WELCOME

SPECIAL BRIEFING

PURPOSE OF THE MEETING

To provide an update to the Hillsborough MPO board and committees on various concerns shared over the past few years.
MPO Request: “Provide Status of the Environmental Studies”

Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)

Draft documents will be available at the Public Workshop. Documents will remain in DRAFT form and open for public comment until after the Public Hearing.

We are here

- SEIS Began January 2017
- Public Workshop October 2017
- Preparation of Documents Ongoing
- Public Workshop Spring 2019
- SEIS Public Hearing Early 2020

*A Preferred Alternative will be recommended after the Spring 2019 Public Workshop.*
Community Commitments

- Noise Barriers
- Urban Design Guidelines
- Historic Preservation
- Tampa Heights Greenway
- Bicycle and Pedestrian
- Multimodal Center
- Construction Techniques
- Parks and Rec Facilities
- HART North Terminal

Additional commitments may be identified as the project progresses.
MPO Request: “Establish a Structure of Continuous Feedback”

**Small Group Meetings**

- Old Seminole Heights
- South Seminole Heights
- Tampa Heights
- Ridgewood Park
- West Tampa CTA
- Macfarlane Park
- North Bon Air
- Beach Park
- Armory Gardens
- Westshore Palms
- Oakford Park
- Encore
- High Ybor/ east Ybor/ GFWY

- SE Seminole Heights
- V.M. Ybor
- East Tampa Community Partnership
- College Hill Civic Association
- Jackson Heights

**Community Working Groups**

- West Tampa CRA
- Macfarlane Park
- Armory Gardens
- West Beach Park
- North Palms
- Oaksfield
- Hyde Park
- Hi-Yo Ybor
- East Ybor/GFWY

**Public Meetings**

- October 2017
- Late Spring 2019 (planned)
- Early 2020 (planned)

**Community Engagement**

- Dedicated phone line and email address
  813-975-NEXT
  TampaBayNext.com

Public Involvement will continue throughout the life of the project.
MPO Request: “Report on the Human Elements”

Sociocultural Effects Evaluation (SCE)

<table>
<thead>
<tr>
<th>Social</th>
<th>Economic</th>
<th>Land Use</th>
<th>Mobility</th>
<th>Aesthetics</th>
<th>Relocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Demographics</td>
<td>• Business &amp; Employment</td>
<td>• Land Use-Urban Form</td>
<td>• Mobility Choices</td>
<td>• Noise/Vibration</td>
<td>• Residential</td>
</tr>
<tr>
<td>• Community Cohesion</td>
<td>• Tax Base</td>
<td>• Plan Consistency</td>
<td>• Accessibility</td>
<td>• Viewshed</td>
<td>• Non-Residential</td>
</tr>
<tr>
<td>• Safety</td>
<td>• Traffic Patterns</td>
<td>• Growth Trends &amp; Issues</td>
<td>• Connectivity</td>
<td>• Compatibility</td>
<td>• Public Facilities</td>
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<tr>
<td>• Community Goals/</td>
<td>• Business Access</td>
<td>• Focal Points</td>
<td>• Traffic Circulation</td>
<td></td>
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<tr>
<td>Quality of Life</td>
<td>• Special Needs Patrons</td>
<td></td>
<td>• Public Parking</td>
<td></td>
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<tr>
<td>• Special Community</td>
<td></td>
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<tr>
<td>Designations</td>
<td></td>
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</tbody>
</table>

Step 1: Review Project Information
Step 2: Define the Study Area
Step 3: Prepare Community Information
Step 4: Evaluate Sociocultural Effects
Step 5: Identify Solutions to Project Impacts
Step 6: Document Results

Draft SCE Tech Memo underway & will be available at the Public Workshop.
CRA Request: “Provide Economic Analysis on the TIS Project”

Annual average impact of no further action over 20 years

<table>
<thead>
<tr>
<th>Lost Personal Income</th>
<th>Lost Gross County Product</th>
<th>Lost Jobs (FTE Equivalent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2.28 Billion</td>
<td>$3.24 Billion</td>
<td>25,652</td>
</tr>
</tbody>
</table>

No Further Action
Doing nothing has a cost
- Fewer jobs per year
- Increased traffic on arterial road ways impacts adjacent single family properties
- Increase in value to some commercial and multifamily properties

Construction and System Performance
- Modest net-positive property value growth in CRAs
- Gains in TIF Revenue in a growing economy
- Overall, positive impacts to jobs, economy, and property values
- Some impacts to highway adjacent properties

Impacts During Construction and After

28,773 JOBS
ACROSS ALL INDUSTRIES DURING CONSTRUCTION

MARKETS GROW
SALES INCREASE, UNIT COSTS SHRINK

GREATER ACCESS
TO JOBS AND BUSINESSES, INCREASING COMMERCE

LABOR FORCE
MORE ACCESSIBLE SKILLED EMPLOYEES, BETTER BUSINESS INTERACTION

REDUCED LOGISTICS
FEWER DELIVERY VEHICLES, LESS INVENTORY

Source: Tampa Urban Core Fiscal Impact Analysis, Tampa Bay Regional Planning Council, Sept 2018

The Economic Study was finalized in September 2018 and presented to the CRA Board and Committees in late 2018.
Parks and Recreation (Potential Section 4(f) Impacts)

Perry Harvey Sr. Park
- Owner: City of Tampa
- Existing amenities: greenspace, restrooms, skate park, splash pad, and basketball courts
- Direct impacts:
  - DTI Options A & B - Potential Right-of-way (ROW) Clip in NW Corner of park.
  - DTI Option C - Proposed ROW along former Central Ave and direct impact to basketball courts.
  - DTI Option D - None
- Indirect impacts: Unknown noise and visual located adjacent to Orange Ave north of Scott St. and Central Ave along NW edge of park.
- Temporary impacts: Potential partial closures during overhead construction activities.
- Status: Ongoing coordination with the City of Tampa and the Federal Highway Administration

Julian B. Lane Riverfront Park
- Owner: City of Tampa
- Existing amenities: Picnic shelters, grilling areas, playground, restrooms, sports fields, band shell, trail, tennis courts, racquetball courts, and basketball courts.
- Direct impacts:
  - DTI Options A & B - Potential clip of 0.05 ac in NE corner
  - DTI Options C & D - Potential clip of 0.04 ac in NE corner
- Indirect impacts: Unknown noise, visual, and access impacts (adjacent to Laurel St. that runs as a frontage road along I-275)
- Temporary impacts: Potential partial closures during overhead construction activities.
- Status: Ongoing coordination with the City of Tampa and the Federal Highway Administration

FDOT is preparing 3D renderings to better visualize these impacts at the Public Workshop.
FDOT is a transit partner. We’re working with local agencies to explore ways to integrate transit into the program.

$2.6M FDOT grant means no more Tampa streetcar fares
Free fares and longer hours are proving transit success can happen.
Historic Districts Legend

- Section 106/Cultural Resources Historic Districts
- This National Register Historic District was affected in the TIS FEIS
- Upper North Franklin Street National Register Commercial District - 2010
- North Franklin Street National Register Historic District - 2002
- Hampton Terrace National Register Historic District - 1999
- Palmetto Beach National Register Historic District - 2012
- Seminole Heights National Register Historic District - 1993
- Seminole Heights Local Historic District - 1995
- West Tampa National Register Historic District - 1983
- Tampa Heights National Register Historic District - 1995
- Tampa Heights Local Historic District - 2000
- Ybor City National Register Historic District - 1974
- *This National Register Historic District was affected in the TIS FEIS
- Ybor City National Historic Landmark District - 1990
- Barrio Latino Local Historic District - 1975 (Updated 2013)

1-275 PD&E Study

(Tampa Interstate Study (TIS)
Supplemental Environmental Impact Statement (SEIS)
(Tampa Interstate Study (TIS)
Supplemental Environmental Impact Statement (SEIS)
Tampa Interstate Study (TIS) Segments

1A - I-275 from west of SR 60 to east of Himes Avenue
2A - I-275 from east of Himes Avenue to east of Rome Avenue
2B - I-275 from east Rome Avenue to north of MLK and I-4 from I-275 to east of 14th Street
3A - I-4 from east of 14th Street to east 34th Street
3B - I-4 from east of 34th Street to east 50th Street
3C - I-4/Selmon Expressway Connector to Selmon Expressway

Tampa Bay Next Sections

45 - Westshore Area Interchange and I-275 from the Howard Frankland Bridge to east of Rome Avenue FPD: 4335357; 4340452
6 - Downtown Interchange FPD: 4338212
What Problems Are We Trying to Solve?

Safety

Operational issues and congestion contribute to safety problems.

Sections of I-275 are identified as severe crash corridors in Hillsborough MPO’s Vision Zero Action Plan.

Crash Heat Map

Types of Crashes

I-275 from the Howard Frankland Bridge to N Boulevard, SR60 from I-275 to the Veterans Expressway, and the Veterans Expressway to Hillsborough Ave

609 Rear-end

188 Sideswipe

86 Run Off Road

110 Other*

993 Total (2016 crashes)

* Includes angle, animal, bicycle, head-on, left turn, pedestrian, rollover, right turn and unknown crashes

Note, 2016 and 2017 crash data is not currently finalized and the number of crashes may be subject to change.
FDOT will continue to work with the City of Tampa, Hillsborough County, and the local community to evaluate bicycle and pedestrian connections throughout the project. This connectivity will consist of multi-use trails, sidewalk improvements, sharrows, and other connections.
Minority Populations in the TIS SEIS Study

Legend
- Percent Minority
- Below 1%
- 1% - 10%
- 10% - 19%
- 20% - 29%
- 30% - 39%
- 40% - 49%
- 50% - 59%
- 60% - 69%
- 70% - 79%
- 80% - 89%
- 90% - 99%
- 100%

Source: Draft SCE Tech Memo, Jan. 2018

Median Income Trends in the TIS SEIS Study Area

Legend
- Income
- Under $10,000
- $10,000 - $20,000
- $20,000 - $30,000
- $30,000 - $40,000
- $40,000 - $50,000
- $50,000 - $60,000

Populations Living Below the Poverty Level

Legend
- Percent Below Poverty
- 0% - 5%
- 5% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- 25% - 30%
- 30% - 35%
- 35% - 40%
- 40% - 45%
- 45% - 50%

Source: Draft SCE Tech Memo, Jan. 2018
Welcome to the Hillsborough County Metropolitan Planning Organization's (MPO) Special Briefing #1 on the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS). The MPO has invited the Florida Department of Transportation (FDOT) to participate in a series of special briefings over the next several months in response to motions issued by the board over the past two years. Tonight's briefing will focus on community (or human) impacts. This briefing is an informal, open-house format with no formal presentation. The room diagram illustrated above shows the location of various topics, answer questions, and take your comments. FDOT staff are available to discuss these subjects of interest related to potential community impacts. Future MPO briefings will cover safety, bicycle/pedestrian, air quality, and health impacts. Additional information on potential environmental impacts that will be documented in the TIS SEIS will be available at FDOT’s Public Workshops in late spring 2019. For more information, please contact FDOT’s Project Manager, Alice Price, AICP, at 813-975-6482 or alice.price@dot.state.fl.us.

To provide an update to the MPO board and committees on various concerns shared over the past few years.

FDOT Plans for I-275 and I-4 Within Tampa’s Urban Core

Potential Community Impacts

 January 31, 2019

www.tampainterstate.com
## Section 106 Process for Historic Properties

### Step 1: Public Involvement
- **Historic Resources Mtg #1**

### Step 2: Identify Historic Properties
- **Historic Resources Mtg #2**

### Step 3: Assess Adverse Effects
- **Historic Resources Mtg #3**

### Step 4: Resolve Adverse Effects
- **Public Meeting**

### Step 5: Proceed with Project

<table>
<thead>
<tr>
<th>Public Involvement</th>
<th>Process</th>
<th>Related Documentation</th>
<th>Finding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Step 1</strong></td>
<td>Initiate Section 106 Process</td>
<td>Environmenta l Documentation</td>
<td>NO → No Undertaking/No Potential to Cause Effects</td>
</tr>
<tr>
<td></td>
<td>Establish undertaking</td>
<td>Project Description</td>
<td></td>
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<tr>
<td></td>
<td>Identify appropriate SHPO/THPO</td>
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<td>Plan to involve the public</td>
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<tr>
<td></td>
<td>Identify other consulting parties</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Undertaking is type that might affect historic properties</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 2</strong></td>
<td>Identify Historic Properties</td>
<td>Cultural Resource Assessment Survey (CRAS)</td>
<td>NO → No Historic Properties Affected</td>
</tr>
<tr>
<td></td>
<td>Determine scope of efforts</td>
<td>General Project Information</td>
<td></td>
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<tr>
<td></td>
<td>Identify historic properties</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Evaluate historic significance</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Historic properties may be affected</td>
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<td></td>
</tr>
<tr>
<td><strong>Step 3</strong></td>
<td>Assess Adverse Effects</td>
<td>Section 106 Consultation Case Study Report</td>
<td>NO → No Historic Properties Adversely Affected</td>
</tr>
<tr>
<td></td>
<td>Apply criteria of adverse effect</td>
<td>Specific Project Impacts</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Historic properties are adversely affected</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 4</strong></td>
<td>Resolve Adverse Effects</td>
<td>Memorandum of Agreement (MOA)</td>
<td>NO → Memorandum of Agreement</td>
</tr>
<tr>
<td></td>
<td>Consult to seek resolution</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>SEIS: Resolve any newly identified adverse effects</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 5</strong></td>
<td>Proceed with Project</td>
<td></td>
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</tr>
</tbody>
</table>

**LEGEND**
- SHPO = STATE HISTORIC PRESERVATION OFFICER
- THPO = TRIBAL HISTORIC PRESERVATION OFFICER
- SEIS = SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

www.TampaBayNext.com
# Right of Way (ROW) and Relocations

<table>
<thead>
<tr>
<th>Tampa Interstate Study (TIS) Section</th>
<th>1A I-275 from Howard Frankland Bridge to east of Himes Ave.</th>
<th>2A I-275 from east of Himes Ave. to east of Rome Ave.</th>
<th>2B I-275 from east of Rome Ave. to north of MLK Jr. Blvd. and I-4 from I-275 to east of 14th St.</th>
<th>3A I-4 from east of 14th St. to east 34th St.</th>
<th>3B I-4 from east 34th St. to east of 50th St.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa Bay (TB) Next Section</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternative and Design Option</td>
<td>No Further Action (Includes outer roadway approved under 1997 &amp; 1999 RODs)</td>
<td>2018 Express Lane</td>
<td>No Further Action (No Build)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2018 Express Lane</td>
<td>No Further Action (No Build)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018 Express Lane</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>2018 Express Lane</td>
</tr>
<tr>
<td></td>
<td>Reconstructed Interchange with Express Lane Connection to the North</td>
<td>Reconstructed Interchange without Express Lane Connection to the North</td>
<td>Existing Interchange with Elevated Express Lanes (South/East Side of I-275)</td>
<td>Existing Interchange with Elevated Express Lanes (North/West Side of I-275)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Business Relocations Remaining</td>
<td>21</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Residential Relocations Remaining</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>336</td>
</tr>
</tbody>
</table>

Note: These are preliminary estimates based on the current design concept as of January 2019. Numbers may change as the design progresses. A Conceptual Stage Relocation Plan will be prepared in Summer 2019.

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