



Florida Department of Transportation - District Seven
 TIS SEIS PD&E Study Public Hearing
 11201 N. McKinley Drive MS 7-500
 Tampa, Florida 33612-6456



TAMPA INTERSTATE STUDY | SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING



NOTICE

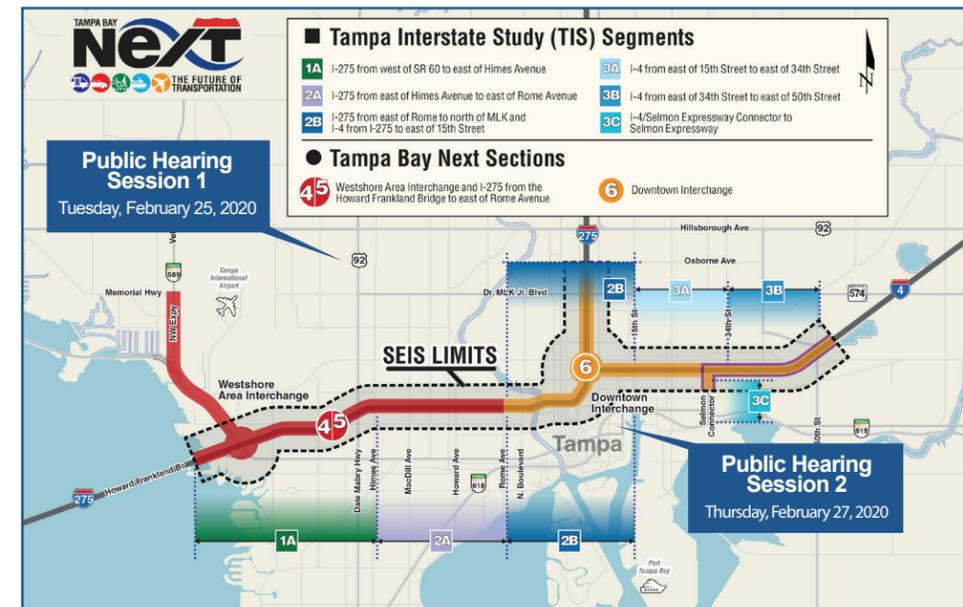
Work Program Item Segment Number: 258337-2

February 2020

Dear Property Owner and/or Interested Citizen:

You are invited to attend and participate in the Florida Department of Transportation (FDOT) District Seven public hearing regarding the Project Development and Environment (PD&E) Study for I-275 (SR 93) from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard (SR 574) and I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41) in Hillsborough County, Florida. This project is known as the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and involves improvements to the Westshore Area Interchange (I-275/SR 60), the Downtown Tampa Interchange (I-275/I-4), as well as the I-275 corridor that connects these two areas. On January 27, 2020, the Federal Highway Administration approved the Draft TIS SEIS.

This hearing allows those interested in the study the opportunity to provide comments and express views concerning the location; conceptual design; and social, economic, cultural, and environmental effects of the proposed project. The hearing will cover TIS Segments 1A, 2A, 2B, 3A, and 3B (also referred to as Tampa Bay Next Sections 4, 5, and 6) as displayed on the map below. The FDOT is holding this public hearing on two separate dates and locations to allow for maximum participation. The format of each hearing session and the information presented will be identical. This letter serves as notice to property owners (pursuant to Florida Statute 339.155) that all or a portion of their property is within at least 300 feet on either side of the proposed project. However, this does not mean that all properties will be directly affected.



Public Hearing Session 1
Date: Tuesday, February 25, 2020
Place: Hillsborough Community College
 Dale Mabry Campus
 Student Services Building
 4001 W Tampa Bay Boulevard
 Tampa, FL 33614
Time: 5:00 p.m. - 7:30 p.m. (Open House)
 Formal Portion begins at 6:00 p.m.
Complimentary on-site parking is available. Designated handicap parking is available.

Public Hearing Session 2
Date: Thursday, February 27, 2020
Place: Port Tampa Bay Cruise Terminal #6
 1331 McKay Street
 Tampa, FL 33602
Time: 5:00 p.m. - 7:30 p.m. (Open House)
 Formal Portion begins at 6:00 p.m.
Complimentary on-site parking is available in front of Cruise Terminal #6 and in the surface parking lots adjacent to the terminal. Designated handicap parking is available directly in front of Cruise Terminal #6.

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or alex.henry@dot.state.fl.us at least seven (7) days in advance of each hearing session date.

En Español

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto, por favor ponerse en contacto con el señor Manuel Flores al teléfono (813) 975-4248 o correo electrónico manuel.flores@dot.state.fl.us.

We Want Your Input!

A successful project depends on the public's participation. Comments can be submitted: verbally during the formal portion of the hearing or to a court reporter before and after the formal portion of the hearing, as well as in written format during the hearing, by mail to the address pre-printed on the back of the enclosed comment form, or on the project website. All comments must be postmarked or emailed by Thursday, March 12, 2020 to become part of the official public hearing record. To ask questions about the project, contact:

Alice Price, AICP
 PD&E Project Manager
 (813) 975-6482
alice.price@dot.state.fl.us

or

Kristen Carson (Media Contact)
 Public Information Officer
 (813) 975-6202
kristen.carson@dot.state.fl.us

For more information on this study, please visit the project website at: www.tampainterstatestudy.com
 February 2020

Tampa Interstate Study Supplemental Environmental Impact Statement Schedule

The Study is anticipated to be completed by Fall 2020.

Phase	Anticipated Completion
Project Kick Off/Notice of Intent to Prepare SEIS	January 2017
Concept Development	Spring/Summer 2017
1 st Public Workshop	October 2017
Concept Refinement	Winter 2017/2018
2 nd Public Workshop	May 2019
FHWA Approves Draft SEIS/ Notice of Public Availability	January 27, 2020
Public Hearing	February 25 & 27, 2020
Finalize SEIS Documents	Spring/Summer 2020
NEPA Complete (Final SEIS/ Record of Decision)	Fall 2020

Beginning at 5:00 p.m., FDOT representatives will be available to answer questions and discuss the project. Project materials and exhibits showing the proposed improvements will be available. A PowerPoint presentation will run continuously during the open house. The formal portion of the public hearing will begin at 6:00 p.m. and will provide the opportunity for oral public comments.

A court reporter will be available to receive comments in a one-on-one setting before and after the formal portion of the hearing. You may submit written comments at the hearing, mail your written comments to the address pre-printed on the back of the enclosed comment form (also provided at the hearing), or enter them on the project website at www.tampainterstatestudy.com. All comments must be postmarked or emailed by Thursday, March 12, 2020 to become part of the official public hearing record.

Draft study documents and other pertinent information depicting the project's recommendation will be available for review on the project website beginning Tuesday, February 4, 2020 and at the following locations from Tuesday, February 4, 2020 to Thursday, March 12, 2020:

FDOT District Seven 11201 N McKinley Drive Tampa, FL 33612 (813) 975-6000 Business Hours: Mon-Fri 8:00 a.m. – 5:00 p.m. Sat-Sun Closed	Robert W. Saunders, Sr. Public Library 1505 Nebraska Avenue Tampa, FL 33602 (813) 273-3652 Business Hours: Mon-Tue 10:00 a.m. – 8:00 p.m. Wed-Sat 10:00 a.m. – 6:00 p.m. Sun Closed	West Tampa Branch Library 2312 W Union Street Tampa, FL 33607 (813) 273-3652 Business Hours: Mon-Sat 10:00 a.m. – 6:00 p.m. Sun Closed	Hillsborough Community College Dale Mabry Campus Library Learning Resources Center Building 4001 W Tampa Bay Boulevard Tampa, FL 33614 (813) 253-7381 Business Hours: Mon-Thu 8:00 a.m. – 8:00 p.m. Fri-Sat 8:00 a.m. – 2:00 p.m. Sun Closed
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FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the hearing, please contact Alice Price, AICP, PD&E Project Manager, at (813) 975-6482 or D7-TIS@dot.state.fl.us. You may also visit the project website at www.tampainterstatestudy.com.

Sincerely,

 Kirk Bogen, P.E.
 Environmental Management Engineer

Study Purpose

A PD&E Study is a comprehensive evaluation of social, cultural, economic, and environmental effects associated with proposed transportation improvements. The objective of this PD&E Study is to assist the FDOT and the Federal Highway Administration (FHWA) in deciding the type, location, and conceptual design of the proposed improvements for the Westshore Area Interchange, the Downtown Tampa Interchange, and the section of I-275 between those interchanges. The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), for this project to qualify for federal-aid funding of subsequent development phases (right of way, design, and construction).

The purpose of the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) is to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa Bay region while maintaining access to the surrounding community. The project also intends to provide congestion relief that improves accessibility, mobility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing the quality of life for residents and visitors.

Project History

The Tampa Bay region interstate system was originally constructed in the early 1960s. In 1983, FDOT began to study and identify potential improvements to the interstates within the area, including I-275 and I-4. In 1987, FDOT began Phase I of the TIS. The TIS limits include approximately 15 miles of I-275 and I-4 and begin at I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps north to Dr. Martin Luther King Jr. Boulevard, I-4 from I-275 to east of 50th Street, the proposed Selmon Connector from I-4 southward to the existing Selmon Expressway, and approximately 4.4 miles of the Selmon Expressway from the Kennedy Boulevard overpass east to Maydell Drive in Hillsborough County.

In 1983, FDOT began to identify potential improvements to the Tampa Interstate System, which was originally constructed in the early 1960s. These improvements included potential short-term safety solutions, design changes, and long-term high-occupancy vehicle (HOV) related improvements to accommodate growing traffic volumes and address congestion. The 1983 study considered all transportation needs within the study area, including concurrent highway, rail, and/or transit improvements.

Using the 1983 study as a base, FDOT began Phase I of the TIS in 1987. The purpose of the Phase I study was to produce a Master Plan to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential HOV facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. FDOT published the TIS Master Plan Report, and the Federal Highway Administration (FHWA) approved the Plan in 1989.

Following completion of the TIS Master Plan Report, FHWA, in cooperation with FDOT, began the preparation of an Environmental Impact Statement (EIS) in 1991 and the supporting documentation necessary for state and federal approvals and subsequent funding of the TIS Master Plan Report concepts. The EIS evaluated impacts associated with various alternatives, addressed agency and citizen concerns, and identified ways to minimize impacts.

FHWA approved the TIS Final Environmental Impact Statement (FEIS) in November 1996, issued the Record of Decision (ROD) in 1997, and an amended ROD in June 1999. The 1997 and the 1999 RODs are the documents that have governed the development of all improvements to I-275 and I-4 and provide a roadway system that includes general use lanes, separated express lanes in each direction, as well as a future transit corridor. The intent of the FHWA and FDOT has been to construct the 1996 TIS FEIS Long-Term Preferred Alternative as funding becomes available. Since issuance of the 1997 ROD and the amended 1999 ROD, FDOT has taken several major steps to advance the project to full implementation. The TIS has been re-evaluated several times to advance various elements of the project, many of which have been constructed, including portions of TIS Segments 1A, 2A, 3A, 3B, and 3C (see map).

In 2012, with the release of the Florida Transportation Vision for the 21st Century, FDOT initiated a master plan study which included the TIS limits to determine the feasibility of dynamically tolling the express lanes on the interstate system as the 1996 TIS FEIS did not consider tolling at the time. The Tampa Bay Express (TBX) Master Plan, completed in 2015, established a system-wide framework for implementation of dynamically-tolled express lanes on interstates within the Tampa Bay region.

Realizing the community's desire for a more collaborative and transparent conversation about transportation at the community and regional levels, FDOT reset their focus and launched Tampa Bay Next in 2017 to better engage the public and expand the consideration of improvements to include transit accommodations, bicycle and pedestrian facilities, and smart technology. FHWA published the Notice of Intent for the TIS SEIS for the 1996 TIS FEIS to address and update traffic data; consider regional growth; and evaluate changes along the corridor, including potential environmental and human impacts, since the approved 1996 FEIS and subsequent re-evaluations.



Right-Of-Way Procedure

When a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation informational brochures. These brochures and other education materials will be available during the public hearing. Copies of the brochures are available on our website at: <https://www.fdot.gov/rightofway/documents.shtm>. We would like to hear your concerns and answer your questions. We also encourage you to speak with the FDOT Right-of-Way Representative at your convenience either at the hearing or at 800-226-7220.

Funding

Project Phase	FDOT Tentative Five-Year Work Program (FY 2020/2021 - FY 2024/2025)		
	I-275 from Howard Frankland Bridge to North of Hillsborough River	Downtown Tampa Interchange (I-275/I-4) Operational Improvements	I-4 from East of 22nd Street to East of 50th Street
Design	Included in Construction	Not Currently Funded	No Further Improvements Included In LPA*
Right-of-Way	Funded (2020/2021 – 2023/2024)	Not Currently Funded	No Further Improvements Included In LPA*
Construction Start	Funded (2023/2024)	Not Currently Funded	No Further Improvements Included In LPA*

LPA = Locally Preferred Alternative

* A portion of TIS Segment 3B overlaps with partially funded improvements of Tampa Bay Next Section 8, (Financial Project Identification Number 431746-3-52-01), including the beginning of the express lane system heading east on I-4.

Evaluation Matrix

The evaluation matrix compares the potential social, economic, cultural, and environmental effects of the No Further Action Alternative and the Locally Preferred Alternative.

TIS Segment	TIS Segment 1A		TIS Segment 2A		TIS Segment 2B		TIS Segment 3A		TIS Segment 3B	
	No Further Action	Locally Preferred Alternative	No Further Action	Locally Preferred Alternative	No Further Action	Locally Preferred Alternative	No Further Action	Locally Preferred Alternative	No Further Action	Locally Preferred Alternative
Accommodates Transit Operation										
Provides Express Bus/BRT Opportunities	Yes	Yes	Yes	Yes	No	TBD	Yes	No	Yes	Yes
Maintains Transit Corridor	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes
Supports Connections to Existing and Planned Services	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Neighborhood Connections										
Improves Existing Connections	Yes	Yes	No	No	No	Yes	No	Yes	No	No
Provides New Connections	Yes	Yes	No	No	No	No	No	No	No	No
Cultural Resources										
Historic Buildings within the Footprint (Potential Direct Effect)	0	0	0	0	0	Individual Property: 0 Contributing Structure: 6	0	Individual Property: 0 Contributing Structure: 0	0	0
Historic Properties Adjacent to the Footprint (Potential Indirect Adverse Visual Effect)	0	0	0	0	0	Individual Property: 0 Contributing Structure: 0	0	Individual Property: 0 Contributing Structure: 1	0	0
Archaeological Sites (Number Impacted)	2	2	0	0	0	0	0	0	0	0
Parks and Recreational Areas										
Resources Potentially Directly Impacted	0	0	0	0	0	0	0	0	0	0
Community Resources Directly Impacted										
Number	0	0	0	0	0	0	0	0	0	0
Natural Resources										
Wetlands/Seagrasses (acres)	0	20.35	0	0	0	0.6	0	0	0	0
Floodplains (Potential for Encroachment)	None	Minimal	None	None	None	Minimal	None	None	None	Minimal
Surface Waters (acres)	0	14.34	0	0	0	0	0	0	0	0
Threatened & Endangered Species (Probability of Effect - Low/Med/High)	Low	Low	Low	Low	0	Low	Low	Low	Low	Low
Physical Resources										
Noise Sensitive Sites (Number)	2	2	45	45	0	279	0	N/A	0	0
Contamination Site (Number Rated High or Medium Risk)	0	14	0	11	0	11 High 20 Medium	0	5 High 11 Medium	0	5 High 1 Medium
Right-of-Way Impacts										
Number of Parcels Impacted/Already Purchased/Remaining to Purchase	41/26/15	41/26/15	321/321/0	321/321/0	165/165/0	61/53/7	270/270/0	270/270/0	108/108/0	116/108/8
Business Relocations	21	21	0	0	0	1	0	0	0	0
Residential Relocations	0	0	0	0	0	6	0	0	0	0

N/A = Not Applicable
TBD = To Be Determined

Alternatives

Since the TIS SEIS kicked off, FDOT engaged with numerous neighborhoods, coordinated with local agencies, participated in community events, and held Community Working Groups within and outside of the SEIS study area. FDOT also hosted public workshops in October 2017 and May 2019 and had a Public Involvement Office in Ybor City. These outreach activities have presented opportunities for the public to learn more about the project and provide feedback on proposed alternatives and design options. Following the evaluation of potential effects of proposed alternatives and input from the community and stakeholders, a Locally Preferred Alternative has been identified and recommended to the FHWA for approval. The No Further Action Alternative will continue to remain a viable alternative throughout the PD&E Study process. Descriptions of these alternatives are provided below.

No Further Action Alternative

The No Further Action Alternative is defined as the existing transportation system plus the improvements approved in the 1997 and 1999 RODs. These improvements include the construction of the general use lanes (outer roadways) and associated ramps within the I-275/SR 60 Interchange (Westshore Area Interchange) in TIS Segment 1A, which were approved under the 1997 ROD. Within the TIS SEIS study area, all other improvements approved in the 1997 and 1999 RODs have already been built.

Locally Preferred Alternative (LPA)

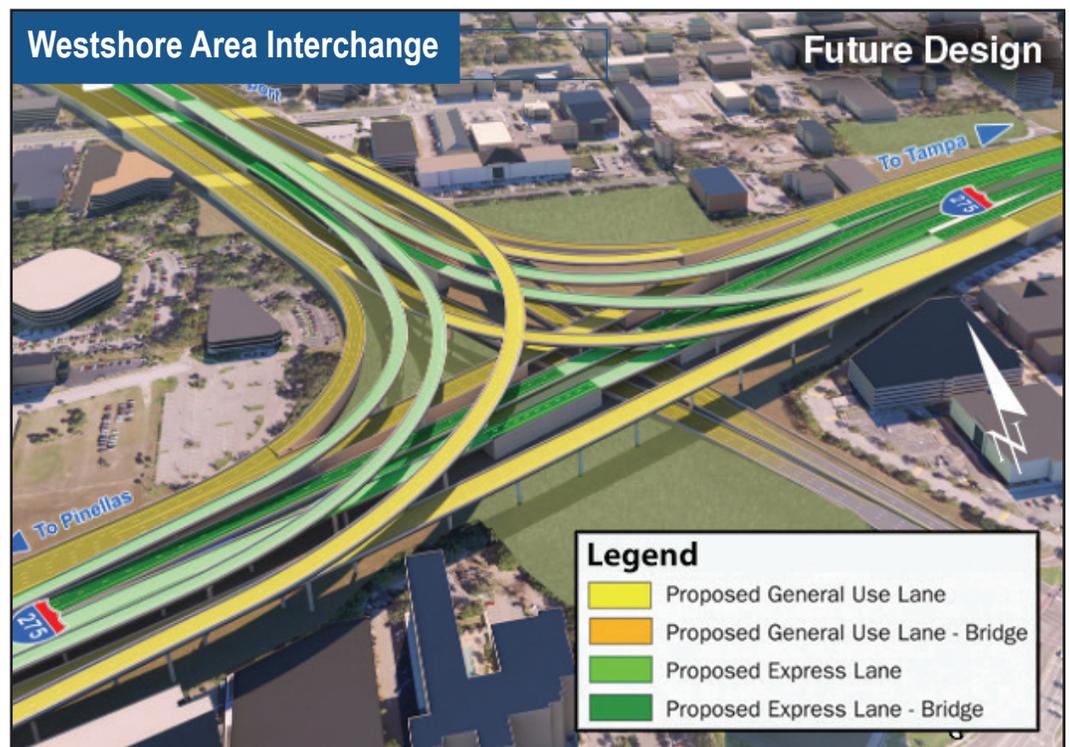
The LPA includes the following specific proposed improvements.

TIS Segments 1A and 2A – The full reconstruction of the Westshore Area Interchange would include three general purpose lanes and two new tolled express lanes in each direction, connecting the Howard Frankland Bridge and Westshore area to Downtown Tampa along I-275. The tolled express lanes would be constructed to the inside of the roadway. A transit corridor in the median would be preserved to accommodate future transit.

The tolled express lanes would also provide direct connections from I-275 to the Veterans Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport via the I-275/SR 60 Interchange, Reo Street, and Himes Avenue. Himes Avenue would be an express lanes interchange with direct express lane ramps constructed to the south side, providing drivers from northbound I-275 access to Himes Avenue and drivers on Himes Avenue access to southbound I-275.

Local street improvements to enhance mobility would include the reconnection of Reo Street, Occident Street, and Trask Street under I-275 providing additional north-south connectivity. A new on-ramp from Reo Street to southbound I-275 would provide direct express lane access. A diverging diamond interchange at Reo Street will provide new connections between Kennedy Boulevard and Cypress Street.

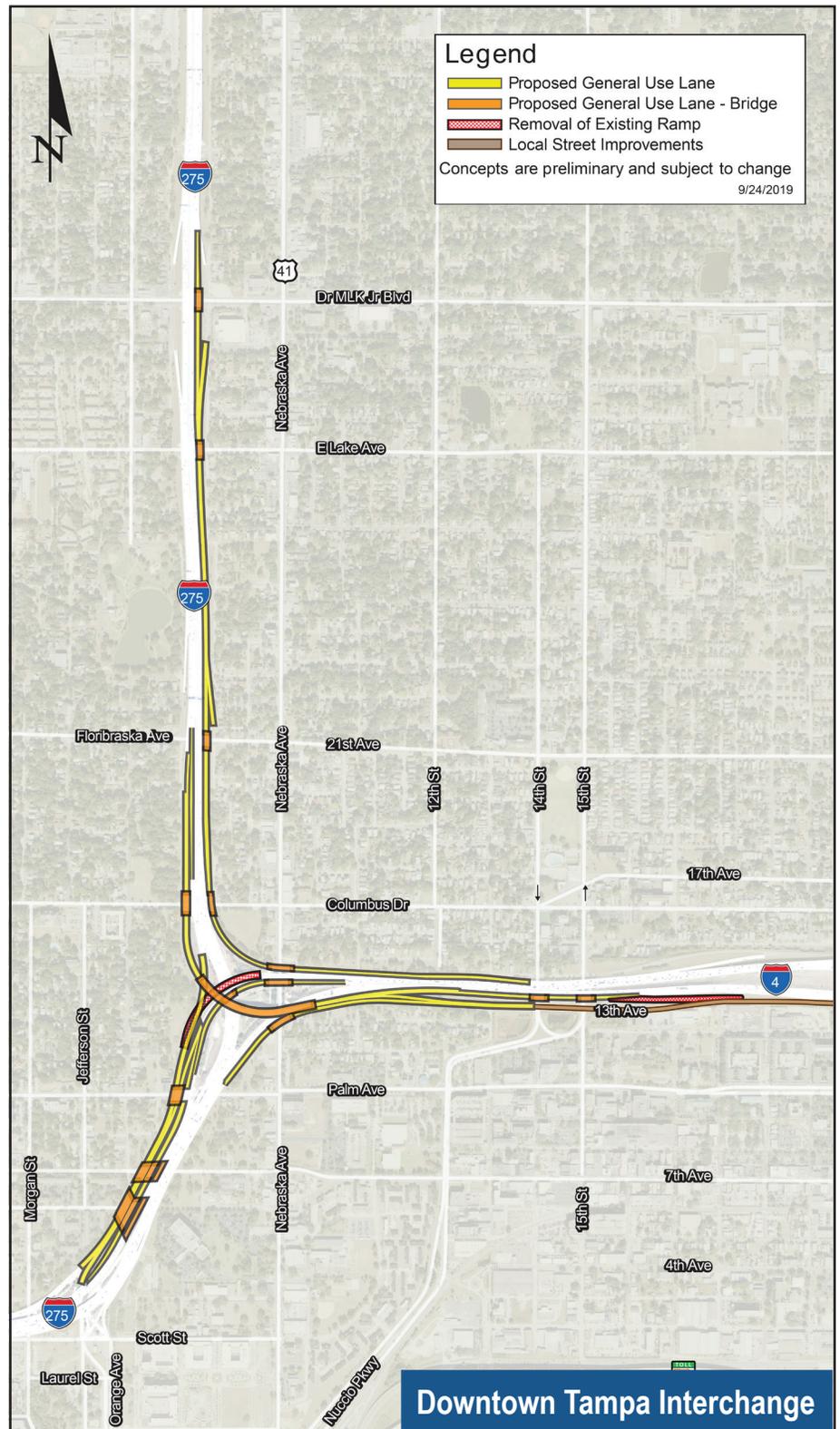
TIS Segments 2B and 3A – Improvements to TIS Segment 2B include tolled express lanes that are a continuation from the Westshore area (TIS Segments 1A and 2A). Tolled express lanes would extend to Ashley Drive/Tampa Street via direct connect ramps, providing drivers direct access from northbound I-275 to Downtown Tampa via Ashley Drive only and to southbound I-275 from Downtown Tampa via Tampa Street and Ashley Drive. Improvements in this segment would also enhance safety and traffic operations within the I-275/I-4 interchange by addressing the existing bottlenecks that occur. Improvements do not include tolled express lanes. In addition, access to Floribraska Avenue would be maintained. No interstate access at North Boulevard is proposed.



Additional details are below:

- **Southbound I-275 to Eastbound I-4** – The southbound I-275 to eastbound I-4 improvements would include widening the existing one lane flyover ramp to two lanes. Access to the local community would be provided via the existing exit ramp to Floribraska Avenue and a relocated ramp to 14th/15th Streets from 21st/22nd Streets, for both northbound and southbound traffic on I-275. This new exit location would allow drivers access from I-275 meaning they will not need to merge onto I-4 to exit to Ybor City and East Tampa. Access to 21st/22nd Streets will be maintained from the relocated 14th/15th Street exits via E13th Avenue (frontage road), which will be widened to two lanes towards the inside.
- **Westbound I-4 to Northbound I-275** – The westbound I-4 to northbound I-275 improvements would include widening the existing one lane exit to northbound I-275 to two lanes. Additional merge lanes on northbound I-275 would be provided and the existing one lane exit ramp to Dr. Martin Luther King Jr., Boulevard would be widened to two lanes.
- **Westbound I-4 to Southbound I-275** – The westbound I-4 to southbound I-275 improvements would include widening the southbound I-275 ramp from two lanes to three lanes through the interchange. The three lanes would join the two lanes from southbound I-275 to provide five lanes for traffic to combine onto southbound I-275 before merging back to the existing four lanes at Jefferson Street. The exit to downtown would be relocated to improve the spacing of decision points between the split between northbound and southbound I-275 and the exit to downtown. Shoulders would be widened on southbound I-275 between Palm Avenue and Jefferson Street to improve safety.

TIS Segment 3B – There are no improvements proposed within TIS Segment 3B as part of the LPA.



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Florida Department of Transportation - District Seven
TIS SEIS PD&E Study Public Hearing
Attn: Kirk Bogen, PE, Environmental Management Engineer
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Tampa, FL 33612

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