	CBD		First Venture Investments, Inc	1125 E Cass		
2208	193247.0000	0.04		CBD-1	VAC	CBD		First Venture Investments, Inc	1121 E Cass		
2209	193248.0000	0.18		CBD-1	LI (Light Industrial)	CBD	$ 101,000.00	First Venture Investments, Inc	1115 E Cass		
2210	193249.0000	0.07		CBD-1	LI (Light Industrial)	CBD	$ 55,900.00	First Venture Investments, Inc	1113 E Cass		
2211	193250.0000	0.41		CBD-1	HC	CBD	$ 174,063.00	Nicholas Coscia, Trustee	1111 E Cass		
2212	193253.0000	0.08		CBD-1	MHP	CBD	$ 17,038.00	Matthew C Lynch	1019 E Cass		
2213	193253.0100	2.31		CBD-1	HC & MHP	CBD	$ 585,680.00	J.D. Development Corp.	1001 E Cass		
1804	192333.0000	2.50	2.50	IG	PI		$ 696,417.00	City of Tampa	1801 N Highland	North of Stetson University on the corner of Tampa Street and Henderson Street.	Park located on parcel 1804. Stetson University directly to the south. North of interstate.
1818	192348.0000	0.13	0.96	CI	MHP		$ 29,928.00	A. G Baker, Trustee	1726 Franklin	North of Stetson University on the corner of Tampa Street and Henderson Street.	Parking lot with small buildings located on lot. Stetson University directly to the south. North of interstate.
1819	192349.0000	0.08		CI	LC		$ 14,400.00	A. G Baker, Trustee	1716 Franklin		
1820	192350.0000	0.09		CI	MHP		$ 20,200.00	Roland & Antoinette Morito, Jr	204 E Henderson		
1821	192351.0000	0.19		CI	MHP		$ 53,360.00	Roland & Antoinette Morito, Jr	1702 Franklin		
1822	192352.0000	0.08		CI	MHP		$ 17,350.00	Armando N Arcos, Trustee	1801 Tampa		
1823	192353.0000	0.08		CI	LC		$ 37,895.00	Armando N Arcos, Trustee	1803 Tampa		
1824	192354.0000	0.08		CI	MHP		$ 15,480.00	Armando N Arcos, Trustee	1805 Tampa		
1825	192355.0000	0.08		CI	LC		$ 51,960.00	A. G Baker, Trustee	1807 Tampa		
1826	192356.0000	0.16		CI	LC		$ 190,972.00	A. G Baker, Trustee	1809 Tampa		
1863	192405.0000	0.27	15.32	CBD-1	PI	CBD	$ 88,500.00	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. Also includes Marion Transit Center. Cemetery and Sheriff's office on east side. Easy access to interstate. Includes historic St. Paul AME church property, which is an individual locally landmarked site. Church structure has potential for re-use and should be saved and exterior and interior spaces preserved. Sheriff's office located on property. Marion Transit center on south side. Easy access to interstate. Transients in area. Billboards and above ground utilities surround property.
1864	192406.0000	0.20		CBD-1	PI	CBD	$ 64,500.00	TIITF/Department of General Services	1411 N Tampa St		
1865	192407.0000	0.06		CBD-1	PI	CBD	$ 19,350.00	TIITF/Department of Management Services	1409 N Tampa St		
1866	192408.0000	0.14		CBD-1	PI	CBD	$ 45,150.00	TIITF/Department of Management Services	1407 N Tampa St		
1867	192409.0000	0.13		CBD-1	PI	CBD	$ 44,250.00	TIITF/Department of Management Services	1424 N Franklin St		
1868	192410.0000	0.14		CBD-1	PI	CBD	$ 44,250.00	TIITF/Department of Management Services	1415 Franklin St		
1869	192411.0000	0.33		CBD-1	PI	CBD	$ 106,200.00	TIITF/Department of Management Services	1401 N Tampa St		
1870	192412.0000	0.25		CBD-1	PI	CBD	$ 77,400.00	TIITF/Department of Management Services	1401 N Tampa St		
1871	192413.0000	0.10		CBD-1	PI	CBD	$ 32,250.00	TIITF/Department of Management Services	1322 Florida Ave		
1872	192414.0000	0.10		CBD-1	PI	CBD	$ 32,250.00	TIITF/Department of Management Services	1316 Florida Ave		
1873	192415.0000	0.27		CBD-1	PI	CBD	$ 88,500.00	TIITF/Department of General Services	1439 N Franklin St OR 301 Scott St		
1874	192416.0000	0.13		CBD-1	PI	CBD	$ 44,250.00	TIITF/Department of Management Services	301 Scott St		
1875	192417.0000	0.16		CBD-1	PI	CBD	$ 46,905.00	TIITF/Department of Management Services			
1876	192418.0000	0.44		CBD-1	PI	CBD	$ 141,900.00	TIITF/Department of General Services	1314 Florida Ave OR 1302 N Florida Ave		
1877	192419.0000	0.31		CBD-1	PI	CBD	$ 103,545.00	TIITF/Department of Management Services	1401 Franklin St OR 1302 N Florida Ave		
1893	192517.0000	3.09		CBD-1	PI	CBD	$ 14,307,726.00	TIITF/Department of General Services	1313 N Tampa St		
2117	193010.0000	0.13		CBD-1	VAC*	CBD	$ 27,735.00	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	$ 27,735.00	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	$ 93,734.00	Skinner Family Limited Partnership	1309 N Florida Ave		

Tampa Bay Intermodal Center(s) Feasibility Study
Step IV. Site Identification
Downtown Tampa Activity Center

Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
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	$ 365,171.00	Hillsborough County	1315 N Marion St		
2123	193017.0000	2.93		CBD-1	PI	CBD	$ 6,569,501.00	Hillsborough County	1301 Morgan		
2126	193037.0000	0.10		CBD-1	LC	CBD	$ 85,657.00	Gietzen & Associates, Inc	1302 N Marion St		
2127	193037.0100	0.10		CBD-1	PI	CBD	$ 32,250.00	City of Tampa	1301 N Florida Ave		
2128	193039.0000	0.10		CBD-1	MHP	CBD	$ 36,225.00	Diversimark, Inc	1290 N Marion		
2129	193040.0000	0.22		CBD-1	LC	CBD	$ 162,652.00	Diversimark, Inc	1221 Florida Ave		
2130	193041.0000	0.10		CBD-1	MHP	CBD	$ 38,302.00	Diversimark, Inc	1216 Marion St OR 1282 N Marion		
2131	193042.0000	0.21		CBD-1	MHP	CBD	$ 74,770.00	Mary J Morgan Hicks	1280 N Marion		
2132	193043.0000	0.69		CBD-1	MHP	CBD	$ 251,224.00	Mary J Morgan Hicks	1201 N Florida Ave		
2137	193049.0000	0.34		CBD-1	SF	CBD	$ 89,340.00	Downtown Cathedral Enterprises, Inc	1103 Marion OR 1111 N Marion		
2138	193053.0000	1.28		CBD-1	PI	CBD	$ 1,227,797.00	City of Tampa	1211 Marion St		
2139	193065.0000	0.15		CBD-1	PI	CBD	$ 50,288.00	Hillsborough County	604 E Laurel		
2140	193066.0000	0.07		CBD-1	PI	CBD	$ 22,890.00	Hillsborough County	1313 N Marion		
2215	193257.0000	0.52		CBD-1	PI	CBD	$ 165,375.00	Downtown Cathedral Enterprises, Inc	506 E Harrison		
2216	193257.0050	0.26		CBD-1	PI	CBD	$ 875,928.00	St. Paul African Methodist Episcopal Church of Tampa	502 E Harrison		
2217	193258.0000	0.18		CBD-1	VAC	CBD	$ 57,090.00	Downtown Cathedral Enterprises, Inc	1107 N Marion		
2264	193341.0000	3.20	5.19	CBD-2	PI		$ 5,219,041.00	City of Tampa, Lessee	802 N Ashley	Cass Street on the north, Zack Street on the south, Ashley Street on the east, Hills River on the west.	POE parking garage located on property. Light rail travels through property along existing rail alignment. Tampa Museum of Art on south side. Located on trolly alignment. Easy access to interstate. Adjacent to new arts district. UT across the river. Transients in area. Potential residential housing on lot.
2265	193347.0000	1.98		CBD-2	PI		$ 4,412,284.00	City of Tampa	402 N Ashley		

Tampa Bay Intermodal Center(s) Feasibility Study
Step IV. Site Identification
USF Activity Center

USF Activity Center

Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
4566	35905.0100	6.90	13.85	CG	LC	Urban Mixed Use	$8,337,575.00	Glimcher University Mall LTD Partnership	2200 E Fowler Ave	North side of Fowler Ave and just west of 30th Street.	
4573	035921.0000	2.87		CG	LC	Urban Mixed Use	$103,663,600.00	Glimcher University Mall LTD Partnership	2200 E Fowler Ave		
4575	35921.0200	3.91		CG	LC	Urban Mixed Use	$12,022,322.00	DILLARD DEPARTMENT STO	2200 E Fowler Ave		
4749	36298.0300	0.17		PD-C	HC	Urban Mixed Use	$1,574,308.00	BURLINGTON COAT FACTORY REALTY OF UNIV SQ INC	12398 CLUB DR		
1017	140477.0000	10.51	24.95	IG	MF	Light Industrial	$1,310,894.00	Florida Health Sciences Center, Inc		Southeast corner of 30th Street and Fowler Ave.	Wooded/vacant lots. R/R tracks located on south side of property. Pepsi Co. and Yuengling Brewery immediately to the south. Directly across Fowler from USF.
1018	140478.0000	10.37		IG	MF	Light Industrial	$1,094,944.00	Florida Health Sciences Center, Inc		Adjacent to 1017 on the east.	
1019	140479.0000	4.07		IG	MF	Light Industrial	$482,800.00	Florida Health Sciences Center, Inc		Adjacent to 1018 on the east.	
4360	34942.0000	5.26	5.26	RMC-20	PI	Residential 20	$127,116.00	TIITF/HRS-RETARDATION SERIS	2611 E BEARSS AV	South side of Bearss Ave at Livingston.	Mostly wooded/vacant property with small office buildings on property. Tampa General.
4925	036499.1000	50.08	13.87	PD	SCH	Suburban Mixed Use	$6,517,448.00	TIITF/State of Florida	3802 Spectrum Blvd	Northeast corner of Fowler Ave and 30th Street.	USF Property. Vacant with some large Oak trees on lot. Along Light Rail Alignment. Signs posted suggest research park. Discussion with developer (Carter and Associates) on 6/14/04 indicates that transportation center would be a compatible land use.
5391	34885.0000	1.66	1.66	PD-MU				JEM INVESTMENTS LTD II LLLP	600 E MADISON ST	Northwest corner of Bearss Ave and Bruce B. Downs. 30th Street on the west.	Wooded/vacant lot with for sale sign on property. Cracker Barrel located on east side of parcel. Recent rezoning?
5393	143357.0400	4.51	9.63	CI	LC	Heavy Commercial		Robert R. Logan, Limited Partnership II	1251 E Fowler Ave	South side of Fowler Ave just west of 15th Street.	Large vacant buildings currently on property. Property located on Light Rail alignment, near I-275.
5394	143357.0300	5.12		CI	LC	Heavy Commercial		Lane Fowler LLC	1401 E Fowler Ave		

Gateway Activity Center

Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
2166	043016709023001300	14.80	14.80	MI	87	Industrial-Limited	$2,796,500	FL INT IMP FUND TRE C/O DEPT NATURAL RESOURCES	5205 Ulmerton Rd	Located on Ulmerton Rd, just west of 49th Street.	Pinellas Maintenance located on property. Large utility towers on west and south sides of parcel. Department of Corrections and Largo Rd Prison on east side.
3268	103016710103000100	9.65	29.52	IH	359 (Comm)	Industrial-General	$632,700	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 Sunshine Speedway currently on property.
3269	103016710103000200	9.99		IH	359 (Comm)	Industrial-General	$696,700	Florida Dpt of Transportation	4300 126th Ave		
3302	103016710103001600	9.88		IH	359 (Comm)	Industrial-General	$671,800	Florida Dpt of Transportation			
3391	113016134620100010	7.72	10.89	IB-P	0 (Vacant)	Industrial-Limited	$2,639,000	Raymond James Financial, Inc		Lake Carillon on north, Carillon Pkwy on east, Roosevelt Blvd on west.	Heavily treed vacant property. Gingerbread school on east side of property. Residential and commercial located near property.
3392	113016134620100020	3.17		IB-P	1 (Vacant)	Industrial-Limited	$1,056,400	Raymond James Financial, Inc			
3437	123016134630030040	2.83	8.54	IB-P	0 (Vacant)	Industrial-Limited	$944,000	Heller Affordable Housing, Inc		Carillon Pkwy on south, Fountain Pkwy on west and north.	Vacant property listed as available in Carillon. Lot was recently cleared.
3438	123016134630030050	2.64		IB-P	0 (Vacant)	Industrial-Limited	$878,700	Heller Affordable Housing, Inc			
3439	123016134630030060	3.08		IB-P	0 (Vacant)	Industrial-Limited	$1,027,000	Heller Affordable Housing, Inc			
3443	123016134630030110	18.25	18.25	RO-2	0 (Vacant)	Residential/Office-General	$4,500,900	Heller Affordable Housing, Inc		I-275 on south and west, apartments on the west.	Vacant property adjacent to I-275 and Echelon at the Reserve apartment complex.
3448	123016134630050030	5.25	11.50	IB-P	0 (Vacant)	Industrial-Limited	$1,006,300	Western Reserve Life		Carillon Pkwy on east, Fountain Pkwy on north.	Vacant property adjacent to Aegon/Western Reserve Life property.
3452	123016134630050041	6.25			0 (Vacant)	Industrial-Limited	$309,900	Western Reserve Life			
3485	123016131830000080	1.64	7.42	R/O/R	323 (Comm)	Residential/Office/ Retail	$548,500	CARILLON LAND DEV	120 Carillon Pkwy	Carillon Pkwy on west, Fountain Pkwy on south.	Vacant property across from new Publix shopping center. Available for mixed-use development according to Echelon (6/22/04).
3486	123016131830000090	4.51		R/O/R	323 (Comm)	Residential/Office/ Retail	$1,514,000	CARILLON LAND DEV	120 Carillon Pkwy		
3491	123016131830000070	1.27		R/O/R	323 (Comm)	Residential/Office/ Retail	$419,700	CARILLON LAND DEV	120 Carillon Pkwy		
3546	123016000003300100	8.70	8.70	IP-1	911 (Public/Semi-Public)	Industrial-Limited	$368,600	Florida Dpt of Transportation		Roosevelt Blvd on north, I-275 on east, 118th on south.	Current site for FDOT construction maintenance facility. Used for storing raw materials. Large drainage ditch adjacent to west side of property.
3976	123016773470010041	10.39	10.39	RO-P	Vacant	Residential/Office-General	$525,900	Post Publishing, Inc.		Certegy on south, Echelon at Bay Isle on west and north.	Property located north of Certegy. Echelon apartment complex located on north and west end. Property is vacant land with heavy vegetation.
3566	133016916200000001	241.11	241.11	RS-150	925 (Rec/Open Space)	Recreation/Open Space	$5,241,800	Pinellas County		I-275 on west, Roosevelt Blvd on north, 16th Street on east.	Toytown landfill. Large utility tower on SE end of property. Direct access to interstate.
3978	143016714180010020	182.41	20.01					Pinellas County	28th Street North	CR 296 on north, I-275 on east, 28th Street on west.	Bridgeway Acres property. Vacant property near Toytown landfill. Site may contain flyash from the adjacent Resource Recovery Facility.
4978	233016000090000010	4.63	62.91	RS-150	0 (Vacant)	Recreation/Open Space	$19,600	Struthers Excavating, Inc	8100 Park Blvd, Pinellas Park	I-275 on west, Toytown landfill on north	Vacant property with trees and vegetation lining the perimeter. Large utility towers on south end. Florida power pipeline runs along east side of property. Large commercial buildings on east side of property. Per Frank Aiello (6/16/04) previously part of landfill.
4980	243016000002200100	58.29		RS-150	0 (Vacant)	Recreation/Open Space	$241,500	Struthers Excavating, Inc	7751 Park Blvd, Pinellas Park		
5451	233016000001300100	30.85	36.46	IB-P	360 (Public/Semi-Public)	Industrial-Limited	$1,358,300	Tarpon Ridge, Inc		I-275 on east, 28th Street on west, parcel 5976 on south.	Vacant property with trees and vegetation. Luxury apartments on west side. Armed Forces Reserves Center and other commercial buildings on west side.
5976	233016518940010010	2.80		IB-P	0 (Vacant)	Industrial-Limited	$142,300	Tarpon Ridge, Inc			
5977	233016518940030010	2.81		IB-P	360 (Public/Semi-Public)	Industrial-Limited	$143,300	Tarpon Ridge, Inc			
6500	233016303730000010	93.40	93.40	IB-P	0 (Vacant)	Industrial-Limited	$4,403,900	Jabil Circuit, Inc		I-275 on east and south, 28th Street on west.	Vacant property with trees and vegetation. Luxury apartments on west side. Armed Forces Reserves Center and other commercial buildings on west side.

Tampa Bay Intermodal Center(s) Feasibility Study
Step IV. Site Identification
Downtown St. Petersburg Activity Center

Downtown St. Petersburg Activity Center

Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
750	24311600002100100	1.03	17.66	IG	911 (Public/Semi-Public)	Institutional	$93,500	Florida Department of Transportation		16 Street on east, I-375 on north, Burlington Ave on south, I-275 on west.	City of St. Pete Department of Utilities on property. R/R travels through property. Residential housing on south side. Commercial on east side.
791	24311620213001001O	14.68		IG	913 (Public/Semi-Public)	Institutional	$2,071,600	City of St. Pete	290 16th St N		
792	24311620213001001I	1.20		IG	913 (Public/Semi-Public)	Institutional	$362,400	City of St. Pete	400 16th St N		
967	24311600001300100	0.75		IG	363 (Public/Semi-Public)	Institutional	$0	CSX Transportation, Inc			
1978	19311774466021017O	3.37	3.37	CBD	927 (Rec/Open Space)	Commercial-CBD	$1,377,500	City of St. Petersburg, Williams Park	330 2nd Ave N	2nd Ave North on north, 3rd Street North on east, 1st Ave North on south, 4th Street North on west.	PSTA located on property. Williams Park located on property. FL International Museum on east side. Located in downtown St. Pete.
2416	19311774466024001O	0.23	1.82	CBD	0 (Vacant)	Commercial-CBD	$212,500	Tropicana Redevelopment		1st Ave North on north, 1st Street North on east, Central Ave on south, 2nd Street North on west.	Tropicana building with large parking lot on property. Baywalk on north side. Hotels on east end. Located in downtown St. Pete.
2417	19311774466024004O	0.11		CBD	0 (Vacant)	Commercial-CBD	$106,300	Tropicana Redevelopment			
2418	19311774466024005O	0.30		CBD	290 (Res?)	Commercial-CBD	$283,700	Tropicana Redevelopment			
2419	19311774466024008O	0.28		CBD	332 (Comm))	Commercial-CBD	$1,700,000	Tropicana Redevelopment	25 2nd St N		
2420	19311774466024011O	0.18		CBD	0 (Vacant)	Commercial-CBD	$170,000	Tropicana Redevelopment			
2421	19311774466024013O	0.09		CBD	0 (Vacant)	Commercial-CBD	$85,000	Tropicana Redevelopment			
2422	19311774466024014O	0.09		CBD	0 (Vacant)	Commercial-CBD	$85,000	Tropicana Redevelopment			
2423	19311774466024015O	0.18		CBD	0 (Vacant)	Commercial-CBD	$170,000	Tropicana Redevelopment			
2424	19311774466024017O	0.09		CBD	0 (Vacant)	Commercial-CBD	$85,000	Tropicana Redevelopment			
2425	19311774466024018O	0.27		CBD	0 (Vacant)	Commercial-CBD	$255,000	Tropicana Redevelopment			
2751	24311609285002004O	0.82	3.19	CBD-4	0 (Vacant)	Commercial-CBD	$244,500	Low Investments		1st Ave South on south, 15th Street on west, Central Ave on north.	Vacant lot used for stadium parking on west end of property. Ferg's located east of property. Tropicana Field on south side. Canal runs through property. R/R runs along the east end of property. Police station north of property.
2765	24311614544000330	0.14		CBD-4	0 (Vacant)	Commercial-CBD	$15,700	Low Investments			
2884	24311677220000001O	0.67		CBD-4	0 (Vacant)	Commercial-CBD	$147,900	Low Investments			
2885	24311677220000014O	0.67		CBD-4	351(Comm)	Commercial-CBD	$196,500	Low Investments			
2973	24311609285002003O	0.06		CBD-4	0 (Vacant)	Commercial-CBD	$18,300	City of St. Petersburg			
2978	24311600001300100	0.84		CBD-4	363 (Public/Semi-Public)	Commercial-CBD	$0	CSX Transportation, Inc			
2918	19311774466030000I	0.11	2.06	CBD-1	331 (Comm)	Commercial-CBD	$975,000	First Union National Bank Florida	400 Centeral Ave	4th Street on east, 5th Street on west, 1st Ave South on south, Central Ave on north.	Office building and parking garage for Wachovia located on property. Located in central downtown. Historic building located on north side.
2919	19311774466030000O	0.11		CBD-1	331(Comm)	Commercial-CBD	$260,000	First Union National Bank Florida	400 Central Ave		
2920	19311774466030001O	0.19		CBD-1	332 (Comm)	Commercial-CBD	$1,925,000	EleanorP Pheil, TRE Corporate Real Estate Dept C/O First Union National Bank	410 Central Ave		
2921	19311774466030003O	0.14		CBD-1	290 (Industrial)	Commercial-CBD	$104,600	Helen B Pheil C/O First Union Bank-CRE			
2922	19311774466030005O	0.37		CBD-1	290 (Industrial)	Commercial-CBD	$277,100	First Union National Bank Florida			
2923	19311774466030008I	0.02		CBD-1	290 (Industrial)	Commercial-CBD	$17,000	First Union National Bank Florida			
2924	19311774466030009O	0.18		CBD-1	290 (Industrial)	Commercial-CBD	$136,000	First Union National Bank Florida			
2925	19311774466030011O	0.46		CBD-1	290 (Industrial)	Commercial-CBD	$340,000	First Union National Bank Florida			
2926	19311774466030016O	0.09		CBD-1	290 (Industrial)	Commercial-CBD	$68,000	First Union National Bank Florida			
2927	19311774466030017O	0.28		CBD-1	290 (Industrial)	Commercial-CBD	$204,000	EleanorP Pheil, TRE Corporate Real Estate Dept C/O First Union National Bank			
2928	19311774466030020O	0.09		CBD-1	332 (Comm)	Commercial-CBD	$1,045,500	First Union National Bank Florida			
2954	19311774466041001O	0.37	1.85	CBD-1	322 (Comm)	Commercial-CBD	$201,100	Franklin/Templeton Investor Services, Inc	712 1st Ave S	1st Ave South on north, 2nd Ave South on south, 7th Street on east, 8th Street on west.	Vacant Circle K building located on property. Property is mostly vacant land used for parking.
2955	19311774466041005O	0.56		CBD-1	290 (Industrial)	Commercial-CBD	$204,100	Investor Services, Inc			
2956	19311774466041011O	0.18		CBD-1	291 (Industrial)	Commercial-CBD	$74,800	Franklin/Templeton Investor Services, Inc			
2957	19311774466041013O	0.28		CBD-1	292 (Industrial)	Commercial-CBD	$102,000	Franklin/Templeton Investor Services, Inc			
2958	19311774466041016O	0.09		CBD-1	293 (Industrial)	Commercial-CBD	$37,400	Franklin/Templeton Investor Services, Inc			
2959	19311774466041017O	0.37		CBD-1	294 (Industrial)	Commercial-CBD	$136,000	Franklin/Templeton Investor Services, Inc			
2985	24311686381001001O	4.11	4.11	CBD-4	290 (Industrial)	Commercial-CBD	$602,700	City of St. Petersburg		16th Street on west, 1st Ave South on north, Tropicana Field stadium on south, Tropicana Field parking on east.	Property is currently used for stadium parking. Located along PMI alignment. Large open drainage ditch runs through property.
2988	19311774466000007O	10.67	3.79	CBD-3	927(Rec/Open Space) & 359 (Comm)	Institutional	$12,469,300	City of St. Petersburg	201 Bayshore Dr SE	1st Street on west, 1st Ave South on north, stadium on south, Bayshore Drive on east.	Parking lot for Progress Energy Park stadium. Bayfront Center south of property. Marina on east side. Located in downtown St. Pete.

Tampa Bay Intermodal Center(s) Feasibility Study
Step IV. Site Identification
Downtown St. Petersburg Activity Center

Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
2991	23311614678001002O	1.30	**1.30**	ROR-2	918 (Public/Semi-Public)	ROR	$766,900	Pinellas Suncoast Transit Authority	3200 Central Ave	Central Ave on north, 1st Ave South on south, 32nd Street on west, 31st Street on east.	PSTA located on property. Suntrust Bank on east side. YMCA on south side. Commercial shopping plaza on north and west sides. Per City of SP, YMCA lawn not viable site.
3835	24311659454003011O	0.55	**4.18**	IG	0 (Vacant)	Industrial-General	$40,600	City of St. Petersburg		5th Ave South on north, 22nd Street on west, 20th Street on east, Emerson Ave on south.	Property is vacant. Old R/R station on north side. R/R runs adjacent to property.
3836	24311659454003011	0.29		IG	0 (Vacant)	Industrial-General	$21,300	City of St. Petersburg			
3837	24311659454003013O	0.84		IG	0 (Vacant)	Industrial-General	$63,100	City of St. Petersburg			
3838	24311659454003015O	0.28		IG	0 (Vacant)	Industrial-General	$6,800	City of St. Petersburg			
3839	24311659454003015I	0.21		IG	0 (Vacant)	Industrial-General	$15,600	City of St. Petersburg			
3840	24311659454003016O	0.14		IG	0 (Vacant)	Industrial-General	$10,400	City of St. Petersburg			
3841	24311659454003016I	0.21		IG	0 (Vacant)	Industrial-General	$15,100	City of St. Petersburg			
3842	24311659454003017O	0.43		IG	0 (Vacant)	Industrial-General	$32,100	City of St. Petersburg			
3843	24311659454003017I	0.40		IG	0 (Vacant)	Industrial-General	$30,000	City of St. Petersburg			
3844	24311659454003019O	0.21		IG	0 (Vacant)	Industrial-General	$15,600	City of St. Petersburg			
3845	24311659454003019I	0.21		IG	0 (Vacant)	Industrial-General	$15,600	City of St. Petersburg			
3846	24311659454003020O	0.21		IG	0 (Vacant)	Industrial-General	$15,600	City of St. Petersburg			
3847	24311659454003020I	0.20		IG	0 (Vacant)	Industrial-General	$15,600	City of St. Petersburg			
3976	19311759257001001O	4.98	**6.05**	RO-2	333 (Comm)	Commercial-CBD	$4,031,600	All Children's Hospital Foundation, Inc c/o Keith Monahan	534 5th Ave S	6th Ave South on south, 6th Street on west, 5th Street on east, 5th Terr South on north.	Small office building with large vacant land/parking lot on property.
4493	19311759257001001I	1.07		RO-2	290 (Industrial)	Commercial-CBD	$468,900	All Children's Hospital Foundation, Inc c/o Keith Monahan			
4943	13311600000340100O	0.91	**2.292**	IG	320 (Comm)	Industrial-General	$115,100	ROBISON, DAVID F	3625 16TH ST N	16th Street on east, R/R tracks on west, 5th Ave North on south.	Automotive Service center located on property. Vacant property west of automotive center is for sale. Located near entrance ramp to I-275.
4944	13311600000340180O	0.272		IG	0 (Vacant)	Industrial-General	$40,300	ROBISON, DAVID F	3625 16TH ST N		
4945	13311600000340190O	0.284		IG	0 (Vacant)	Industrial-General	$42,200	ROBISON, DAVID F	3625 16TH ST N		
4946	13311600000340110O	0.103		IG	320 (Comm)	Industrial-General	$15,800	ROBISON, DAVID F	3625 16TH ST N		
4947	13311677292000005O	0.103		IG	343 (Comm)	Industrial-General	$43,000	BRUMIT, GERALD P SR	1637 5TH AVE N		
4948	13311677292000004O	0.207		IG	343 (Comm)	Industrial-General	$75,500	JOHNSON INVESTMENT PROPERTIES	PO BOX 76454		
4949	13311677292000004I	0.207		IG	343 (Comm)	Industrial-General	500* same as a	JOHNSON INVESTMENT PROPERTIES	PO BOX 76454		
4950	13311677292000002O	0.103		IG	343 (Comm)	Industrial-General	$60,000	JOHNSON INVESTMENT PROPERTIES	PO BOX 76454		
4951	13311677292000001O	0.103		IG	329 (Comm)	Industrial-General	$60,700	BARRON, JOSEPH D	PO BOX 546254		

Zoning pulled from City of St. Petersburg (Development Services) GIS system July 12, 2004.
Future Land Use collected from Pinellas Countywide Land Use Plan adopted January 31, 1989 amended through October 7, 2003 (printed November 2003).

APPENDIX F
ADVANCE NOTIFICATION

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

JEB BUSH
GOVERNOR

JOSE ABREU
SECRETARY

January 30, 2004

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) Feasibility Study
Financial Project No.: 415348 1 94 01
Federal Aid Project No: TBD
Hillsborough/Pinellas Counties, Florida

Dear Ms. Milligan:

The attached Advance Notification (AN) package is for a Feasibility Study for an intermodal center(s) in the Tampa Bay area, Hillsborough and/or Pinellas counties. The completion of the Feasibility Study (Phase I) could support the preparation of a Project Development and Environment (PD&E) Study (Phase II) for any recommended center(s). Therefore, an updated AN may be required during the PD&E phase, as specific environmental information will be available at that time. This information is forwarded to your office for processing through 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 anticipated PD&E Study and 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, 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. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this 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.
Multi-Modal Systems 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.

Sincerely,

Jeraldo Comellas, Jr., P.E.
Multi-Modal Systems Administrator

JC/AJP/dg
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. 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

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

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET

1. **Need for Project:**

Numerous multi-modal studies and plans have been conducted recently in the Tampa Bay area, including the Tampa Rail Study, Florida High Speed Rail, Tampa Historic Streetcar System, and the Pinellas Mobility Initiative. Analysis of these studies and other plans reveals the need for connectivity of the region's transportation system. The purpose of the Feasibility Study is to prepare information for the Florida Department of Transportation (FDOT) - District Seven to reach a decision on the type, design, and location of the Tampa Bay Area Intermodal Center(s) in Hillsborough and/or Pinellas County, Florida. The FDOT envisions the Tampa Bay Intermodal Center(s) providing the necessary connectivity for the region.

The Feasibility Study goals and site criteria are to be identified and reviewed by the Executive Transportation Team (ETT), which consists of key transportation officials throughout the Tampa Bay area. The ETT will provide a communication and consensus medium for project information and decisions throughout the project duration. As the Feasibility Study (Phase I) nears completion, the FDOT will consider initiating a Project Development and Environment (PD&E) Study (Phase II) to evaluate and document the environmental impacts of viable alternatives identified in the Feasibility Study (Phase I).

This project is consistent with the local government comprehensive plans, as well as the approved Hillsborough County 2025 Long Range Transportation Plan and the Pinellas Area Transportation Study 2025 Long Range Transportation Plan.

2. **Description of the Project:**

The Feasibility Study's evaluation area includes Hillsborough and Pinellas counties. The study will analyze travel demand, identify potential sites, provide conceptual sketches, and evaluate environmental impacts for an intermodal facility(s) within the evaluation area. The project team will coordinate with local, regional, and statewide transportation plans. A project location map is attached.

3. **Environmental Information:**

During the Feasibility Study, the proposed sites will be screened for the following potential environmental effects based upon available data. Once the project team identifies a feasible site(s), a more detailed environmental analysis will be undertaken in the study and an updated Advance Notification associated with the PD&E Study (Phase II) will be distributed.

a. **Land Uses:** The project study area contains a variety of land uses, including residential, commercial, institutional, recreational, and conservation land uses.

b. **Wetlands:** An evaluation of the wetlands near the feasible site(s) will be conducted and a wetland evaluation report may be prepared during the PD&E Study (Phase II) 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), U.S. Army Corps of Engineers (USACE), and local government agencies.

c. **Floodplains:** Based on Flood Insurance Rate Maps (FIRM) Community Panel numbers prepared by the Federal Emergency Management Agency (FEMA), potential floodplain encroachments will be evaluated during the PD&E Study (Phase II) 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:** Coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC), Florida Natural Areas Inventory (FNAI), and U.S. Fish & Wildlife Service (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 (Phase II). Field surveys for protected species that potentially occur near the viable site(s) will be conducted following established survey protocols and guidance provided by the regulatory agencies. Potential effects on wildlife/protected species will be assessed and appropriate mitigation and minimization measures will be developed.

e. **Outstanding Florida Waters:** There are two Outstanding Florida Waters (OFW) in the project area: Hillsborough River and Little Manatee River. The viable site(s) will be evaluated for potential involvement with these OFW during the PD&E Study (Phase II).

f. **Aquatic Preserves:** There are three aquatic preserves in the project area: Pinellas County, Boca Ciega Bay, and Cockroach Bay. The viable site(s) will be evaluated for potential involvement with these aquatic preserves during the PD&E Study (Phase II).

g. **Coastal Zone Consistency:** A Coastal Zone Consistency determination is required.

h. **Cultural Resources:** A comprehensive Cultural Resource Assessment Survey, with complete agency coordination, will be conducted during the PD&E Study (Phase II) to identify all historic and archaeological sites listed or eligible for listing on the *National Register of Historic Places* (*NRHP*).

i. **Coastal Barrier Resources:** As defined by the Governor's Executive order 81-105 and the Federal Coastal Barrier Resources Act (CBRA), there are five Coastal Barrier Resource Units in the Tampa Bay area. Egmont Key (Hillsborough), Cockroach Bay (Hillsborough), The Reefs (Pinellas), Mandalay Point and Caladesi

Honeymoon Islands (Pinellas), and Anclote Key (Pinellas) are in the project area; however, impacts to these resources are not anticipated. The viable site(s) will be evaluated for potential involvement with these resources during the PD&E Study (Phase II).

j. **Contamination:** A Contamination Screening Evaluation will be conducted during the PD&E Study (Phase II) in accordance with Part 2, Chapter 22 of the FDOT *PD&E Manual.*

k. **Sole Source Aquifer:** The project area is not located within a sole source aquifer.

l. **Noise:** A detailed noise evaluation will be conducted during the PD&E Study (Phase II) in accordance with Part 2, Chapter 17, of the FDOT *PD&E Manual.*

4. **Navigable Waterway Crossings:** Yes

A determination will be made later in the PD&E Study (Phase II), under 23 CFR 650, Subpart H, Section 650.805, regarding whether or not a U.S. Coast Guard permit is required.

5. **Permits Required:**

Subsequent to the PD&E Study (Phase II) 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

OMB Approval No. 0348-0043

APPLICATION FOR FEDERAL ASSISTANCE

2. DATE SUBMITTED: January 30, 2004	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.
Multi-Modal Systems Administrator
(813) 975-6077

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 5 9 — 6 0 0 1 8 7 4

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: 2 0 . 2 0 5

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
12/1/03	11/1/05

14. CONGRESSIONAL DISTRICTS OF:

a. Applicant	b. Project
	5

15. ESTIMATED FUNDING:

a. Federal	$	1,000,000 .00
b. Applicant	$	.00
c. State	$	1,000,000 .00
d. Local	$	.00
e. Other	$	.00
f. Program Income	$	.00
g. TOTAL	$	2,000,000 .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 January 30, 2004

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.	Multi-Modal Systems Administrator	(813) 975-6077

d. Signature of Authorized Representative

e. Date Signed

Previous Editions Not Usable

Standard Form 424 (REV 4-88)
Prescribed by OMB Circular A-102

N
N.T.S.

FLETCHER AVE.
582A
USF
FOWLER AVE.
582
275
BUSCH BLVD.
580
TOLL
589
DALE MABRY HWY.
597
92
VETERANS EXPWY.
580 HILLSBOROUGH AVE.
TPA
HILLSBOROUGH RIVER
574 MLK JR. BLVD.
19
60
4
275
LEROY SELMON EXPWY.
TOLL
618
611
OLD TAMPA BAY
60 KENNEDY BLVD.
275
TOLL
618
HARBOR ISLAND
MCKAY BAY
PORT OF TAMPA
EAST BAY
DAVIS ISLAND
LEROY SELMON EXPWY.
19
PIE
ULMERTON RD.
688
92
GANDY BLVD.
92
HILLSBOROUGH BAY
TAMPA BAY
MACDILL AIR FORCE BASE
PARK BLVD.
694
275
4TH ST.
PORT OF ST. PETERSBURG

LEGEND
- COUNTY ROAD
- STATE ROAD
- U.S. HIGHWAY
- INTERSTATE HIGHWAY

Tampa Bay Intermodal Center(s) Feasibility Study

LOCATION MAP

Hillsborough/Pinellas Counties, Florida

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

FPN: 415348 1 94 01
CONTRACT NO. C8947

G:\CORE\LPD&E\Intermodal Study\Advance Notification\loc map.CDR 11-15-04

APPENDIX G

AGENCY COMMENTS – AN

United States Department of Agriculture

USDA

NRCS Natural Resources Conservation Service

2614 N.W. 43rd Street
Gainesville, FL 32606
Phone: 352-338-9533

http://www.fl.nrcs.usda.gov

P.O. Box 141510
Gainesville, FL 32614
Fax: 352-338-9578

March 16, 2004

Mr. Jeraldo Comellas, Jr., P.E.
Multi-Modal Systems Administrator
Environmental Management Office MS 7-500
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6456

RE: Advance Notification
Tampa Bay Intermodal Center(s) Feasibility Study
Financial Project Number: 415348-1-94-01
Federal Aid Project Number: TBD
Hillsborough/Pinellas Counties, Florida

Dear Mr. Comellas:

I have reviewed the material which was submitted for the subject study and if any soils related information is needed, please feel free to contact us. The other issues seem to be adequately addressed.

Please contact me if there are any questions.

Sincerely,

Warren Henderson

Warren Henderson
State Soil Scientist

cc: Juan Vega, D.C., Plant City Service Center

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702
(727) 570-5317; FAX 570-5300

March 9, 2004 F/SER43:MS/MT

Mr. Jeraldo Comellas, Jr., P.E.
Multi-Modal Systems Administrator
Florida Department of Transportation
11201 North McKinley Drive/MS 7-500
Tampa, Florida 33612-6456

SUBJECT: Advance Notification
Tamp Bay Intermodal Center(s) Feasibility Study
Financial Project Number: 415348 1 94 01
Hillsborough/Pinellas Counties, Florida

Dear Mr. Comellas:

The National Marine Fisheries Service (NOAA Fisheries) has reviewed your letter and advance notification fact sheet dated January 30, 2004. The Florida Department of Transportation is conducting a feasibility study to determine a need to unify existing multi-modal transportation systems within Hillsborough and Pinellas Counties, Florida.

Certain estuarine habitats within the project area are designated as Essential Fish Habitat (EFH) as identified in the 1998 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). The Pinellas County Aquatic Preserve, Boca Ciega and Cockroach Bays, and the Hillsborough and Little Manatee Rivers exist in the Tampa Bay intermodal feasibility study area. These aquatic areas have been identified as EFH for a variety of federally-managed fishery species by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Mangrove wetlands, estuarine water column, submerged aquatic vegetation, and non-vegetated bottoms are specific categories of EFH that may potentially be impacted by transportation projects.

In consideration of potential impacts which may occur on EFH in the project area, NOAA Fisheries recommends that an EFH assessment be prepared and provided for our review and comment prior to implementing the proposed transportation improvement projects. The assessment, which may be incorporated in a National Environmental Policy Act document prepared for this project, must include the following:

1. A description of the proposed action, including quantification of the impacts of project implementation on intertidal and subtidal species;

2. An analysis of the impacts of habitat alteration on EFH and managed fishery resources;

3. A discussion of measures proposed or considered to avoid, minimize, and offset adverse impacts to marine fishery resources; and,

4. A statement of your agency's conclusions with respect to the proposed action as it would affect EFH.

If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. Mark Sramek in St. Petersburg, Florida. He may be contacted at 727/570-5311 or at the letterhead address above.

Sincerely,

W. Mark Thompson

for Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc:
F/SER4
F/SER43 - Sramek

Department of Environmental Protection

Jeb Bush
Governor

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

Colleen M. Castille
Secretary

March 30, 2004

Mr. Jeraldo Comellas, Jr., P.E.
Multi-Modal Systems Administrator
Florida Department of Transportation
11201 North McKinley Drive, MS 7-500
Tampa, FL 33612-6456

RE: Department of Transportation – Advance Notification – Tampa Bay Intermodal Center(s) Feasibility Study, Financial Project ID: 415348 1 94 01 – Hillsborough and Pinellas Counties, Florida.
SAI # FL200402135404C

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 above-referenced advance notification.

Tampa Bay Regional Planning Council (TBRPC) staff has expressed concerns regarding the protection of *Natural Resources of Regional Significance*, as identified in the Strategic Regional Policy Plan, during the designation and construction of intermodal centers. The Pinellas County Planning Department and MPO also note that the St. Pete-Clearwater International Airport Master Plan currently identifies a planned intermodal center on the Pinellas Speedway property. Planning staff has determined that the project is consistent with the Pinellas County Comprehensive Plan as long as FDOT continues to communicate with MPO and other appropriate County staff. Please see the enclosed comments from the TBRPC and Pinellas County for further information.

Based on the information contained in the advance notification and the enclosed agency comments, the state has determined that, at this stage, the subject project is consistent with the Florida Coastal Management Program. We recommend that the applicant coordinate with the TBRPC, Pinellas County, and Southwest Florida Water Management District regulatory staff to address the concerns described herein and detailed in the attached comments. The state's continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during this and subsequent permitting reviews.

Thank you for the opportunity to review the proposed project. If you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2163.

Sincerely,

Sally B. Mann

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm

Enclosures

cc: John Meyer, TBRPC

Project Information	
Project:	FL200402135404C
Comments Due:	March 14, 2004
Letter Due:	April 04, 2004
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - TAMPA BAY INTERMODAL CENTER(S) FEASIBILITY 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
The Council is especially concerned with protection of Natural Resources of Regional Significance during the designation and construction of intermodal centers. These resources are depicted on the map series of the Council's Strategic Regional Policy Plan and can be viewed on www.tbrpc.org.
HILLSBOROUGH - HILLSBOROUGH COUNTY
PINELLAS - PINELLAS COUNTY
Pinellas County MPO staff notes that FDOT should consider that the St. Pete-Clearwater International Airport Master Plan currently identifies a planned intermodal center on the Pinellas Speedway property. The project is consistent with the Transportation Element of the Pinellas County Comprehensive Plan as long as FDOT continues to communicate with MPO and other appropriate County staff.
ENVIRONMENTAL POLICY UNIT - OFFICE OF POLICY AND BUDGET, ENVIRONMENTAL POLICY UNIT
No Comment
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS
Released Without Comment
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION
NO COMMENT BY JAMES W. BEEVER III/BY:KATHLEEN McGUIRE
STATE - FLORIDA DEPARTMENT OF STATE
No Comment
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
Please note that in addition to their designation as Aquatic Preserves, the following bodies of water are also designated as Outstanding Florida Waters and are afforded additional protection under rules 62-4.242(2) and 62-302.700, F.A.C.: Pinellas County, Boca Ciega Bay and Cockroach Bay. [Advance Notification Fact Sheet]
SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
Consistent/No Comment

For more information please contact the Clearinghouse Office at:

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161

Department of Environmental Protection

Jeb Bush
Governor

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

Colleen M. Castille
Secretary

April 6, 2004

Mr. Jeraldo Comellas, Jr., P.E.
Multi-Modal Systems Administrator
Florida Department of Transportation
11201 North McKinley Drive, MS 7-500
Tampa, FL 33612-6456

RE: Department of Transportation – Advance Notification – Tampa Bay Intermodal Center(s) Feasibility Study, Financial Project ID: 415348 1 94 01 – Hillsborough and Pinellas Counties, Florida.
SAI # FL200402135404C

Dear Mr. Comellas:

The enclosed comments provided by the Hillsborough County Planning and Zoning Division were received after our prior correspondence of March 30, 2004. Please be advised that these comments do not change our finding that, at this stage, the subject project is consistent with the Florida Coastal Management Program. We recommend that the applicant coordinate with Hillsborough County staff to address the concerns detailed in the attached comments.

If you have any questions or need further assistance, please don't hesitate to contact me at (850) 245-2163. Thank you.

Sincerely,

Lauren P. Milligan

Lauren P. Milligan
Environmental Consultant
Office of Intergovernmental Programs

/lpm

Enclosures

cc: John Meyer, TBRPC

04/04 RVR

FLORIDA STATE CLEARINGHOUSE
RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET

SAI#: FL200402135404C DATE: 2/13/2004
COMMENTS DUE TO CLEARINGHOUSE: 3/14/2004

AREA OF PROPOSED ACTIVITY: 20.205 COUNTY: ALL CITY:

☑ FEDERAL ASSISTANCE ☐ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

PROJECT DESCRIPTION
DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - TAMPA BAY INTERMODAL CENTER(S) FEASIBILITY STUDY, FINANCIAL PROJECT ID: 415348 1 94 01 - HILLSBOROUGH AND PINELLAS COUNTIES, FLORIDA.

ROUTING: **RPC**

X TAMPA BAY RPC

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 3/7/2004

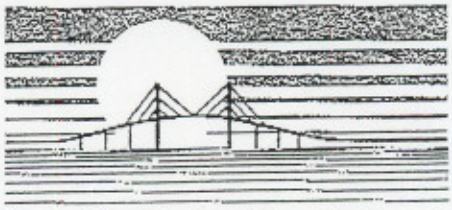
ALL

NO COMMENTS:
(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES: ADDITIONAL COMMENTS

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (850) 245-2161.



Tampa Bay Regional Planning Council

February 19, 2004

Mr. Jeraldo Comellas, Jr., P.E.
Multi-Modal Systems Administrator
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612-6456

Subject: **IC&R #049-04 - Tampa Bay Intermodal Center(s) Feasibility Study Advance Notification, Hillsborough & Pinellas County**

Dear Mr. Comellas:

The Tampa Bay Regional Planning Council has received the above-referenced application submitted to the Florida State Clearinghouse.

As identified in the document, environmental information will be provided at a later date to coincide with PD&E Studies of selected sites. Since the sites have not been specifically identified in this particular application, we will provide specific comments at this time. We welcome the opportunity to review the more detail-oriented PD&E Studies.

The Tampa Bay Regional Planning Council will especially be concerned with protection of *Natural Resources of Regional Significance* during the designation and construction of intermodal centers. These resources are depicted on the map series of the Council's governing document - *Future of the Region, A Strategic Regional Policy Plan for the Tampa Bay Region*, and can be viewed on the Council's website: www.tbrpc.org.

If you should have any question(s), please do not hesitate to contact me (ext. 29). Thank you.

Sincerely,

John M. Meyer
IC&R Coordinator

4000 Gateway Centre Blvd., Suite 100, Pinellas Park, FL 33782
Phone (727) 570-5151 Fax (813) 570-5118 State Number 513-5066

Tampa Bay Regional Planning Council

February 19, 2004

Mr. Jeraldo Comellas, Jr., P.E.
Multi-Modal Systems Administrator
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612-6456

Subject: IC&R #049-04 - Tampa Bay Intermodal Center(s) Feasibility Study Advance Notification, Hillsborough & Pinellas County

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If you should have any question(s), please do not hesitate to contact me (ext. 29). Thank you.

Sincerely,

John M. Meyer
IC&R Coordinator

4000 Gateway Centre Blvd., Suite 100, Pinellas Park, FL 33782
Phone (727) 570-5151 Fax (813) 570-5118 State Number 513-5066
www.tbrpc.org

SAI# FL200402135404C

Department of Transportation - Advance Notification - Tampa Bay Intermodal Center(s) Feasibility Study, Financial Project ID: 415348 1 94 01 - Hillsborough and Pinellas Counties, Florida.

The above-referenced project was received by the Florida State Clearinghouse on 2/4/04, and has been forwarded to the appropriate reviewing agencies. The clearance letter and agency comments will be forwarded to you no later than 4/4/04, unless you are otherwise notified. Please refer to the State Application Identifier (SAI) number in all written correspondence with the Florida State Clearinghouse regarding this project. If you have any questions, please contact the Clearinghouse staff at (850) 245-2161.

Miccosukee Tribe of Indians
of Florida

March 15, 2004

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

RE: Tamp Bay Intermodal Center(s) Feasibility Study

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

Hillsborough County
Florida

Office of the County Administrator
Patricia G. Bean

March 11, 2004

John Meyer
Suite 100
4000 Gateway Center Boulevard
Pinellas Park, FL 33782

SUBJECT: **SAI # FL200402135404C – TAMPA BAY INTERMODAL CENTER(S) FEASIBILITY STUDY**

Dear Mr. Meyer:

Hillsborough County has been in review of the subject project and has the following comments which we would desire to be taken into consideration by those performing the study.

Under section 3. Environmental Information, c. Floodplains identifies that impacts to the Special Flood Hazard Area will be made part of the evaluation process during the PD & e Study. Additionally, permit requirements may require the approval of no-impact analyses at the local level with respect to Hillsborough County's participation with the National Flood Insurance Program. Paragraph Number 5. Permits Required should be updated to reflect this requirement, which is consistent with Federal Executive Order 11988.

It is also recommended that study results be communicated to local staff and mitigation projects to offset adverse impacts to the Special Flood Hazard Area within Hillsborough County be identified (as a minimum) through appropriate impact analyses and through a Letter of Map Revision using Federal Form MT2. Also, any required mitigation to offset impacts shall be performed pursuant to any applicable local requirements, which may require notification be provided to property owners of adversely impacted areas.

In regards to emergency management concerns, it is suggested that the study consider the ability to effectively move vehicles in time of an evacuation order. The study should have a component that considers the adequacy of the regional system to meet the demand to evacuate the number of vehicles required to move persons from evacuation areas. If the regional transportation system cannot effectively manage demand, alternatives in meeting this demand should be identified.

Under section 3. Environmental Information, d. Wildlife and Habitat, it is noted that there will be coordination with the Florida Fish and Wildlife Conservation Commission, the Florida Natural Areas Inventory and the U.S. Fish & Wildlife Service. However, no mention is made of the requirements of the Hillsborough County Land Development Code's Upland Significant and Essential Wildlife Habitat protection provisions. The Advance Notification package identifies awareness for listed plant and animal species, however there is no indication made for the habitat itself. The report should contain this information.

Thank you for the opportunity to review the subject project.

Sincerely,

Paula Harvey

Paula M. Harvey, AICP, Director
Planning and Zoning Division
Planning and Growth Management Department

ps

cc: Gene Henry, Manager, Hazard Mitigation
Ned Baier, Interim Director, Transportation Division
John Schrecengost, Environmental Manager, Development Services Division
John Healey, Principal Planner, Community Planning Section

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Pinellas County PLANNING

March 15, 2004

VIA FACSIMILE: (727) 570-5118

Mr. John Meyer
Tampa Bay Regional Planning Council
4000 Gateway Centre Blvd., Suite 100
Pinellas Park, Florida 33782

Subject: SAI# FL200402135404C – Department of Transportation – Advance Notification – Tampa Bay Intermodal Center(s) Feasibility Study, Financial Project ID: 415348 1 94 01 – Hillsborough and Pinellas Counties, Florida.

Dear Mr. Meyer:

Pinellas County is in receipt of the referenced project and appreciates the opportunity to review the provided information, which we also forwarded to the Pinellas County Metropolitan Planning Organization (MPO). Staff from the MPO supports the Study; however, they did note that FDOT should consider that the St. Pete-Clearwater International Airport Master Plan currently identifies a planned intermodal center on the Pinellas Speedway property.

The Pinellas County Planning Department does, however, find that the project is consistent with the following goal and objectives of the Pinellas County Comprehensive Plan as long as FDOT continues to communicate with MPO and other appropriate County staff:

TRANSPORTATION ELEMENT

1. GOAL: Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to increase mobility, reduce the incidence of single-occupant vehicles, protect roadway capacity, reduce the contribution to air pollution fro motorized vehicles and improve the quality of life for the citizens of Pinellas County.

PLEASE ADDRESS REPLY TO:
315 Court Street
Clearwater, Florida 33756
Website: www.pinellascounty.org

1.9. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.

1.10. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.

Should you have any questions regarding the comments above, please contact me at (727) 464-8200. Thank you again for the opportunity to review this project.

Sincerely,

Brian K. Smith, Director
Pinellas County Planning Department

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

JEB BUSH
GOVERNOR

JOSE ABREU
SECRETARY

FEB

January 30, 2004

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) Feasibility Study
Financial Project No.: 415348 1 94 01
Federal Aid Project No: TBD
Hillsborough/Pinellas Counties, Florida

Dear Ms. Milligan:

The attached Advance Notification (AN) package is for a Feasibility Study for an intermodal center(s) in the Tampa Bay area, Hillsborough and/or Pinellas counties. The completion of the Feasibility Study (Phase I) could support the preparation of a Project Development and Environment (PD&E) Study (Phase II) for any recommended center(s). Therefore, an updated AN may be required during the PD&E phase, as specific environmental information will be available at that time. This information is forwarded to your office for processing through 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 anticipated PD&E Study and 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, 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. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this 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.
Multi-Modal Systems 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.

Sincerely,

Jeraldo Comellas, Jr., P.E.
Multi-Modal Systems Administrator

JC/AJP/dg
Attachments

2/9/2004

Mr. Comellas:

The FAA interposes no objection with the proposed project.

Vernon P. Rupinta
Program Manager

RECEIVED
PLANNING DEPT
2004 FEB 11 PM 1:08

COUNTY: ALL

DATE: 2/4/2004
COMMENTS DUE DATE: 3/14/2004
CLEARANCE DUE DATE: 4/4/2004
SAI#: FL200402135404C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	SOUTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
X FISH and WILDLIFE COMMISSION			
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) FEASIBILITY 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: *Florida Fish & Wildlife Conservation Commission*
Division/Bureau: *Office of Environmental Services*
Reviewer: *James W. Beever III/by: Kathleen McGuire*
Date: *March 3, 2004*

RECEIVED
MAR - 1 2004
FWC/OES/PUNTA GORDA

RECEIVED BY FWC
FEB 16 2004
OFFICE OF ENVIRONMENTAL SERVICES

RECEIVED
MAR 0 4 2004
OIP/OLGA

Southwest Florida
Water Management District

2379 Broad Street, Brooksville, Florida 34604-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)
On the Internet at: WaterMatters.org

An Equal Opportunity Employer

Tampa Service Office
7601 Highway 301 North
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)
SUNCOM 578-2070

Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7700
(863) 534-1448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

Sarasota Service Office
6750 Fruitville Road
Sarasota, Florida 34240-9711
(941) 377-3722 or
1-800-320-3503 (FL only)
SUNCOM 531-6900

Lecanto Service Office
3600 West Sovereign Path
Suite 226
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

March 9, 2004

Ms. Lauren Milligan
Florida State Clearinghouse
Florida Department of Environmentally Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

Subject: Department of Transportation - Advance Notification – Tampa Bay Intermodal Center(s) Feasibility Study, Financial Project ID: 415348 1 94 01 – Hillsborough and Pinellas Counties, Florida.

SAI#: FL 200402135404C

Dear Ms. Milligan:

The staff of the Southwest Florida Water Management District (District) has conducted a consistency evaluation for the project referenced above. Consistency findings are divided into four categories and are based solely on the information provided in the subject application.

FINDING	CATEGORY
X	Consistent/No Comment
	Consistent/Comments Attached
	Inconsistent/Comments Attached
	Consistency Cannot be Determined Without an Environmental Assessment Report/Comments Attached

This review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department at extension 4423.

Sincerely,

Jason M. Mickel
Basin Planner

RECEIVED
MAR 15 2004
OIP/OLGA

APPENDIX H
COMMUNITY MEETING HANDOUTS

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

Financial Project ID No.: 41534819401

August 25, 2004

COMMENT FORM

We encourage your comments regarding this project.

NAME: _____

ADDRESS: _____

_____

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 4, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Fold

Jerry Comellas Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612-6403

Fold

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

Financial Project ID No.: 41534819401

August 26, 2004

COMMENT FORM

We encourage your comments regarding this project.

NAME: _____

ADDRESS: _____

_____

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 5, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Fold

Jerry Comellas Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612-6403

Fold

Tampa Bay Intermodal Center(s)

Hillsborough and Pinellas Counties

Study

Definition

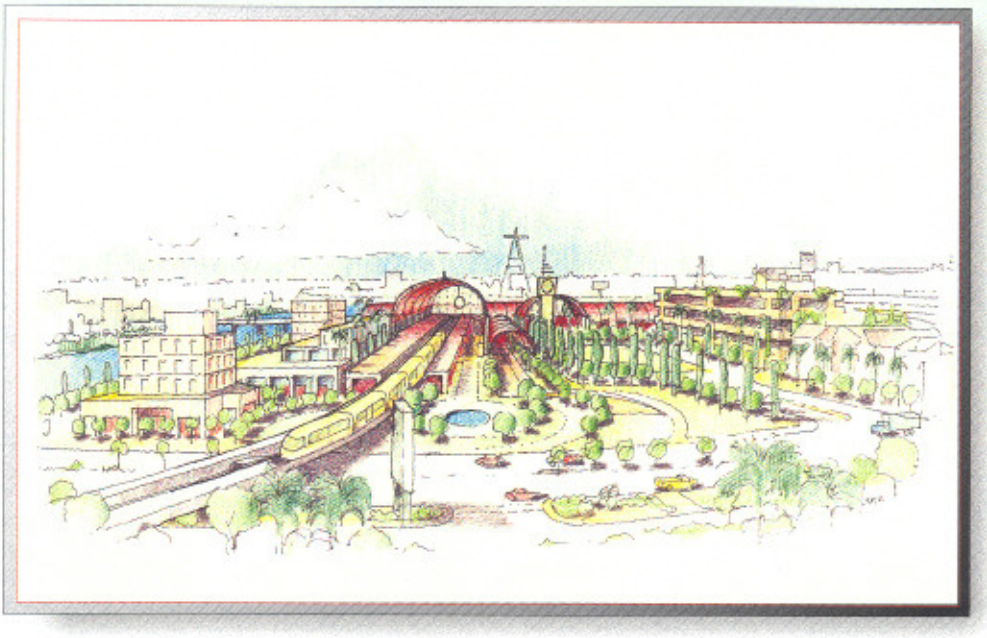
An intermodal transit center is a facility that allows convenient passenger transfers between several modes of travel, including commuter rail, heavy rail, commuter and local bus service, taxi, bicycle, auto, and walk-access.

Purpose

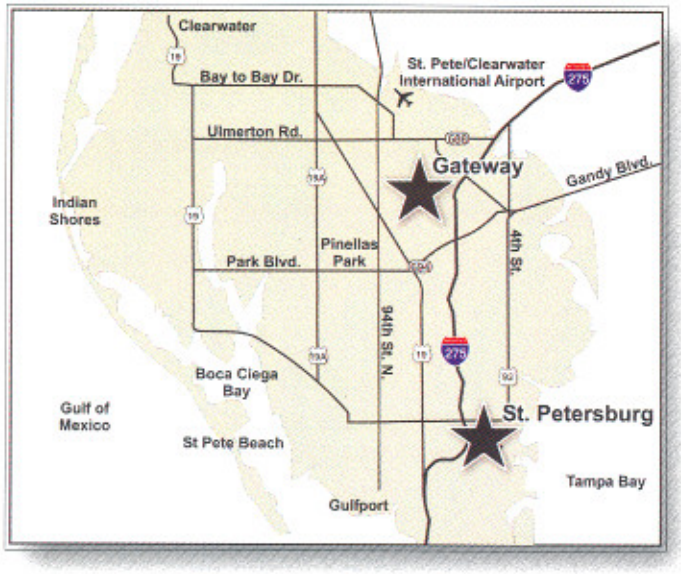
To improve the quality of intermodal passenger connections in Tampa Bay so that regional mobility and accessibility by means other than personal motor vehicles are significantly increased.

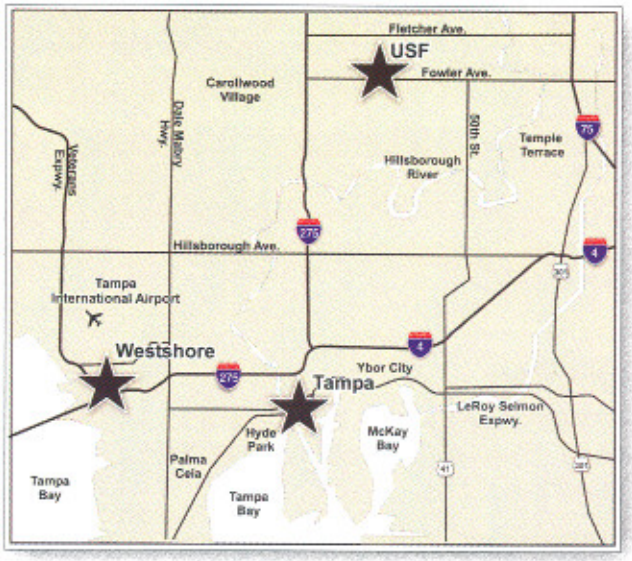
Goals

- **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.
- **Cost-effectiveness**: Assure a worthwhile public investment.
- **Flexibility**: Site selection remains viable if a planned mode is not constructed.
- **Safety and Security**: Minimize risk or damage to passengers and intermodal facilities.
- **Environment**: Ensure responsible environmental stewardship.



Activity Center Locations





N

Pinellas County

- Gateway Area
- Downtown St.Petersburg

Hillsborough County

- USF Area
- Downtown Tampa
- Westshore

What's Next

- **Community Meetings**
  - Hillsborough County - August 25, 2004, 4:00PM - 7:00PM: Crowne Plaza Hotel
  - Pinellas County - August 26, 2004, 4:00PM - 7:00PM: Tampa Bay Regional Planning Council
- **Comments Period -** 10 Days
- **Project Development & Environment -** September 2004
- **Final Ranking of Sites -** November 2004
- **Design -** Summer 2005

Contact Information

The FDOT recognizes the importance of receiving the community's comments and suggestions early in a project. If you would like to discuss any of the potential intermodal sites or issues relating to their development, set up a small group meeting, or add your name to the mailing list, please contact one of the project team listed below.

Jerry Comellas, Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
(813) 975-6449
jeraldo.comellas@dot.state.fl.us

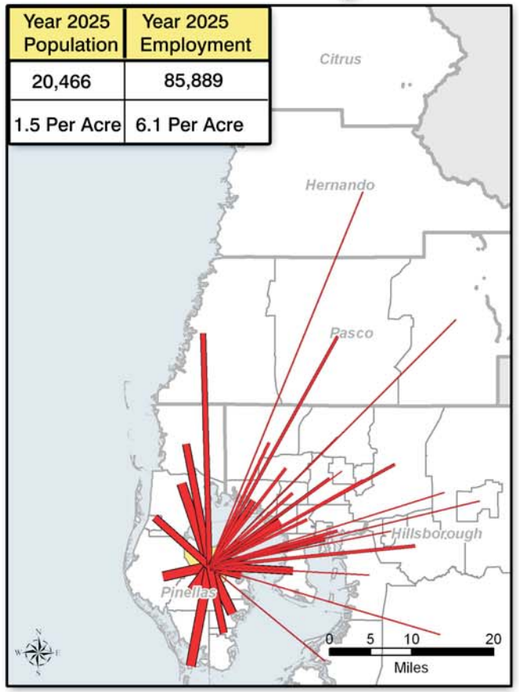
Sharon Phillips, AICP
VP Planning/PD&E Division Mgr
PBS&J
813-282-7275
sphillips@pbsj.com

Laurie Potier-Brown, RLA, AICP
Community Design Manager
PBS&J
813-282-7275
lpbrown@pbsj.com

2025
Total Daily Trips: To & From

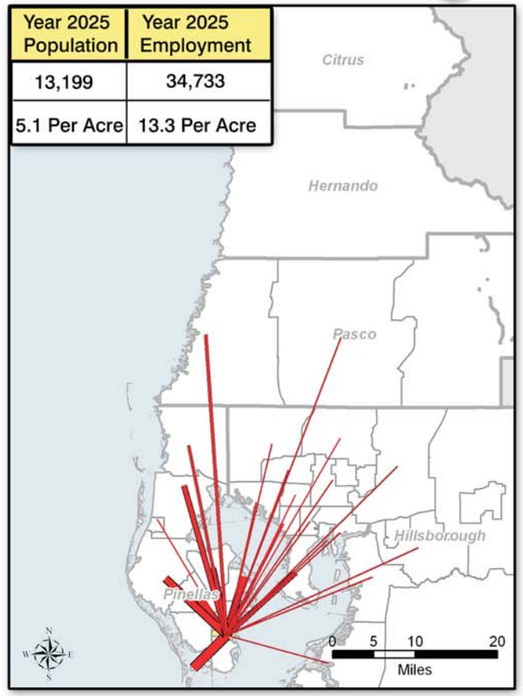
Gateway

Year 2025 Population	Year 2025 Employment
20,466	85,889
1.5 Per Acre	6.1 Per Acre



St. Petersburg

Year 2025 Population	Year 2025 Employment
13,199	34,733
5.1 Per Acre	13.3 Per Acre

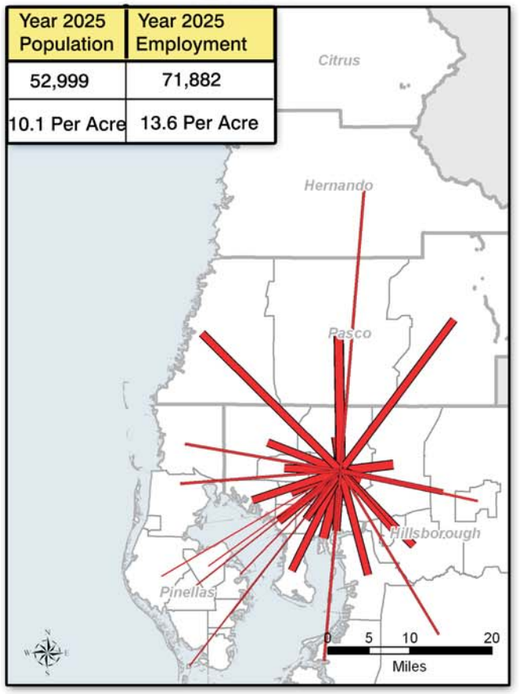


Under 1,000
1,001 - 2,500
2,501 - 5,000
5,001 - 20,000
Above 20,000

Source: 2025 Tampa Bay Regional Planning Model, FDOT

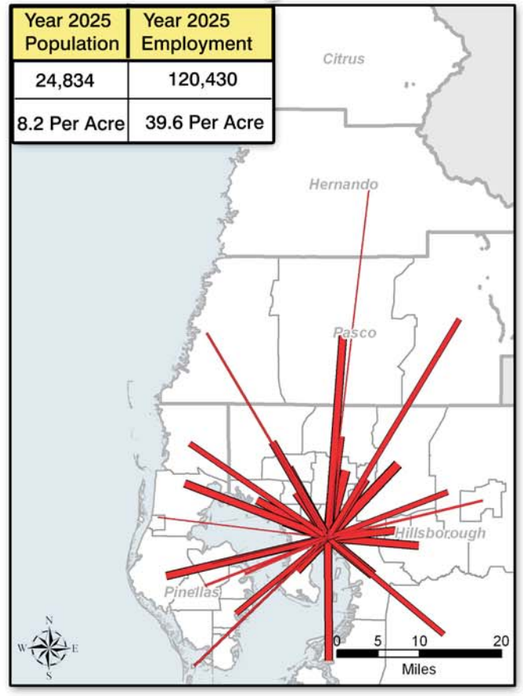
USF

Year 2025 Population	Year 2025 Employment
52,999	71,882
10.1 Per Acre	13.6 Per Acre



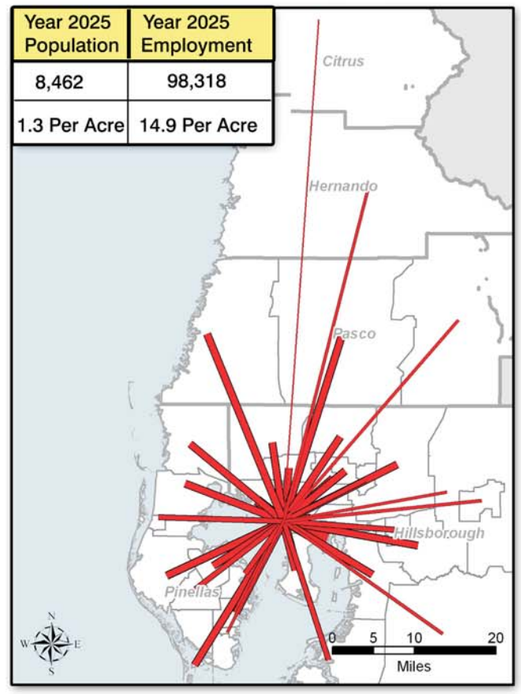
Tampa

Year 2025 Population	Year 2025 Employment
24,834	120,430
8.2 Per Acre	39.6 Per Acre



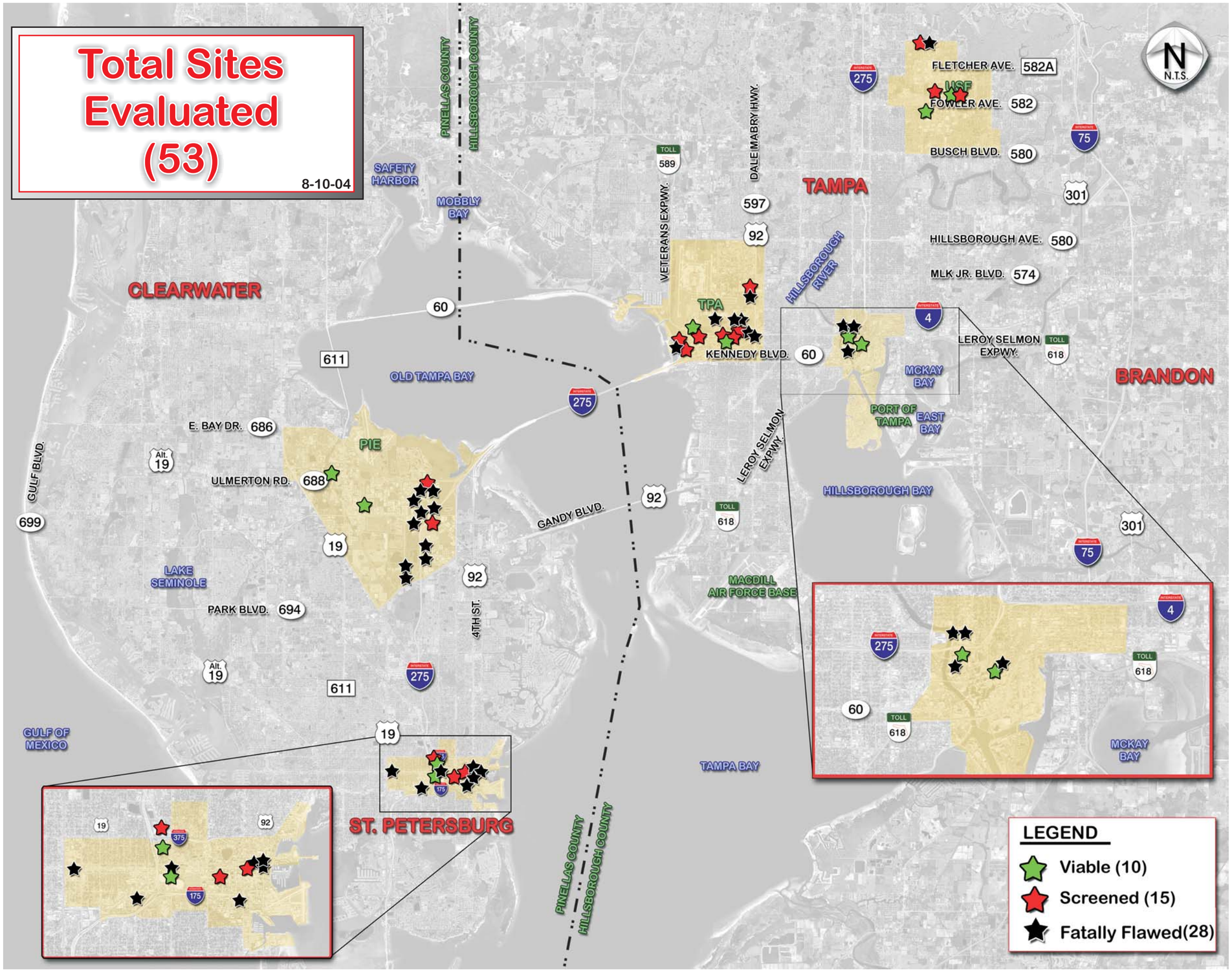
Westshore

Year 2025 Population	Year 2025 Employment
8,462	98,318
1.3 Per Acre	14.9 Per Acre



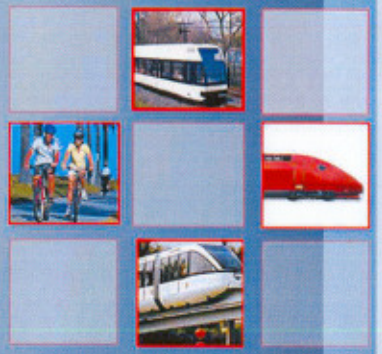
Total Sites Evaluated (53)

8-10-04



APPENDIX I
COMMUNITY MEETING BOARDS

Tampa Bay Intermodal Center(s) Feasibility Study Welcome

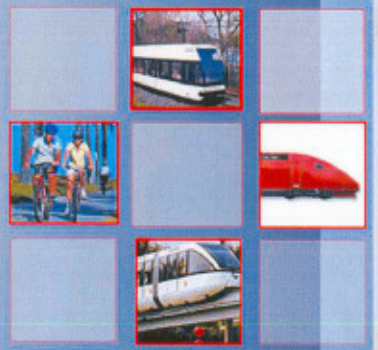


Purpose

- 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.

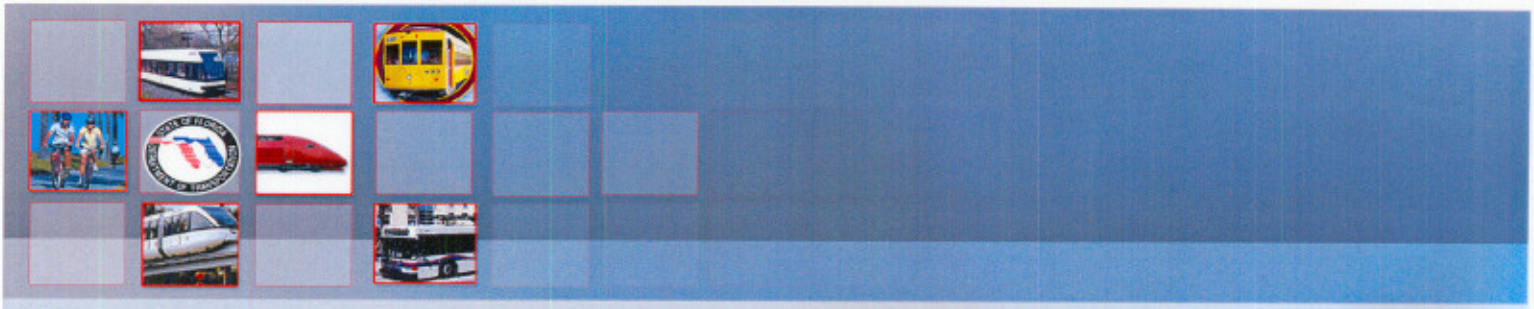
Definition

- An intermodal transit center is a facility that allows convenient passenger transfers between several modes of travel, including commuter rail, heavy rail, commuter and local bus service, taxi, bicycle, auto, and walk-access.



Project 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.
- **Cost-effectiveness**: Assure a worthwhile public investment.
- **Flexibility**: Site selection remains viable if a planned mode is not constructed.
- **Safety and Security**: Minimize risk or damage to passenger and intermodal facilities.
- **Environment**: Ensure responsible environmental stewardship.



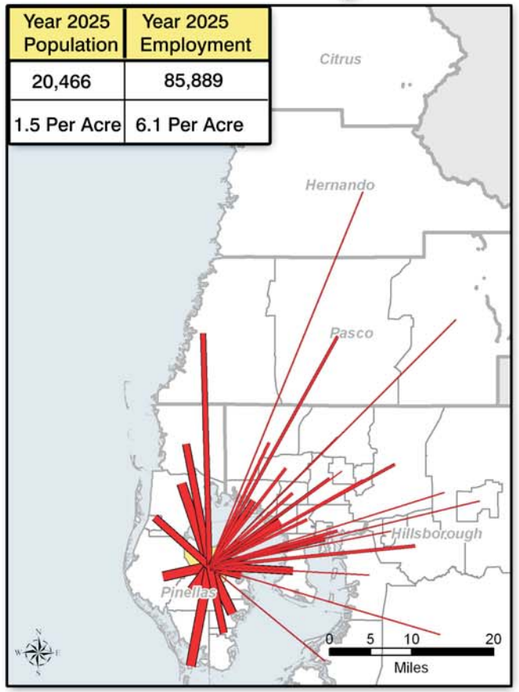
Executive Transportation Team (ETT) Members

Hillsborough County:	**Ned Baier** Director of Tranportation Division
Tampa:	**Mahdi Mansour** Tranportation Manager
TPA:	**Nadine Jones** Director of Airport Planning & Noise Compatibility Program
MPO-HC:	**Lucie Ayer** MPO Executive Director
HART:	**Sharon Dent** Executive Director
MPO-PC:	**Brian Smith** MPO Executive Director
Pinellas County:	**Jan Herbst** Director of Public Works
Tampa Port Authority:	**Ram Kancharla** Senior Director of Planning and Development
PSTA:	**Roger Sweeney** Executive Director
PIE:	**Frank Aiello** Airport Engineer
City of St. Petersburg:	**Joe Kubicki** Transportation Planning Director

2025
Total Daily Trips: To & From

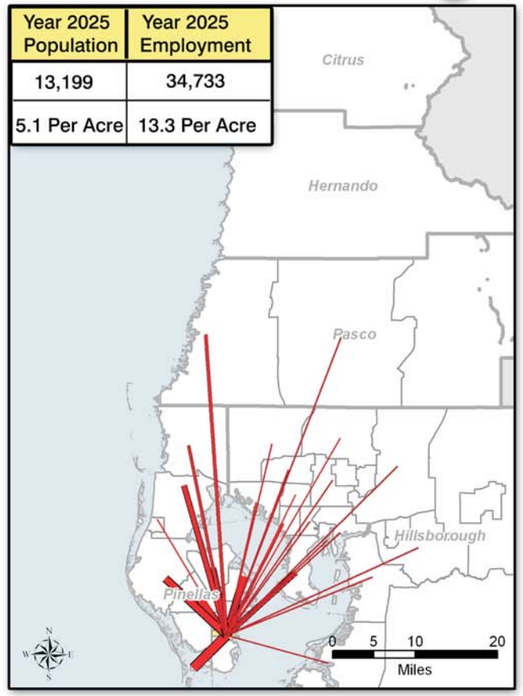
Gateway

Year 2025 Population	Year 2025 Employment
20,466	85,889
1.5 Per Acre	6.1 Per Acre



St. Petersburg

Year 2025 Population	Year 2025 Employment
13,199	34,733
5.1 Per Acre	13.3 Per Acre

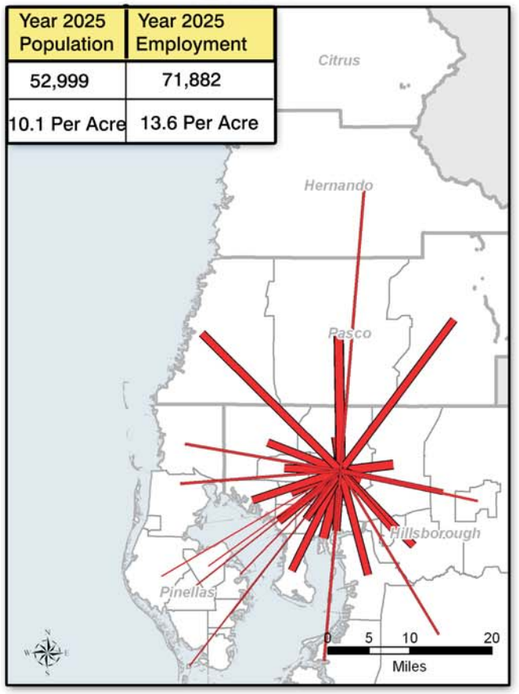


Under 1,000
1,001 - 2,500
2,501 - 5,000
5,001 - 20,000
Above 20,000

Source: 2025 Tampa Bay Regional Planning Model, FDOT

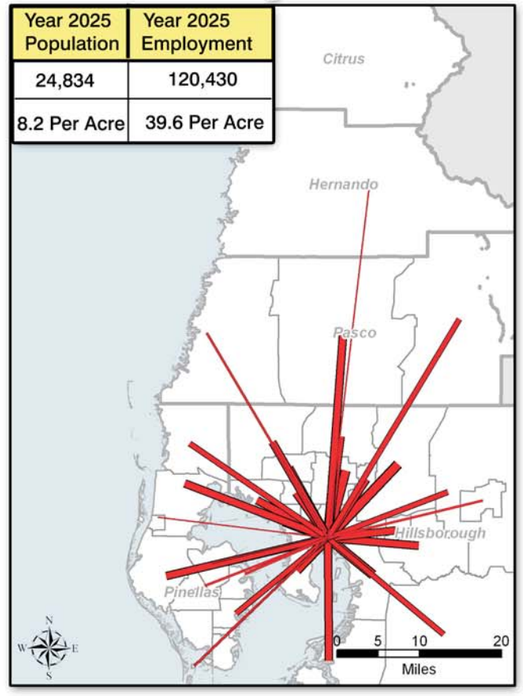
USF

Year 2025 Population	Year 2025 Employment
52,999	71,882
10.1 Per Acre	13.6 Per Acre



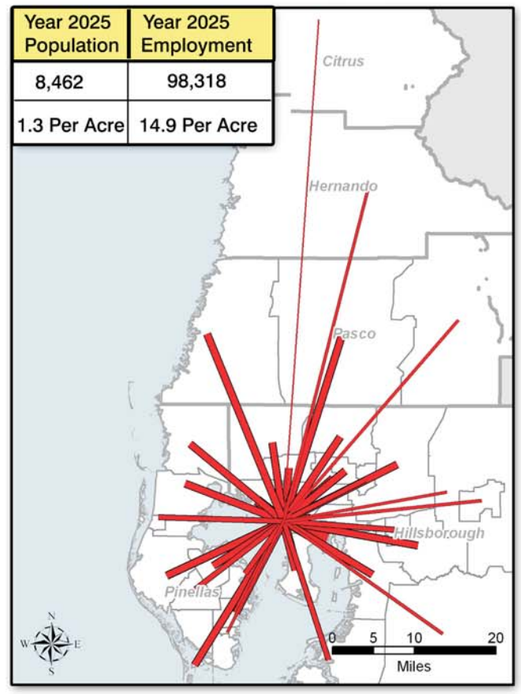
Tampa

Year 2025 Population	Year 2025 Employment
24,834	120,430
8.2 Per Acre	39.6 Per Acre



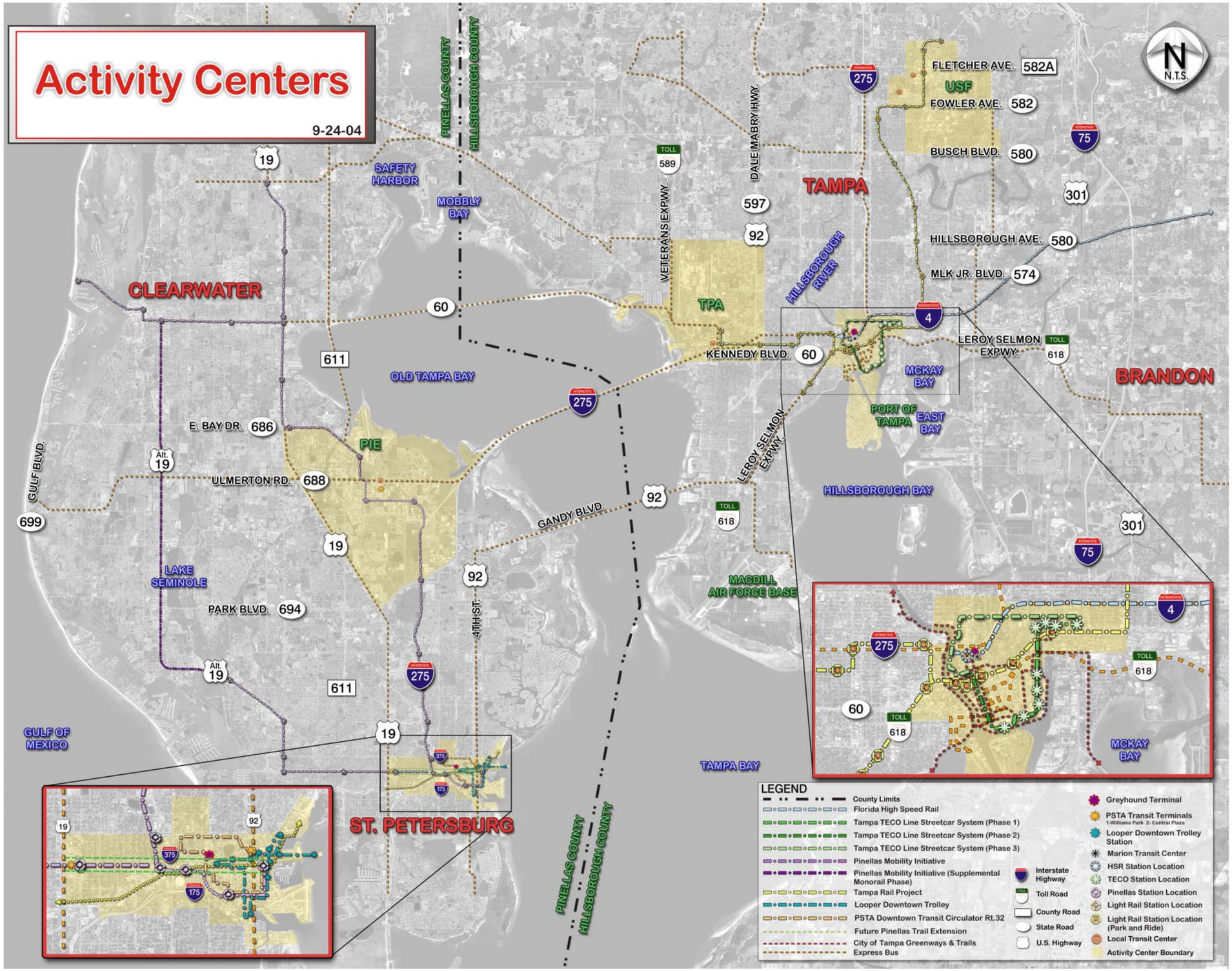
Westshore

Year 2025 Population	Year 2025 Employment
8,462	98,318
1.3 Per Acre	14.9 Per Acre



Activity Centers

9-24-04

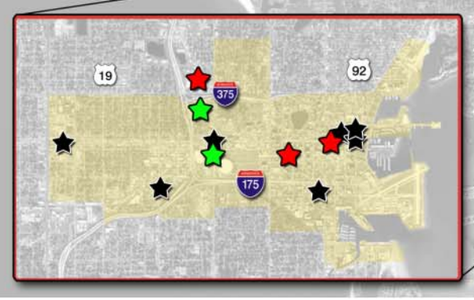


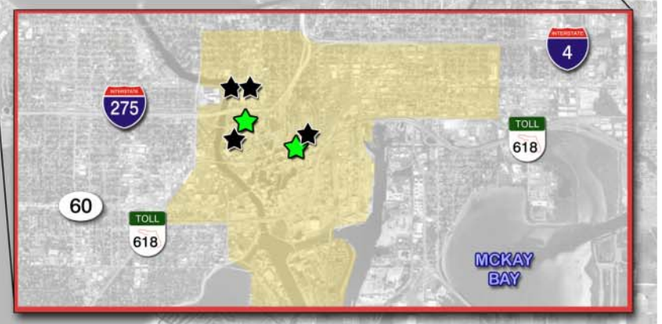
Total Sites Evaluated (53)

8-10-04

N
N.T.S.

PINELLAS COUNTY
HILLSBOROUGH COUNTY
SAFETY HARBOR
MOBBLY BAY
CLEARWATER
OLD TAMPA BAY
TAMPA
TPA
DALE MABRY HWY.
VETERANS EXPWY.
HILLSBOROUGH RIVER
FLETCHER AVE. 582A
USF
FOWLER AVE. 582
BUSCH BLVD. 580
HILLSBOROUGH AVE. 580
MLK JR. BLVD. 574
KENNEDY BLVD. 60
LEROY SELMON EXPWY.
MCKAY BAY
PORT OF TAMPA
EAST BAY
BRANDON
HILLSBOROUGH BAY
E. BAY DR. 686
PIE
ULMERTON RD. 688
GULF BLVD.
GANDY BLVD.
LAKE SEMINOLE
PARK BLVD. 694
4TH ST.
MACDILL AIR FORCE BASE
TAMPA BAY
GULF OF MEXICO
ST. PETERSBURG





LEGEND

- Viable (10)
- Screened (15)
- Fatally Flawed(28)

Intermodal Facilities-Size and Shape Criteria

Site Class	Modes					Size and Shape Criteria			
	HSR	Rapid Transit	Intercity Bus	Express Bus	Local Transit	Minimum Rectangle (Ft x Ft)[1]	Nominal Footprint (Acres)[2]	Minimum Footprint (Acres)[3]	Minimum Height (Ft)
1	X	X	X	X	X	360x900	*12.1*	3.5	77
2	X		X	X	X	360x900	*10.8*	3.8	54
3	X	X	X		X	360x900	*11.4*	3.5	77
4	X	X		X	X	360x900	*9.5*	2.1	77
5	X		X		X	360x900	*9.9*	3.8	54
6	X			X	X	360x900	*8.2*	2.4	54
7	X	X			X	360x900	*8.8*	2.1	77
8		X	X	X	X	360x410	*4.4*	1.7	49
9		X	X		X	360x410	*3.8*	1.7	49
10		X		X	X	360x410	3.3	0.5	49
11		X			X	360x410	2.3	0.5	49
12			X	X	X	210x360	*4.7*	*2.9*	24.5
13			X		X	170x360	*3.8*	*2.9*	24.5
14				X	X	90x360	*1.6*	N/A[4]	24.5

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

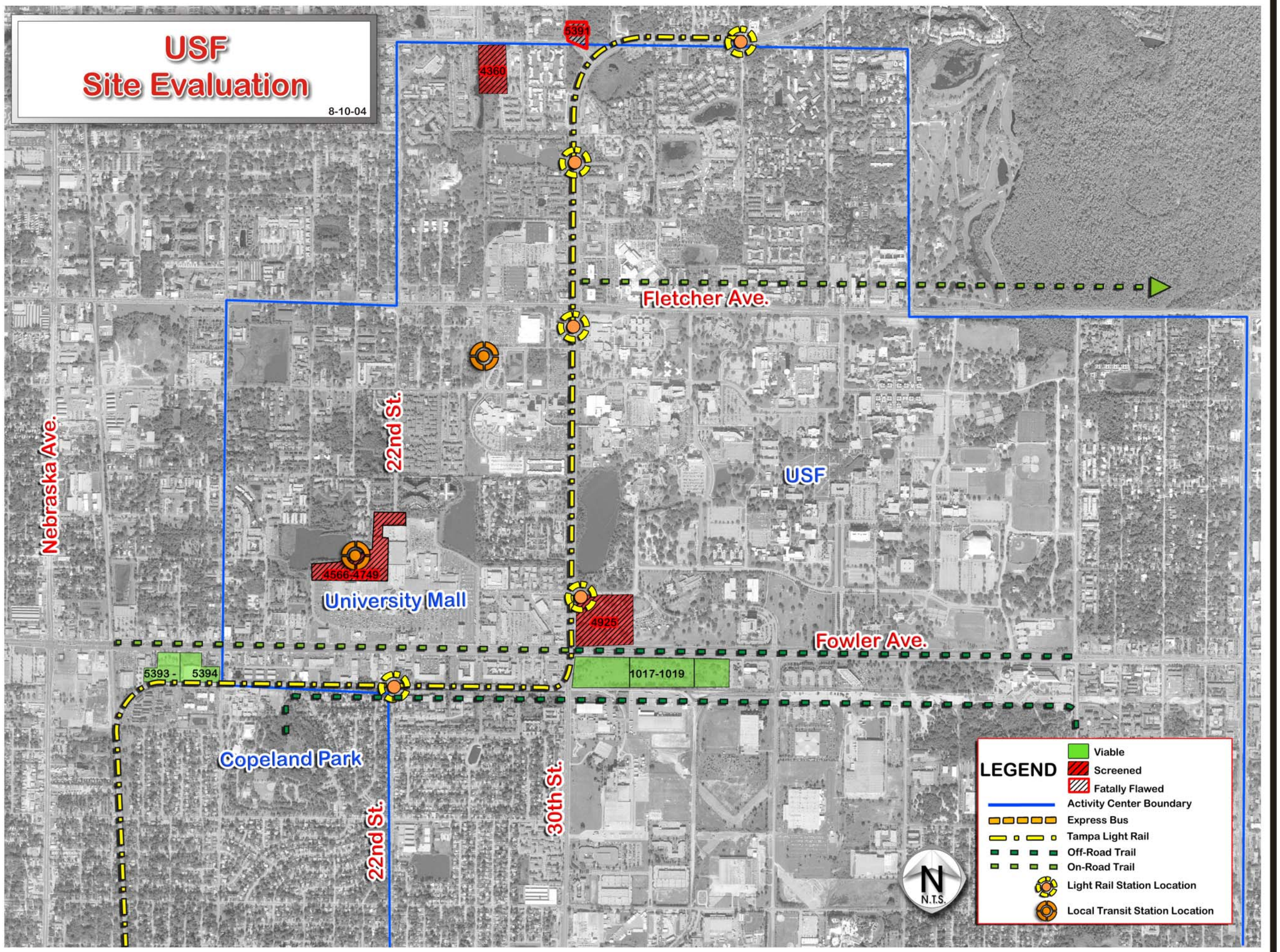
2. With minimal use of vertical separation of functions . Italics indicate that nominal footprint is larger than minimum rectangle.

3.With extensive use of vertical separation of function(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 effected on-street,and does not require any customer support that can be provided on-board.

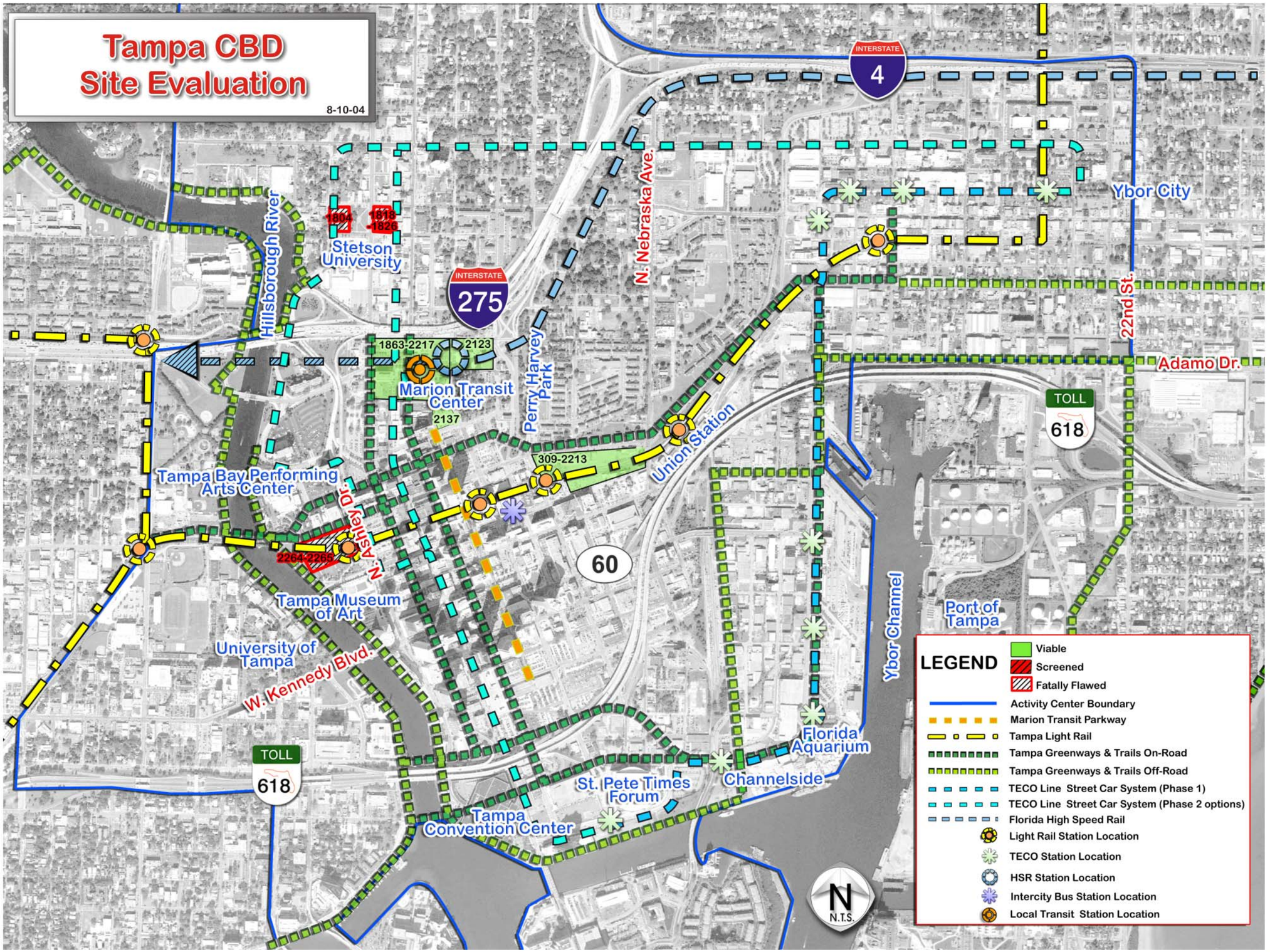
USF
Site Evaluation

8-10-04



Tampa CBD Site Evaluation

8-10-04



Westshore Site Evaluation

8-10-04

Tampa International Airport

Hillsborough Community College

Raymond James Stadium

1287

Tampa Bay Blvd.

1264

N. Dale Mabry Hwy.

N. Himes Ave.

International Plaza

Boy Scout Blvd.

2443

1345

1343

N. Grady Ave.

W. Spruce St.

2311-2510

W. Spruce St.

Westshore Blvd.

2380-2382

Manhattan Ave.

N. Lois Ave.

1358

1357

1359

1355

1381-1383

W. Laurel St.

2447

Trask St.

Jefferson HS

2377

2045-2071

W. Cypress St.

W. Cypress St.

2500

2533-2538

Cypress Point Park

60

N. Reo St.

2554

W. Gray St.

INTERSTATE 275

Westshore Plaza

W. Kennedy Blvd.

60

N

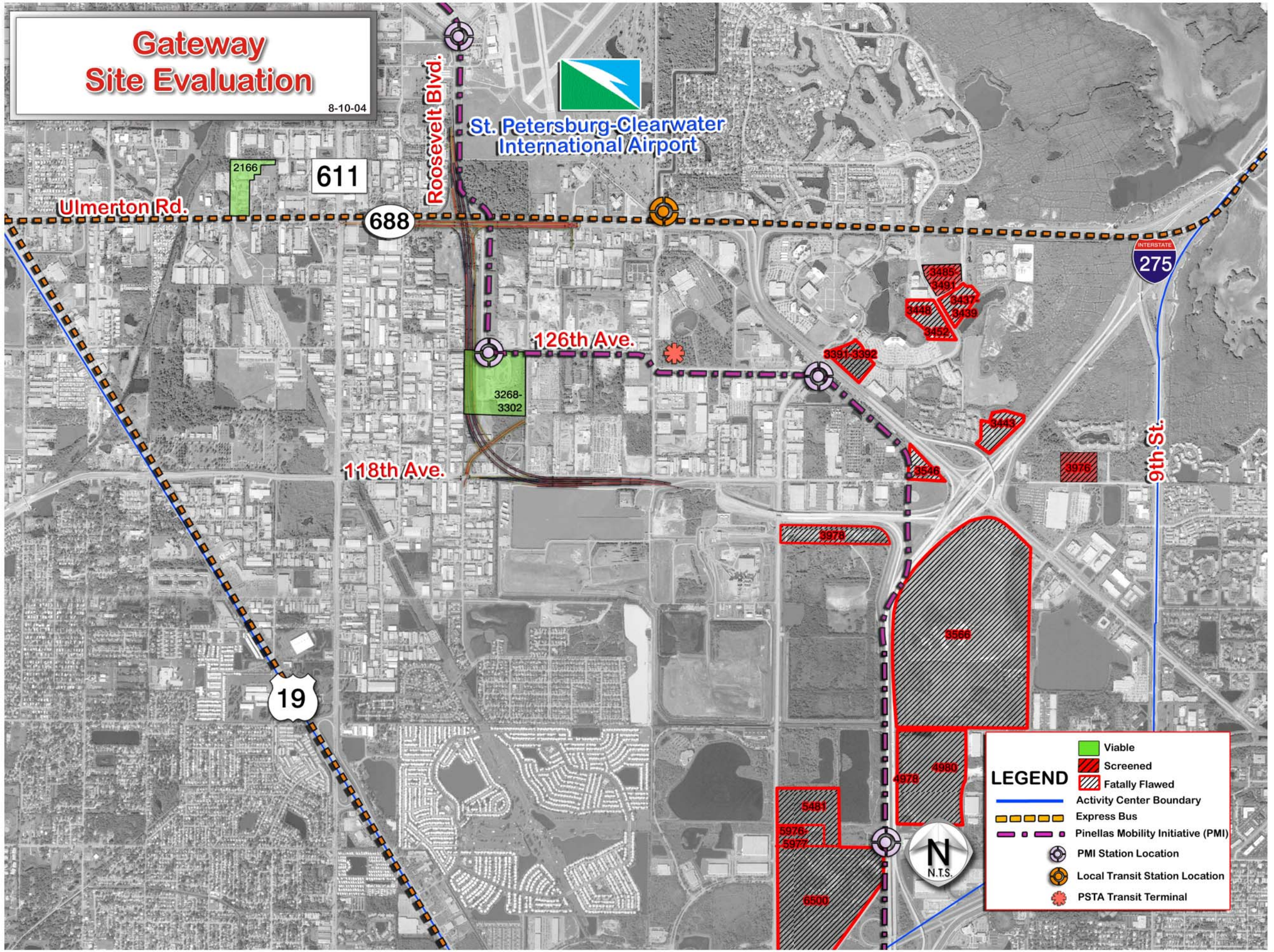
N.T.S.

LEGEND

- Viable
- Screened
- Fatally Flawed
- Activity Center Boundary
- Express Bus
- Tampa Light Rail
- Off-Road Trail
- On-Road Trail
- New Road
- Local Transit Station Location
- Light Rail Station Location

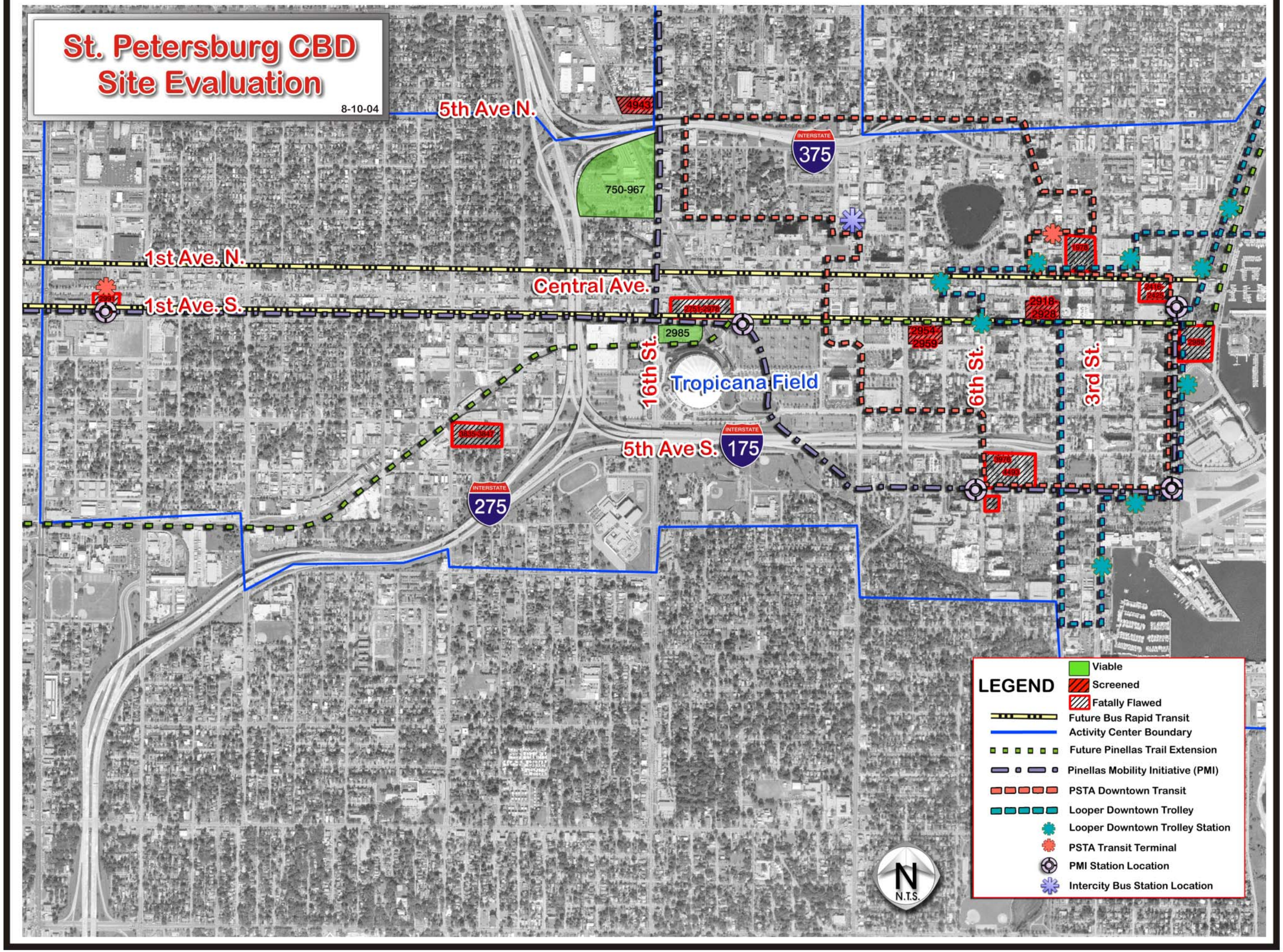
Gateway Site Evaluation

8-10-04



St. Petersburg CBD Site Evaluation

8-10-04



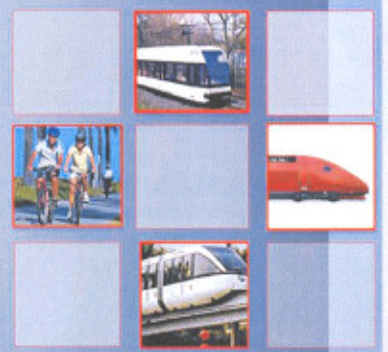






Next Steps

- Community Meetings
  - Hillsborough County -
    August 25, 2004, 4:00PM - 7:00PM;
    Crowne Plaza Hotel
  - Pinellas County -
    August 26, 2004, 4:00PM - 7:00PM;
    Tampa Bay Regional Planning Council
- Comments Period - 10 Days
- Project Development & Environment - September 2004
- Final Ranking of Sites - October 2004
- Design - Summer 2005

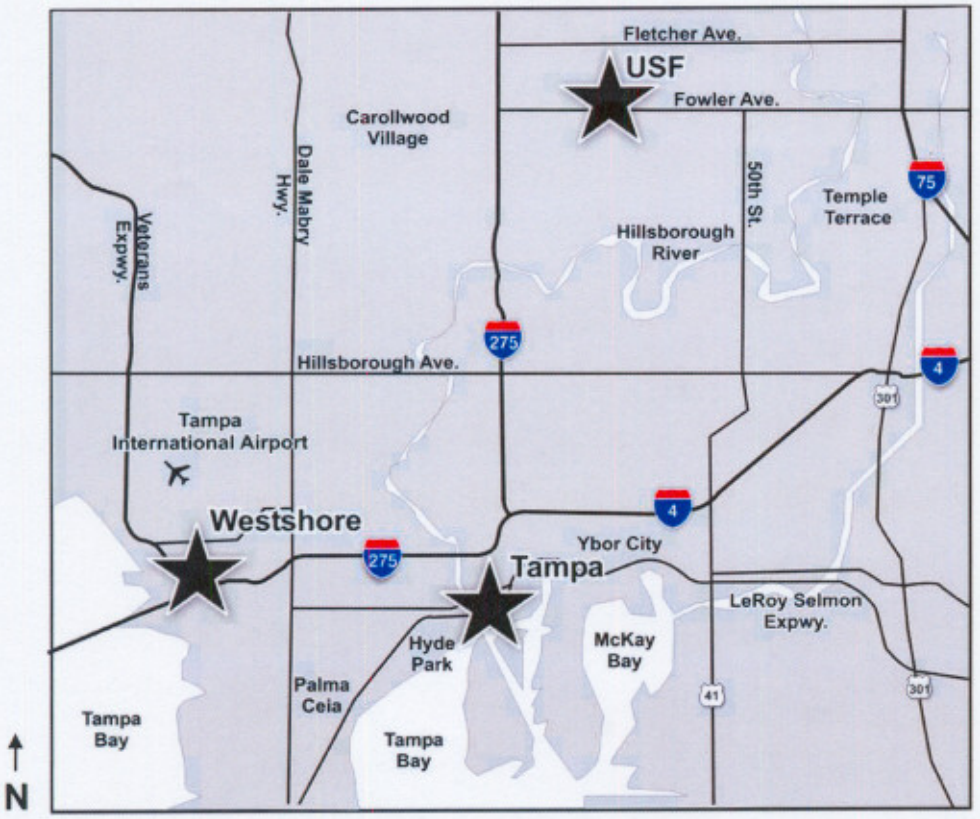


Tampa Bay Intermodal Center(s) Feasibility Study Thank You

APPENDIX J
FLYERS & ADVERTISEMENTS

Tampa Bay Intermodal Center(s) Feasibility Study
Hillsborough County, Florida

FDOT Financial Project Number (FPN) 415348-1-94-01



The Florida Department of Transportation (FDOT) invites you to attend and participate in a Community Information Meeting regarding the potential intermodal center locations under study in the Hillsborough County area. An intermodal transit center is a facility that allows convenient passenger transfers between several modes of travel, including commuter rail, heavy rail, commuter and local bus service, taxi, bicycle, auto, and walk-access. The stars indicate geographical areas where centers or stations may be located.

WHAT: Tampa Bay Intermodal Center(s) Community Information Meeting

WHEN: Wednesday, August 25, 2004
4:00 p.m. to 7:00 p.m.

WHERE: Crowne Plaza Hotel
Royal Palm 3 Ballroom
700 N. Westshore Boulevard
Tampa, Florida
(813) 289-8200
Located on the SW corner of Westshore Boulevard and Cypress Street.
Free parking available in adjacent hotel garage.

Florida Department of Transportation
Attention: Jerry Comellas, Jr., P.E.
Special Projects Administrator
11201 N. McKinley Drive
Tampa, Florida 33612-6403

SPEAK TO US

The FDOT recognizes the importance of receiving the community's comments and suggestions early in a project. If you would like to discuss any of the potential intermodal sites or issues relating to their development, set up a small group meeting, or add your name to the mailing list, please contact one of the project team listed below.

Jerry Comellas, Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
(813) 975-6449
jeraldo.comellas@dot.state.fl.us

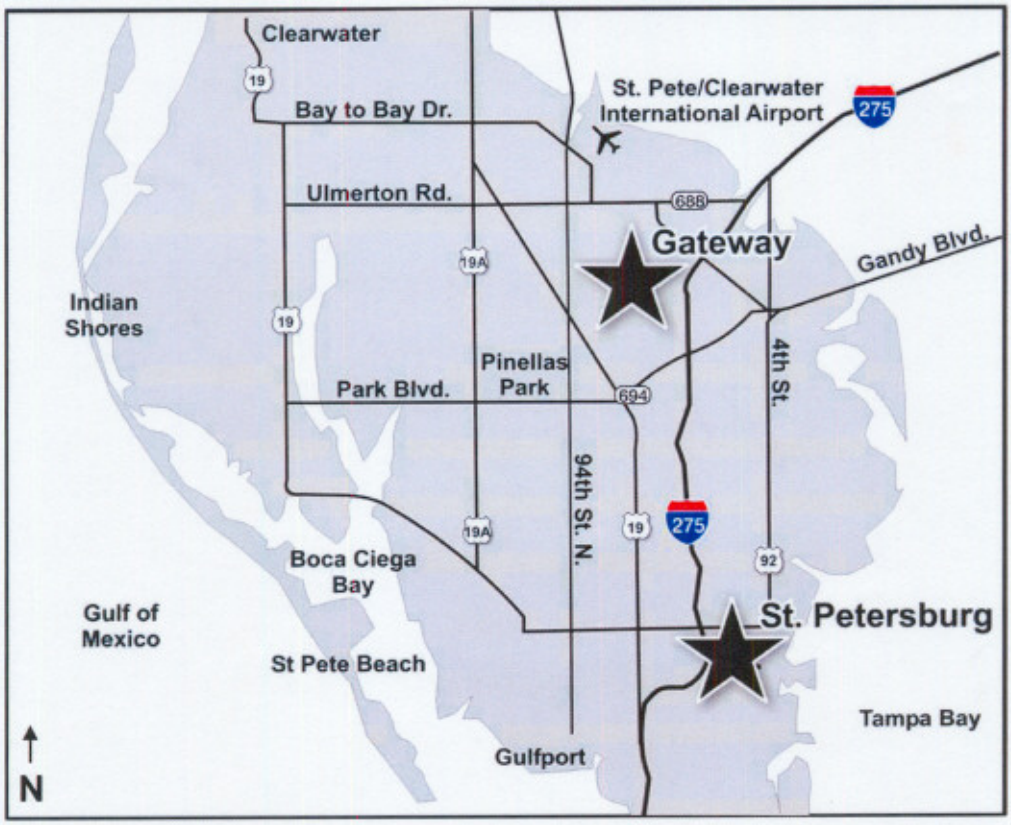
Sharon Phillips, AICP
VP Planning/PD&E Division Mgr
PBS&J
813-282-7275
sphillips@pbsj.com

Laurie Potier-Brown, RLA, AICP
Community Design Manager
PBS&J
813-282-7275
lpbrown@pbsj.com

Si usted tiene preguntas o desea mas información con relación a los locales potenciales del Intermodal Center(s) en el área de Tampa Bay, por favor llame al (813) 282-7275 extensión 220. Alguien le atenderá en español.

Tampa Bay Intermodal Center(s) Feasibility Study
Pinellas County, Florida

FDOT Financial Project Number (FPN) 415348-1-94-01



The Florida Department of Transportation (FDOT) invites you to attend and participate in a Community Information Meeting regarding the potential intermodal center locations under study in the Pinellas County area. An intermodal transit center is a facility that allows convenient passenger transfers between several modes of travel, including commuter rail, heavy rail, commuter and local bus service, taxi, bicycle, auto, and walk-access. The stars indicate geographical areas where centers or stations may be located.

WHAT: Tampa Bay Intermodal Center(s) Community Information Meeting

WHEN: Thursday, August 26, 2004
4:00 p.m. to 7:00 p.m.

WHERE: **Tampa Bay Regional Planning Council**
Main Conference Room
Gateway Center Complex
4000 Gateway Center Boulevard, Suite 100
Pinellas Park, Florida
(727) 570-5151
Located near US 19 and Gandy Boulevard.

Florida Department of Transportation
Attention: Jerry Comellas, Jr., P.E.
Special Projects Administrator
11201 N. McKinley Drive
Tampa, Florida 33612-6403

SPEAK TO US

The FDOT recognizes the importance of receiving the community's comments and suggestions early in a project. If you would like to discuss any of the potential intermodal sites or issues relating to their development, set up a small group meeting, or add your name to the mailing list, please contact one of the project team listed below.

Jerry Comellas, Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
(813) 975-6449
jeraldo.comellas@dot.state.fl.us

Sharon Phillips, AICP
VP Planning/PD&E Division Mgr
PBS&J
813-282-7275
sphillips@pbsj.com

Laurie Potier-Brown, RLA, AICP
Community Design Manager
PBS&J
813-282-7275
lpbrown@pbsj.com

Si usted tiene preguntas o desea mas información con relación a los locales potenciales del Intermodal Center(s) en el área de Tampa Bay, por favor llame al (813) 282-7275 extensión 220. Alguien le atenderá en español.

APPENDIX K

HILLSBOROUGH COUNTY PUBLIC COMMENTS

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 25, 2004

COMMENT FORM

We encourage your comments regarding this project.

Please make sure to address Safety & Security when deciding on locations and designs associated with this project. I have talked with several Co-workers concering the Study and almost every comment is directed towards Safety. If we do not feel Safe when riding for the first time there is a good chance that ~~to~~ there will not be a second attempt.

NAME: _____

ADDRESS: _____

_____

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 4, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 25, 2004

COMMENT FORM

We encourage your comments regarding this project.

1) How are you planning to get the people to use public transportation?

My thoughts: the biggest problem of the increase of automobile traffic on the streets and the interstates - (my reason for the above question)

2) Parking fees: Garage parking - open parking? (security needed)? cost of parking plus other transportation?

NAME: _____

ADDRESS: _____

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NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 4, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 25, 2004

COMMENT FORM

We encourage your comments regarding this project.

MY COMPANY HAS NEEDS THAT WOULD NEED TO BE ADDRESSED SPECIFICALLY WE WOULD NEED ON-SITE FUELING AND DUMPING SO THAT WE WOULD BE ABLE TO SERVICE OUR EQUIPMENT. WE WOULD ALSO NEED A LOBBY AREA THAT COULD ACCOMADATE AT LEAST 200 PEOPLE. WE WOULD ALSO LIKE EASY ON AND OFF TO THE INTERSTATE SYSTEM. WE ARE ALSO A 24 HOUR OPERATION.
WE WOULD LOVE TO WORK WITH ALL PARTIES TO MAKE THIS HAPPEN.

NAME: PAT FLANIGAN, GREYHOUND LINES INC

ADDRESS: 610 E. POLK ST.
TAMPA, FL 33602

☑ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 4, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 25, 2004

COMMENT FORM

We encourage your comments regarding this project.

GREAT IDEA,
MUST INCLUDE PUBLIC EDUCATION TO DE-EMPHASIZE PRIVATE AUTO'S
MAIN CENTERS SHOULD BE LOCATED IN HILLSBOROUGH COUNTY

NAME: JOHN INGRAHAM

ADDRESS: 4324 ARCH ST
TAMPA, FL 33607

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

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Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 25, 2004

COMMENT FORM

We encourage your comments regarding this project.

We are a civic assoc. in north Tampa, just south of Fowler Ave. We are advocates for the Circuit City - Service Merchandise site at 15th & Fowler. This abandoned property is huge. To our minds, it is better that the site across Fowler from USF in that access to it would be more convenient & is in a less congested area.

NAME: Fred Zerla, University Square civic assoc

ADDRESS: 11111 N 21st St,

Tampa FL 33612

fzerla@tampabay.rr.com

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 4, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 25, 2004

COMMENT FORM

We encourage your comments regarding this project.

The Marion Transit Center in Downtown Tampa seems like the best site for your purpose. Also would alleviate traffic throughout the Tampa city Area

NAME: _____

ADDRESS: _____

_____

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 4, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 25, 2004

COMMENT FORM

We encourage your comments regarding this project.

IT APPEARS THE BEST CENTERS TO EVALUATE AN INTERMODAL CENTER ARE THE GATEWAY AND WESTSHORE AREA TO TAKE ADVANTAGE OF AIR TRAVEL AT THE AIRPORTS. THE SITES AT FORMER SPEEDWAY (GATEWAY) AND OFF SPRUCE/FRONTAGE RD (WESTSHORE) MAKE THE MOST SENSE WITH CONNECTIONS TO POSSIBLE RENTAL CAR SITES FOR ALL USES.

THE CENTERS IN TAMPA (DOWNTOWN), ST PETE AND USF SEEM TO HAVE MORE ERADIC TRAFFIC PATTERNS AND DESTINATIONS THAT COULD MAKE CONNECTIONS CUMBERSOME TO THE USER. GRAPHICS ARE GREAT AND TEAM SEEMS TO HAVE DONE A THOROUGH JOB SO. FAR.

NAME: JEFF NOVOTNY

ADDRESS: 29725 CHAPEL PARK DRIVE

WESLEY CHAPEL, FL 33543

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 4, 2004. All comments are part of the project record and are available for viewing by the public and the media.

APPENDIX L

PINELLAS COUNTY PUBLIC COMMENTS

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 26, 2004

COMMENT FORM

We encourage your comments regarding this project.

If a central location and accessability (sp) to tourism were the factors, I would pick one of the airport sites (Westshore). My rankings for area intermodal sites would be:

1. Westshore (central location, great for tourist trade)
2. USF (employment area)
3. Downtown Tampa (existing transportation facilities)
4. Gateway (near PIE, but a bit too far west)
5. Downtown St. Pete (dense population, ballpark nearby, but too far south)

Each has its advantages and disadvantages, so while one site has to be picked, it wouldn't matter to me where it would go.

NAME: Steve Byrd

ADDRESS: 501 116th Ave N Apt. 7
St. Petersburg, FL 33716

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 5, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 26, 2004

COMMENT FORM

We encourage your comments regarding this project.

We really need something like this ASAP. I would love to take public transit to work & around town, (I commute from St. Pete to Tampa) but as things are right now it is impossible. I think people's interest will increase a lot very soon, because most people have figured out that gas prices are going to keep rising. (Right now there is a waiting list of several months for a hybrid car).

NAME: Diane Willis

ADDRESS: willis@bkiinc.com

☑ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 5, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 26, 2004

COMMENT FORM

We encourage your comments regarding this project.

I am more familiar with the needs in Pinellas County. The downtown location, 29B5, is more likely to work more smoothly with the pattern of redevelopment and the public transit patterns. The Gateway project is a tougher project because it is almost exclusively a work location. I would consider 3268-3302 to be more promising of the 2 viable projects.

NAME: Karl Nurse

ADDRESS: 176 - 21st Ave SE
St. Petersburg, FL. 33705

☐ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 5, 2004. All comments are part of the project record and are available for viewing by the public and the media.

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 26, 2004

COMMENT FORM

We encourage your comments regarding this project.

The Public Works Dept supports the project and looks forward to future opportunities.

NAME: Peter J. Yauch, Dir. of Transportation

ADDRESS: Pinellas Co. Public Works
Clearwater

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NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 5, 2004. All comments are part of the project record and are available for viewing by the public and the media.

APPENDIX M

POST MEETING PUBLIC COMMENTS

Tampa Bay Intermodal Center(s) Feasibility Study
Community Information Meeting

WPI Segment No.: 415348 1

August 26, 2004

COMMENT FORM

We encourage your comments regarding this project.

9/7/04

Based upon what I saw at the Information Meeting on 8/26/04, I have the following comments. (The hurricane slowed down my getting these to you until today):

✓ A great deal of effort has gone into identifying sites that could accommodate several modes of transportation. However, the proposed rail or monorail system has not been approved nor has ferry service been approved. In other words, it may not be feasible or part of the overall system.

✓ I would recommend that more concern be given to improving the existing transit system (i.e., buses and parking stations) to move residents to and from major employment centers in mid-Pinellas County.

NAME: FRANK BLANDFORD

ADDRESS: 414-4TH AVENUE NORTH
ST. PETERSBURG, FL 33701

☒ If you did not receive notice of the Public Information Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Jerry Comellas Jr., P.E. at the address on the back of this Comment Form, by September 5, 2004. All comments are part of the project record and are available for viewing by the public and the media.

415348.5

TAMPA DOWNTOWN PARTNERSHIP

One Tampa City Center
Suite 1724
Tampa, Florida 33602

PHONE 813/221-3686 - FAX 813/229-1328

August 31, 2004

Jerry Comellas Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612

We recently attended the informational meeting regarding the potential intermodal center locations under study in the Tampa Bay area. This letter serves to outline why downtown Tampa is the ideal activity center for the first location.

FDOT defines an intermodal center as a facility that allows convenient passenger transfers between several modes of travel, including commuter rail, heavy rail, commuter and local bus service, taxi, bicycle, auto and walk-access.

- As you are aware, the north end of downtown strategically houses the award winning Marion Transit Center just off the interstate. A downtown circulator and local and inter-county express routes converge here. There is room to expand, including the nearby site occupied by the former county jail building.
- When high-speed and commuter rail become a reality, downtown Tampa will be a major access point for both.
- Downtown, specifically the north end, is well poised to greatly expand its residential market. Already underway downtown are 3,000 units resulting in $780 million in construction.
- The central business district is a growing major employment center with year 2025 predictions projecting over 120,000 employees. This would translate into a density of almost 40 people per acre – well over double any other activity center included in the study.
- Downtown already houses a convention center, a major port with cruise passengers expected to reach 1 million by 2005, a Greyhound bus station, the newly renovated Amtrak station and the TECOline Historic Streetcar system connecting downtown to Ybor City. Expansion plans intend to bring the Streetcar up Franklin Street, reaching the north end of downtown. There are also 7 hotels housing thousands of pedestrians.

In summary, downtown Tampa has the infrastructure in place, the land mass available and the business acumen to make projects happen. If we can help with your study in any way, please don't hesitate to call on me.

Thank you for your consideration,

Christine Burdick
President

Karen Kress
Director of Transportation and Planning

Potier-Brown, Laurie

From: Sobush, Heather [sobush@cutr.usf.edu]
Sent: Monday, August 30, 2004 9:40 AM
To: lpbrown@pbsj.com
Subject: Intermodal Centers pdf

Laurie,

Will you please send me the pdf documents from the Intermodal Center Community meeting last week so that I may forward them to the NNTA Advisory Board? I don't necessarily need all the documents – just those pertaining to the USF Area, the overview page, and the comments page.

Also, are comments still due by September 4th?

Thanks,

Heather

Heather Sobush
Executive Director
New North Transportation Alliance

sobush@cutr.usf.edu
http://www.newnorthalliance.org

Potier-Brown, Laurie

To: rbusch@terracebank.com
Cc: Jerry Comellas Jr. (E-mail)
Subject: Tampa Bay Intermodal Study

Mr. Busch,

Thank you for your interest in the Tampa Bay Intermodal Study. Attached are the pdf files as you requested during the August 25, 2004 Community Information Meeting held in Hillsborough County.

If you require additional information or further assistance regarding this project, please contact me at (800) 477-7275, extension: 491.

Sincerely,

Laurie Potier-Brown, RLA, AICP
Community Design Manager
PBS&J

(813) 282-7275, 491
(813) 639-9403

Handouts.pdf

Potier-Brown, Laurie

From: Ramon Solis [rsolis@co.pinellas.fl.us]
Sent: Tuesday, September 28, 2004 3:23 PM
To: LPBrown@pbsj.com
Subject: Re: FW: Emily Coeyman Letter

Laurie:

Emily's correct address is as follows:
6936 40TH AVENUE N.
ST. PETERSBURG, FL 33709

The number you previously had in your letter was 6939, and I did not notice the difference. My appologies.

Ramon

>>> "Potier-Brown, Laurie" <LPBrown@pbsj.com> 9/28/2004 11:11:12 AM >>>

Ramon,

Good morning. I hope you have weathered our storms safely. We are OK in
Tampa.

Please note below that Emily's response letter was returned. Can you provide
a correct address?

Thanks,
Laurie

-----Original Message-----
From: jeraldo.comellas@dot.state.fl.us
[mailto:jeraldo.comellas@dot.state.fl.us]
Sent: Monday, September 27, 2004 8:57 AM
To: lpbrown@pbsj.com
Subject: Emily Coeyman Letter

Laurie,

The Emily Coeyman letter you prepared never reached it's destination. It
was returned to me (sender), stamped "No Such Number."

The address used was:

6939 40th Avenue North
St. Petersburg, FL 33709

Please Handle.

Thanks,

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

comellas@dot.state.fl.us
(813) 975-6449 / SunCom 512-7806 / 1-800-226-7220 ext. 7806
(813) 975-6451

September 30, 2004

Emily Coeyman
6936 40th Avenue North
St. Petersburg, FL 33709

Dear Ms. Coeyman,

Thank you for your interest in the Tampa Bay Intermodal Center(s) Feasibility Study. We received a copy of questions that you provided after the Joint Citizen Advisory Committee meeting of August 31, 2004. The following questions are answered:

Question 1: *Any chance the study will be stopped?*

Answer: The Tampa Bay Intermodal Center(s) Feasibility Study, funded through the Florida Department of Transportation (FDOT) will proceed on the following schedule:

- Feasibility Study Completed: September 2004
- Project Development and Environment Study Begins: September 2004
- Final Ranking of Sites: November 2004
- Site Design Begins: Summer 2005

Question 2: *Does the FDOT own rails in St. Petersburg? The City is cutting off CSX RR at 1st Avenue where the elephants were delivered by train in St. Petersburg.*

Answer: The City of St. Petersburg is in the process of purchasing the CSX railroad line from 34th Street at 7th Avenue South to 13th Street at 1st Avenue South near Tropicana Field. The purpose of this purchase is to extend the Pinellas Trail into downtown St. Petersburg. The City of St. Petersburg, Pinellas County and the Trust for Public Lands are working together to acquire the land. A survey of the land is currently underway.

If you require additional information or further assistance regarding this project, please contact me at 813-975-6449 or by email at jeraldo.comellas@dot.state.fl.us.

Sincerely,

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