



# TAMPA BAY NEXT UPDATE

**Ed McKinney**  
**FDOT District Seven**



## One Year of Tampa Bay Next

83



COMMUNITY EVENTS



36

EMAIL  
BLASTS

5



NEWSLETTERS



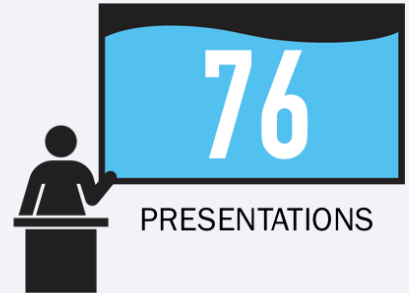
3,880

ACTIVE  
SUBSCRIBERS



COMMUNITY WORKING  
GROUPS/OPEN HOUSES

76



PRESENTATIONS

## Input Leads to Action

Removed express lanes from consideration on I-275 north of downtown Tampa



From north of MLK Blvd to north of Bearss Ave.

Developed additional Downtown Interchange options that drastically reduce the potential Right of Way impacts



# You Talked. We Listened.

## Input Leads to Action



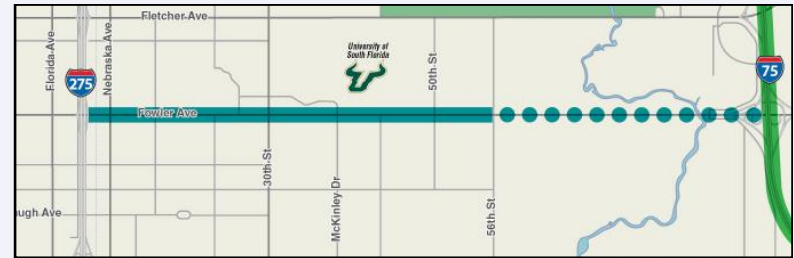
Funded HART's \$2.5 million street-level  
Bus Rapid Transit study along Nebraska,  
Florida, and Fowler

Advanced funding for the  
Heights Mobility Study to  
improve safety and  
mobility on Florida Ave.  
and Tampa St.

**KEEP  
THE  
HEIGHTS  
MOVING**

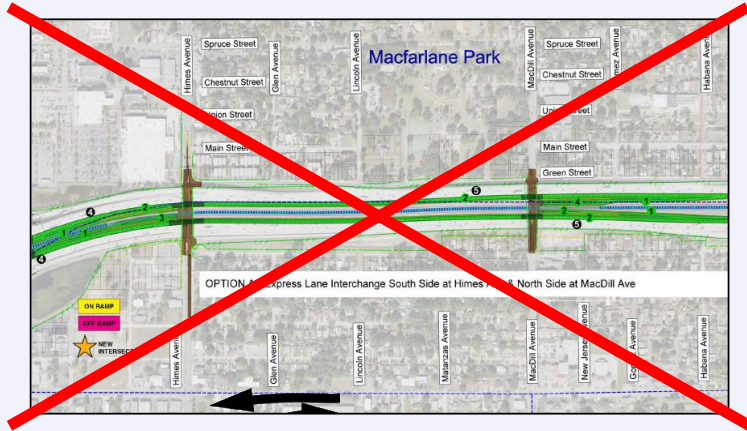
Visit [HeightsMobility.com](http://HeightsMobility.com)  
to get involved.

Extended Fowler Ave. Multimodal Study limits

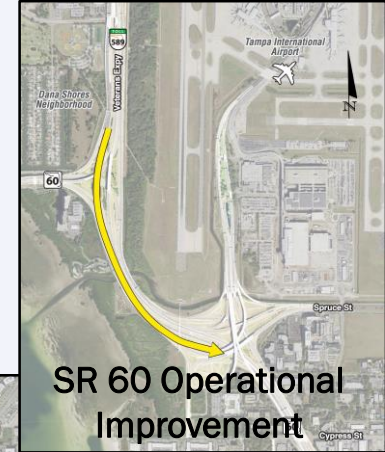


## Input Leads to Action

Made adjustments to express lanes access points in the Westshore/West Tampa area



Developed operational improvements to provide near-term congestion relief





## FDOT Invests in Transit in 3 Ways:

### 1. Funding for Studies & Research



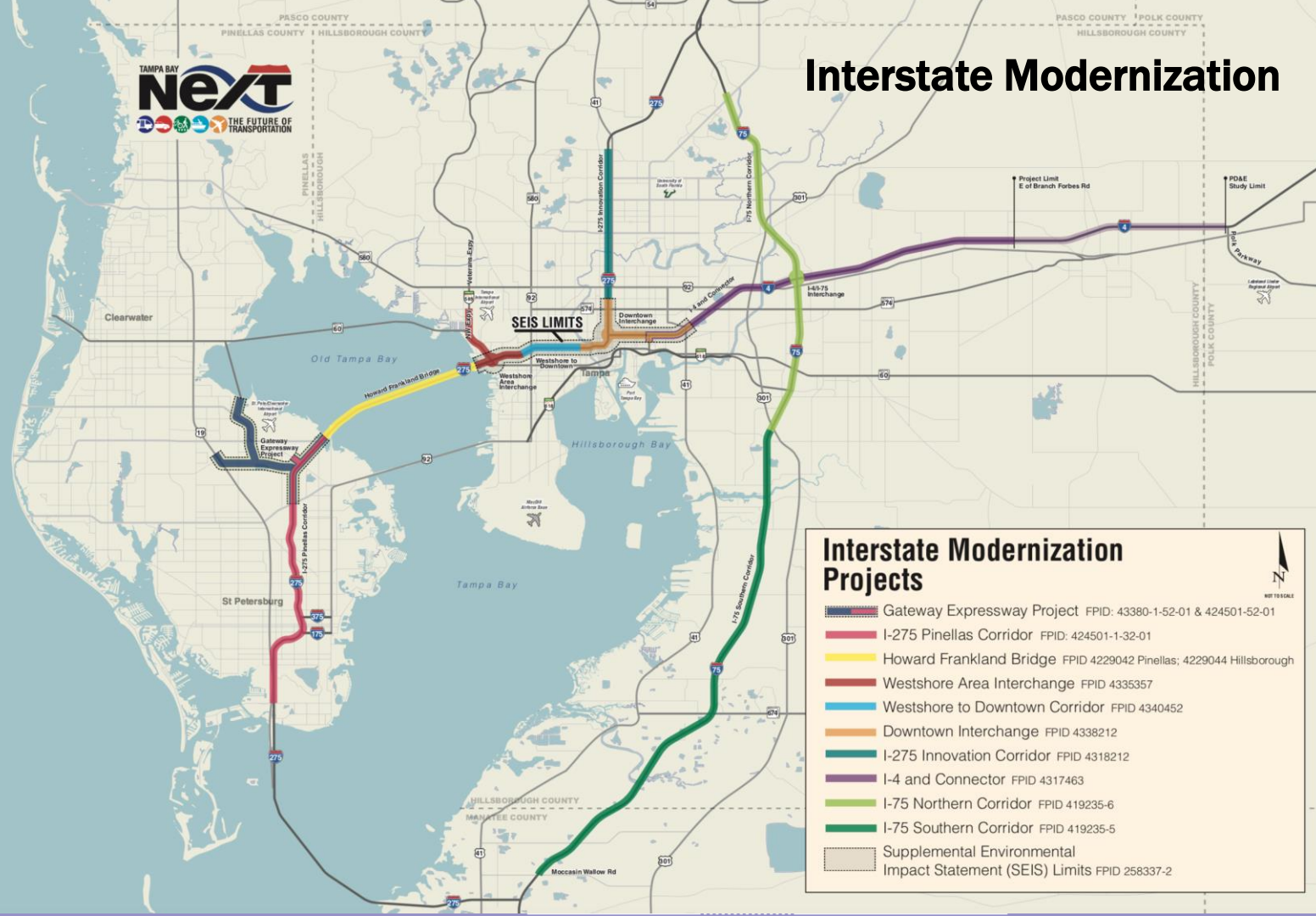
### 2. Formula-based Grants (Ongoing)



### 3. Competitive Grants (Project-based)

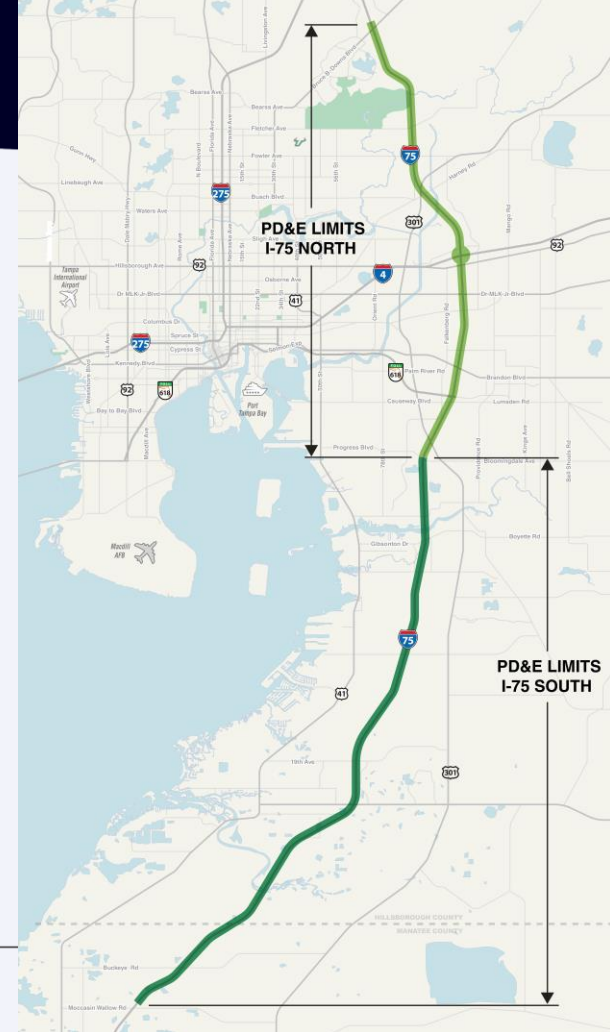
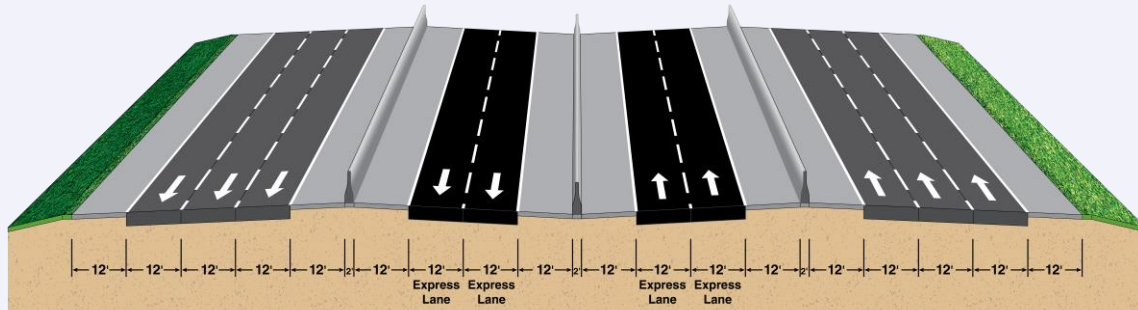


# Interstate Modernization



# I-75 North and South

## Evaluating I-75 as the Regional Express Lane Corridor









## **TAMPA INTERSTATE STUDY (TIS) SUPPLEMENTAL ENVIRONMENTAL IMPLEMENTATION IMPACT STATEMENT (SEIS) AN UPDATE ON ECONOMIC AND COMMUNITY IMPACTS**

Community Redevelopment Area Board  
May 10, 2018

Randy Deshazo, Director of Research  
Tampa Bay Regional Planning Council



# TAMPA BAY REGIONAL PLANNING COUNCIL (TBRPC)

## Established in 1962

Economic Development, Emergency Preparedness, Risk Management,  
Environmental Planning, GIS, and Decision Support

## Designated by US EDA to support economic development projects in the Tampa Bay Area

- +\$10 million in recent years for capital projects
- Ongoing support for economic development professionals
- Disaster Recovery

## Economic Analysis Program

- +400 economic impact studies since 1999

## We do not take a position on projects.

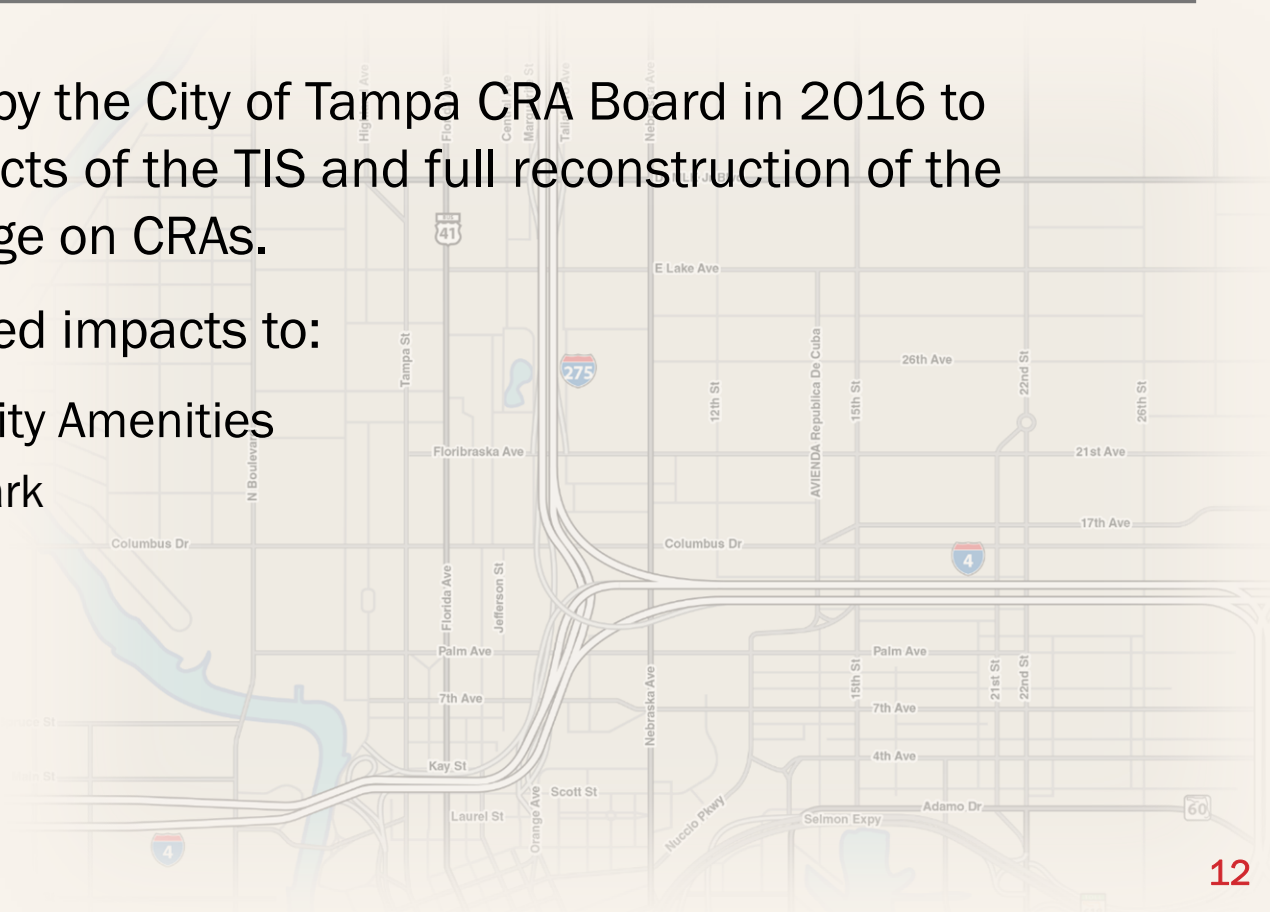
Instead, we are focused on a “just-the-facts” approach

- Six Counties
- 21 Municipalities
- 13 Gubernatorial Appointees
- 3 Ex-Officios
- 5,000 Square Miles
- 3.4 Million People



# ECONOMIC IMPACT ANALYSIS

- Originally requested by the City of Tampa CRA Board in 2016 to understand the impacts of the TIS and full reconstruction of the Downtown Interchange on CRAs.
- CRA concerns included impacts to:
  - Access to Community Amenities
    - Water Works Park
  - Parking
  - Vacancy Rates
  - Property Values
  - CRA TIF Revenue



# IMPACTS OF CONGESTION ON COMMUTERS AND GOODS MOVEMENT

---



## **Commuters Pay More**

Results in loss of time at work and with family.



## **Increased Travel Time**

Longer travel time for transit riders  
Increase in delivery costs.



## **More Delivery Vehicles**

Needed to maintain and grow distribution markets. Higher vehicle costs, more drivers, new routes.



## **Changes in Work Shifts**

Cause additional shifts or cutbacks in production schedules.



## **Increased Inventory Costs**

Create increases in inventories.



## **Fewer Afternoon Deliveries**

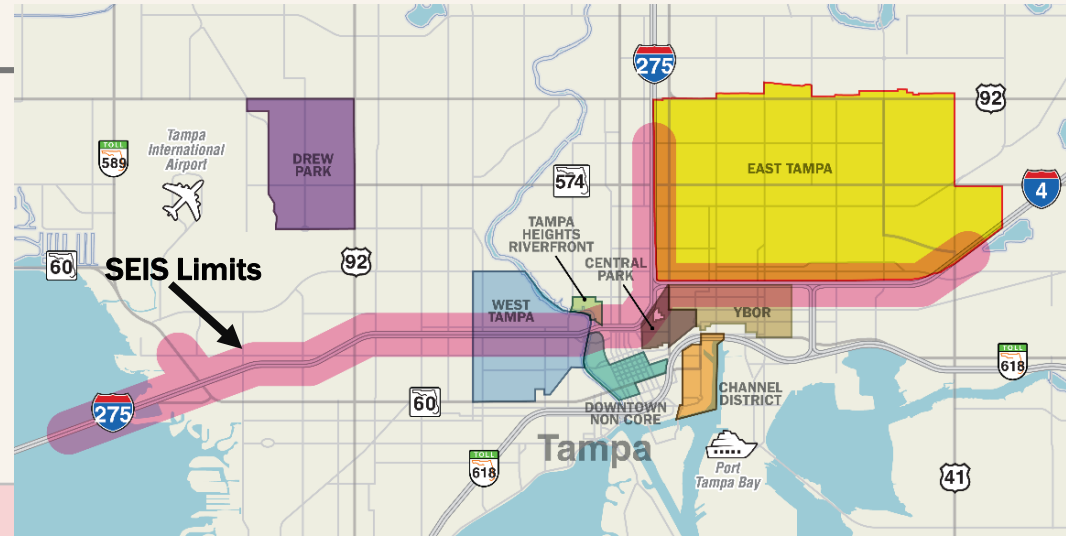
Forces restocking restrictions, forcing businesses to adjust operating hours.



# SOCIO-CULTURAL EFFECTS AND ECONOMIC ANALYSIS OF CRAs

## STUDY BOUNDARIES

Economic analysis for CRAs is part of a larger SEIS Socio-Cultural Effects (SCE) impact analysis.



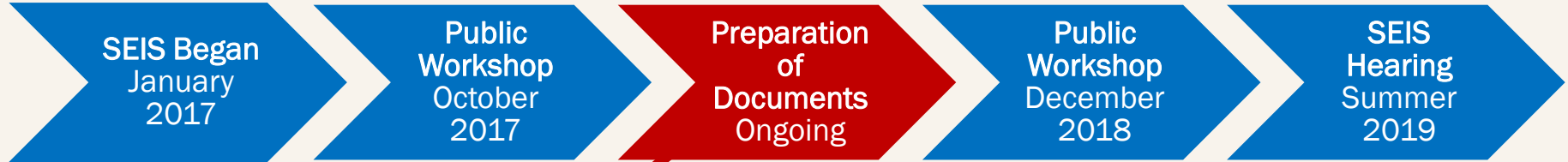
### Socio-Cultural Effects (SCE)

Social	Economic	Land Use	Mobility	Aesthetics	Relocation
<ul style="list-style-type: none"> <li>Demographics</li> <li>Community Cohesion</li> <li>Safety</li> <li>Community Goals/ Quality of Life</li> <li>Special Community Designations</li> </ul>	<ul style="list-style-type: none"> <li>Business &amp; Employment</li> <li>Tax Base</li> <li>Traffic Patterns</li> <li>Business Access</li> <li>Special Needs Patrons</li> </ul>	<ul style="list-style-type: none"> <li>Land Use-Urban Form</li> <li>Plan Consistency</li> <li>Growth Trends &amp; Issues</li> <li>Focal Points</li> </ul>	<ul style="list-style-type: none"> <li>Mobility Choices</li> <li>Accessibility</li> <li>Connectivity</li> <li>Traffic Circulation</li> <li>Public Parking</li> </ul>	<ul style="list-style-type: none"> <li>Noise/ Vibration</li> <li>Viewshed</li> <li>Compatibility</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> <li>Non-Residential</li> <li>Public Facilities</li> </ul>

# ANALYSIS TIMELINE AND COORDINATION WITH OTHER STUDIES

---

## SEIS Timeline



## Economic Analysis Timeline



# STUDY SCENARIOS

---

TBRPC analyzed 3 scenarios and analyzed the economic and community impacts of each.

## 3 Scenarios



No Further Action



Construction & Non-Tolled Express Lanes

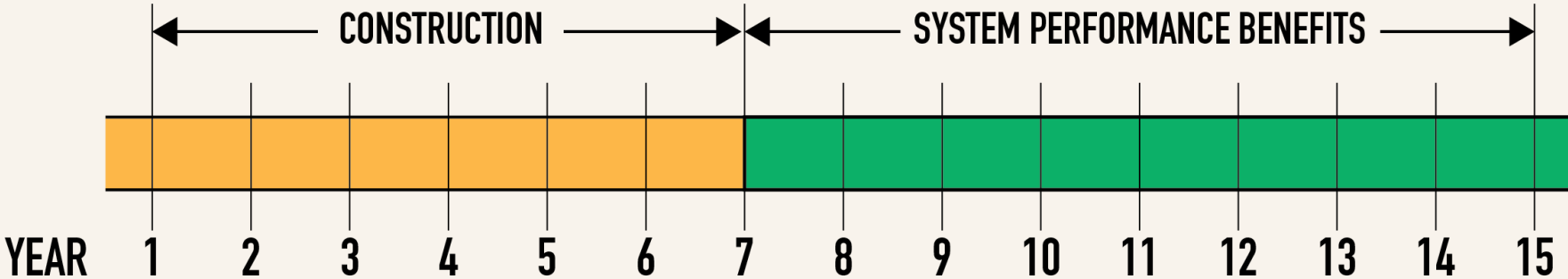


Construction & Tolled Express Lanes

Economic Impacts

Community Impacts

# SCHEDULE



Measured by

**Total  
Employment**  
Direct & Indirect

**Employment  
by Industry**  
Construction &  
Manufacturing

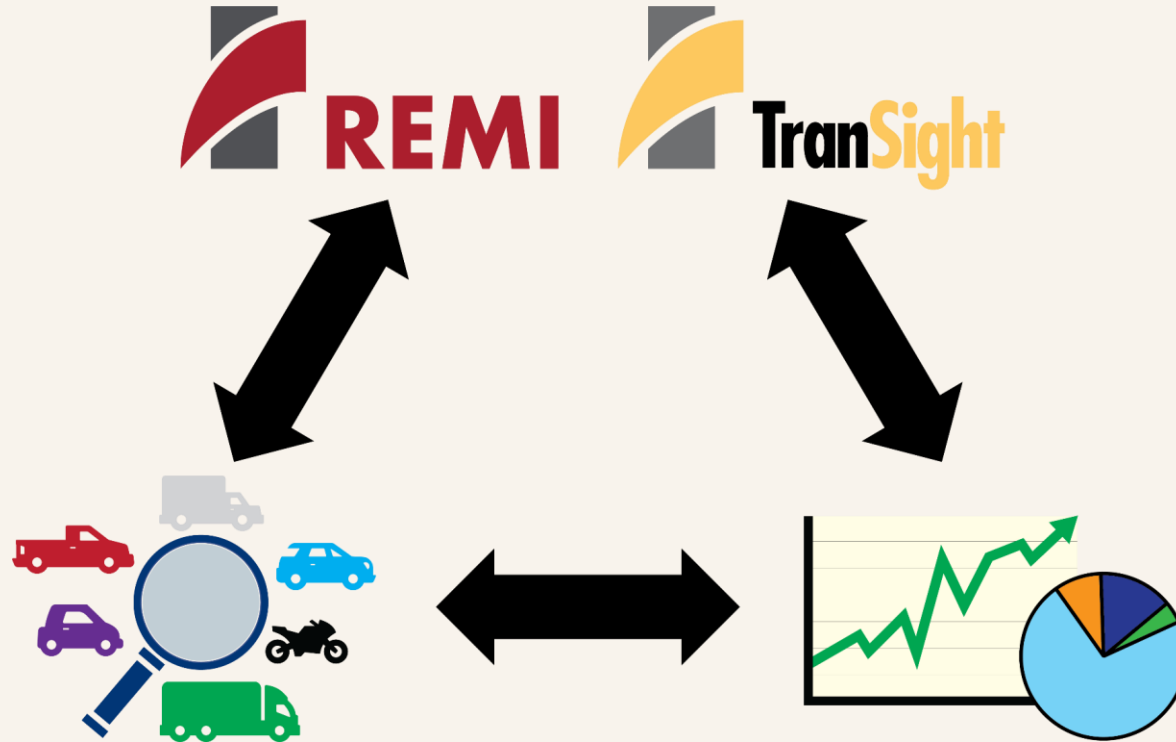
**Employment  
by Occupation**

**Personal  
Income**

**Gross  
County  
Product**

# STUDY METHODOLOGY

---





# BACKGROUND RESEARCH FINDINGS: PROPERTY VALUE IMPACTS

Researchers found that property values are influenced by many factors. Transportation facilities have a lesser impact to property values.

## Positively impact property values



Owner occupied homes



Access to Jobs



Proximity to access point



Household amenities

## Negatively impact property values



Concentrated Poverty



Single-family proximity to right-of-way  
(sometimes)

Source: Mikelbank, Brian A. 2004. Spatial analysis of the relationship between housing values and investments in transportation infrastructure. Ann. Regional Science (2004) 38:705-726

Source: Iacono, M., Levinson, D.: Location, regional accessibility, and price effects. Transp. Res. Rec.: J. Transp. Res. Board 2245(1), 87–94 (2011)

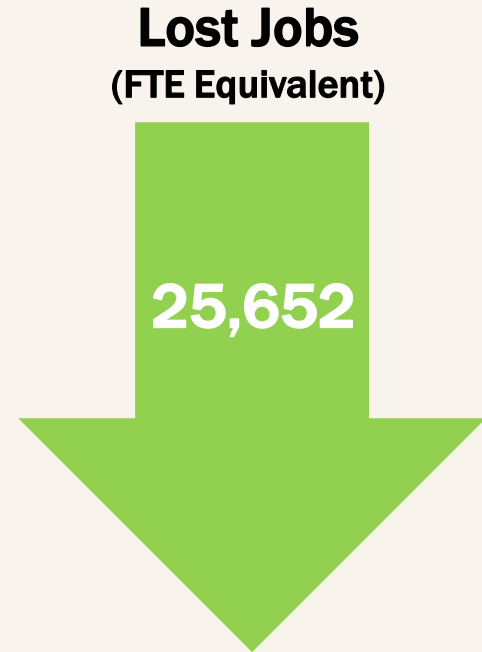
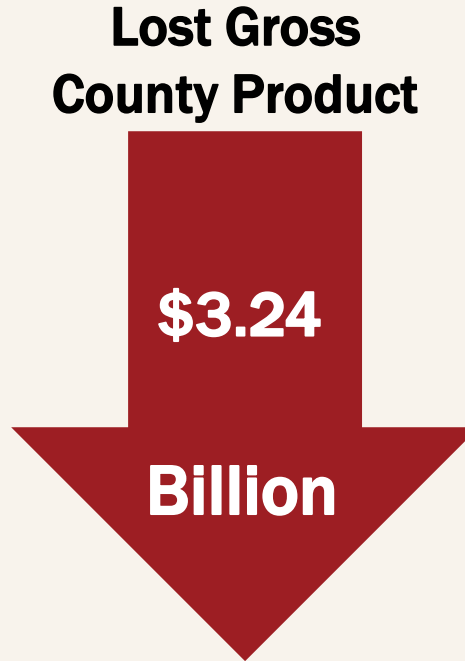
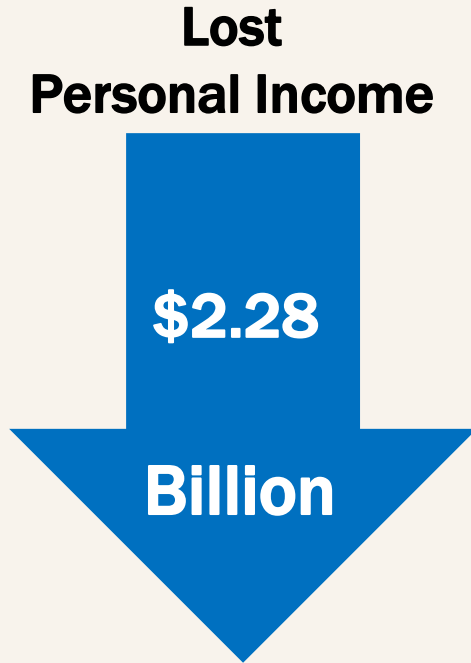
---

# **LOCAL FINDINGS**

# THE COST OF NO FURTHER ACTION: ANNUAL AVERAGES

---

Annual average impact of no further action over 20 years



# AVERAGE ANNUAL CONSTRUCTION IMPACTS

**\$2.65B** Construction Project ➔ **4,110** Jobs



**2,595**

**Construction**



**109**

**Administrative  
Support Services**



**37**

**Truck  
Transportation**

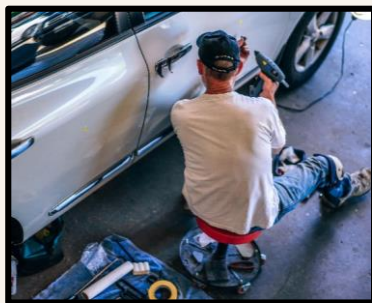


**97**

**Wholesale**

# AVERAGE ANNUAL INDIRECT CONSTRUCTION IMPACTS

## 1,515 Indirect Jobs



**11**

**Fabricated Metal  
Manufacturing**



**47**

**Health Care**



**127**

**Food Service/  
Accommodations**



**260**

**Retail Trade**



# ECONOMIC BENEFITS DURING CONSTRUCTION AND AFTER

---

**28,773 JOBS**

ACROSS ALL INDUSTRIES  
DURING CONSTRUCTION

**GREATER ACCESS**

TO JOBS AND  
BUSINESSES,  
INCREASING COMMERCE

**MARKETS GROW**

SALES INCREASE,  
UNIT COSTS SHRINK

**LABOR FORCE**

MORE ACCESSIBLE SKILLED  
EMPLOYEES, BETTER  
BUSINESS INTERACTION

**REDUCED LOGISTICS**

FEWER DELIVERY VEHICLES,  
LESS INVENTORY

Source: TBRPM, TBRPC Transight Model, Weisbrod, Glen, Don Vary and George Treyz. 2003. "Measuring the Economic Costs of Urban Traffic Congestion to Business." Transportation Research Record #1839.

# ECONOMIC IMPACTS ON THE COMMUNITY

- ✓ Strong direct and indirect impacts from construction
- ✓ Construction will attract new residents to the county and CRAs
- ✓ Increase in household income, jobs, construction spending, worker spending



Decline in residential vacancies



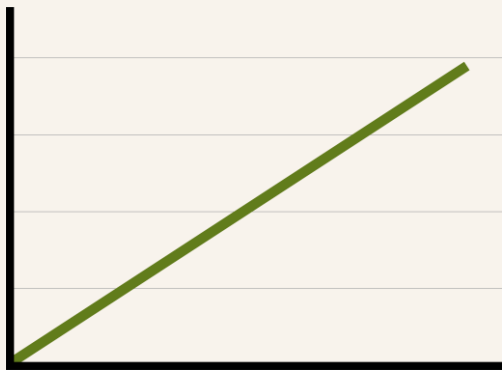
Lower office vacancies

Hillsborough County	Total Impact During Construction
Total Employment	28,773
Gross County Product (\$Mil)	\$2,488
Personal Income (\$Mil)	\$1,538

# ECONOMIC IMPACTS ON THE COMMUNITY

✓ Interstate system performance will attract new residents

↓ No further action: population loss, fewer jobs, smaller labor force



Hillsborough County	Yearly Average		
	No Further Action	Non Tolled Express Lanes	Tolled Express Lanes
Population	-28,763	10,897	11,724
Labor Force	-17,846	6,795	11,117
Total Employment	-25,652	9,757	12,413
Gross County Product (\$Mil)	- \$3,243	\$1,283	\$1,634
Personal Income (\$Mil)	- \$2,280	\$638	\$803

# IMPACTS ON OFFICE VACANCIES

---

## Current Vacancy Rates

Vacancies in West Tampa and East Tampa are low

Higher vacancies in Downtown and Ybor

## Construction Phase



Likely to increase demand for office space for indirect jobs

## System Performance



Likely to make Ybor and Downtown more attractive

## No Further Action

Unlikely to impact West Tampa or East Tampa



Negatively impact Downtown and Ybor

# IMPACTS ON COMMUNITY AMENITIES & PUBLIC PARKING

---

**No impacts** on community amenities in all scenarios

## Impacts on Public Parking

### No further action



Slight decrease in parking demand

### Construction & system performance

Dependent upon on other projects and CRA



Small to moderate increase in demand during construction

Demand tapers off after construction is complete





# THE BIG PICTURE: HILLSBOROUGH COUNTY AND CRAS

## Community & Countywide Impacts

### No Further Action



Doing nothing has a cost



Fewer jobs per year



Increased traffic on arterial roadways 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



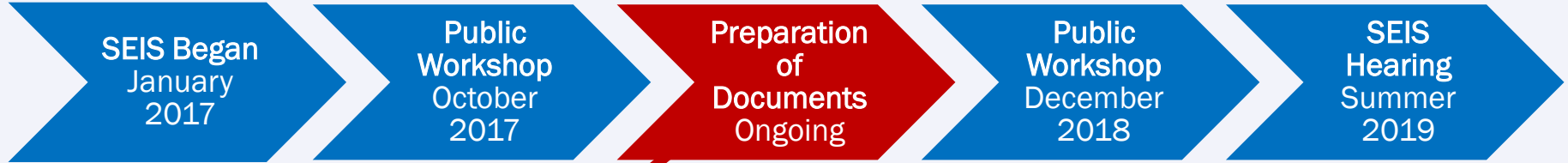
Overall, positive impacts to jobs, economy, and property values



Some impacts to highway adjacent properties



## SEIS Timeline



## Economic Analysis Timeline



---

# QUESTIONS?

Randy Deshazo, TBRPC

**Email:** [randy@tbrpc.org](mailto:randy@tbrpc.org)

**Phone:** 727.570.5151 x 31