



TAMPA BAY NEXT UPDATE

Secretary David Gwynn
FDOT District Seven



One Year of Tampa Bay Next

83



COMMUNITY EVENTS

3,880

ACTIVE
SUBSCRIBERS



COMMUNITY WORKING
GROUPS/OPEN HOUSES

41

NEWSLETTERS &
EMAIL BLASTS

76

PRESENTATIONS



TAMPA BAY
Next

FDOT

FDOT in West Tampa



Combined West Tampa Residents Meeting - January 2018



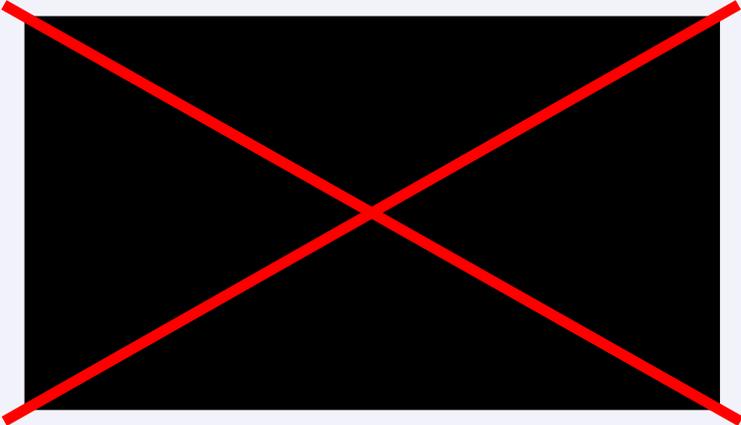
Small Group Meetings - On-going

West Tampa Neighborhood Safety Tour - March 2018



You Talked. We Listened.

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



Developed operational improvements to provide near-term congestion relief



You Talked. We Listened.

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



From north of MLK Blvd to north of Bearss Ave.

Evaluating I-75 as the Regional Express Lane Corridor



You Talked. We Listened.

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



Where Are We In The Process?



We are here



ALL documents remain in DRAFT form and open for public comment until after the Public Hearing in 2019.



*A Preferred Alternative will be recommended after the December 2018 Public Workshop.

What Are We Evaluating in the SEIS?

These are documents we are preparing to aid in decision making. Draft documents will be available at the December 10 & 13, 2018 Public Workshop.

Sociocultural Effects

SCE Tech Memo (*includes Environmental Justice and Economic Considerations*)

Cultural Resources

Conceptual Relocation Plan

Natural and Physical Effects

Air Quality Tech Memo

Natural Resources Evaluation

Noise Tech Memo

Contamination Screening

Engineering Considerations

Preliminary Engineering

Traffic Tech Memo

Pond Siting

Public Outreach

Public & Agency Coordination Plan

Comments & Coordination Tech Memo

Public Workshops & Hearing

TAMPA BAY
Next



THE FUTURE OF
TRANSPORTATION





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.

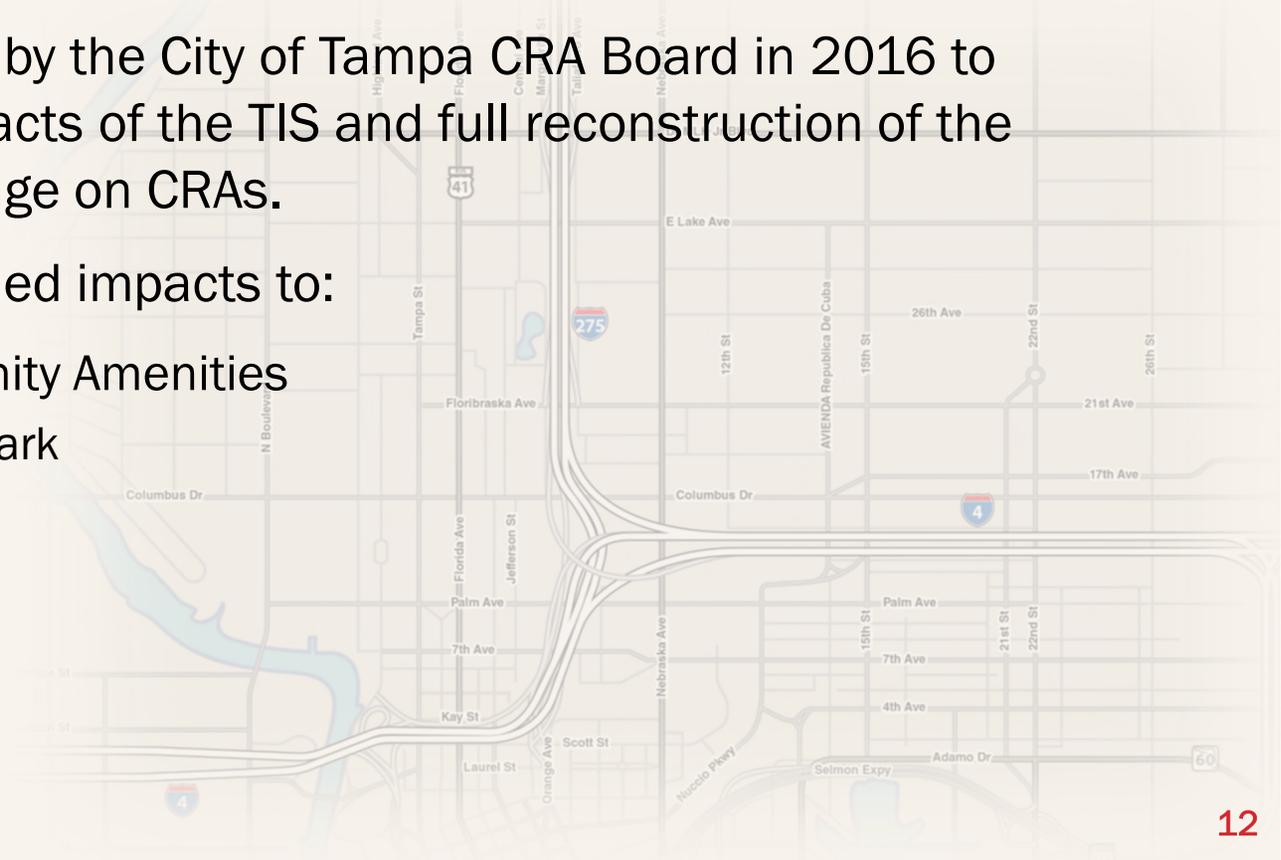
Instead, we are focused on a “just-the-facts” approach

- 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.



Changes in Work Shifts
Cause additional shifts or cutbacks in production schedules.



Increased Travel Time
Longer travel time for transit riders
Increase in delivery costs.



Increased Inventory Costs
Create increases in inventories.



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



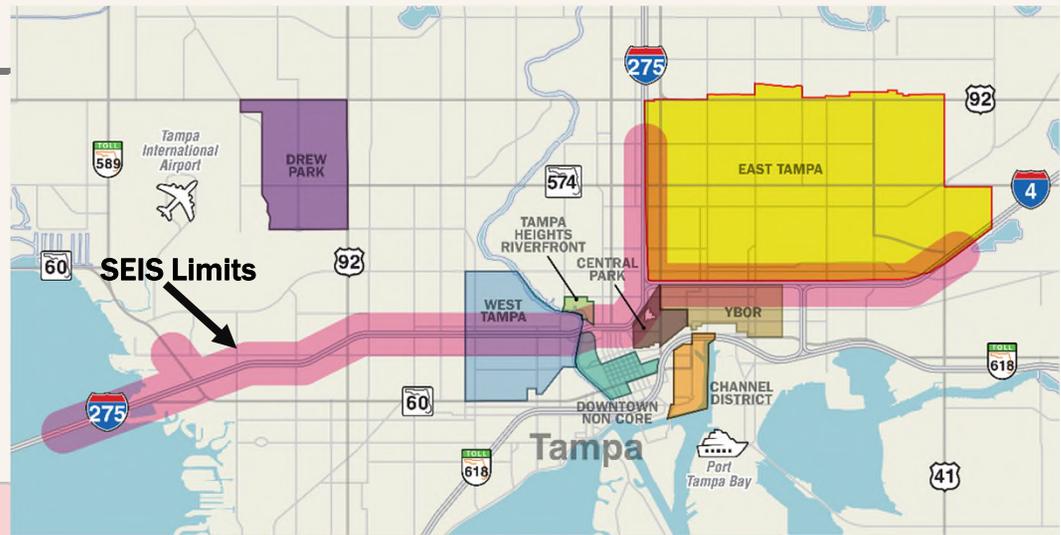
Fewer Afternoon Deliveries
Forces restocking restrictions, forcing businesses to adjust operating hours.

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

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

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

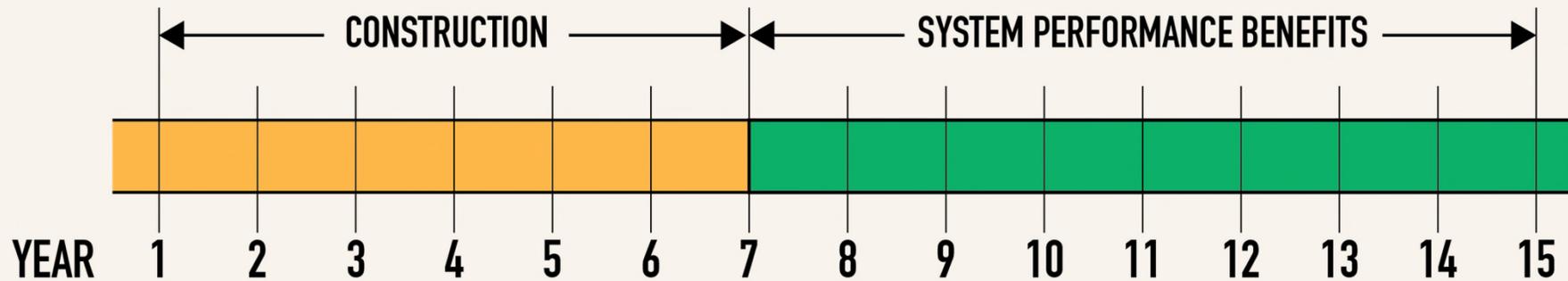


Construction & Tolled Express Lanes

Economic Impacts

Community Impacts

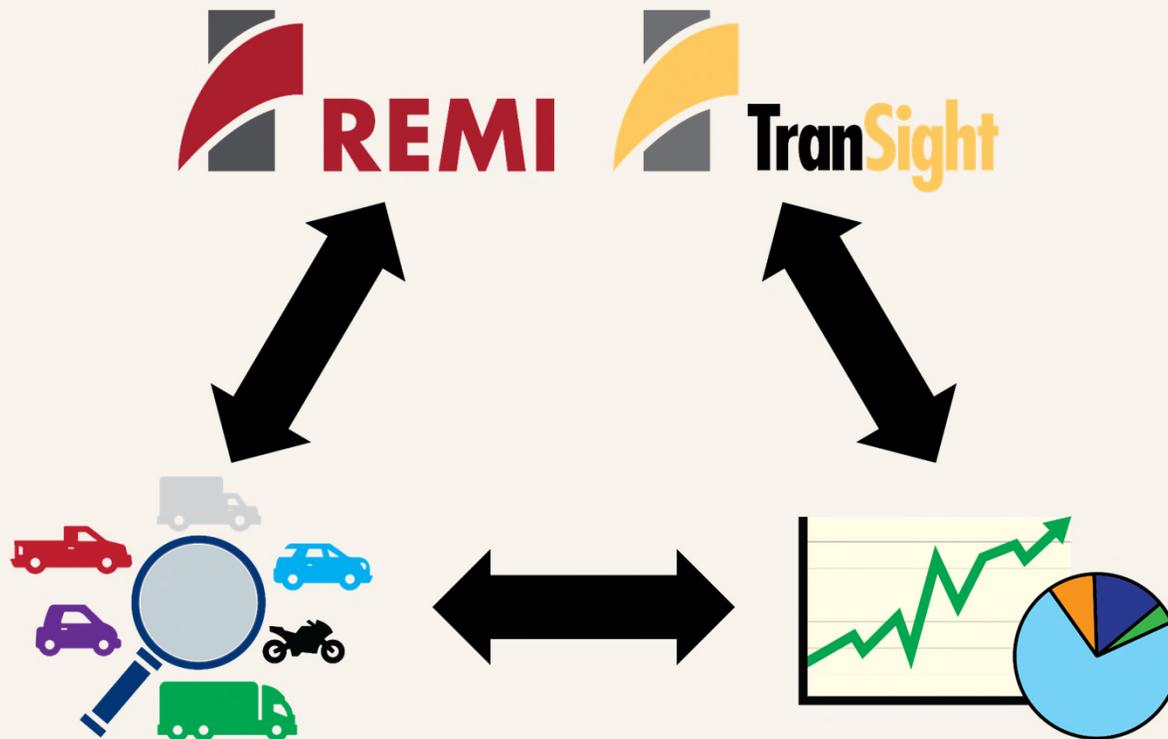
SCHEDULE



Measured by



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)

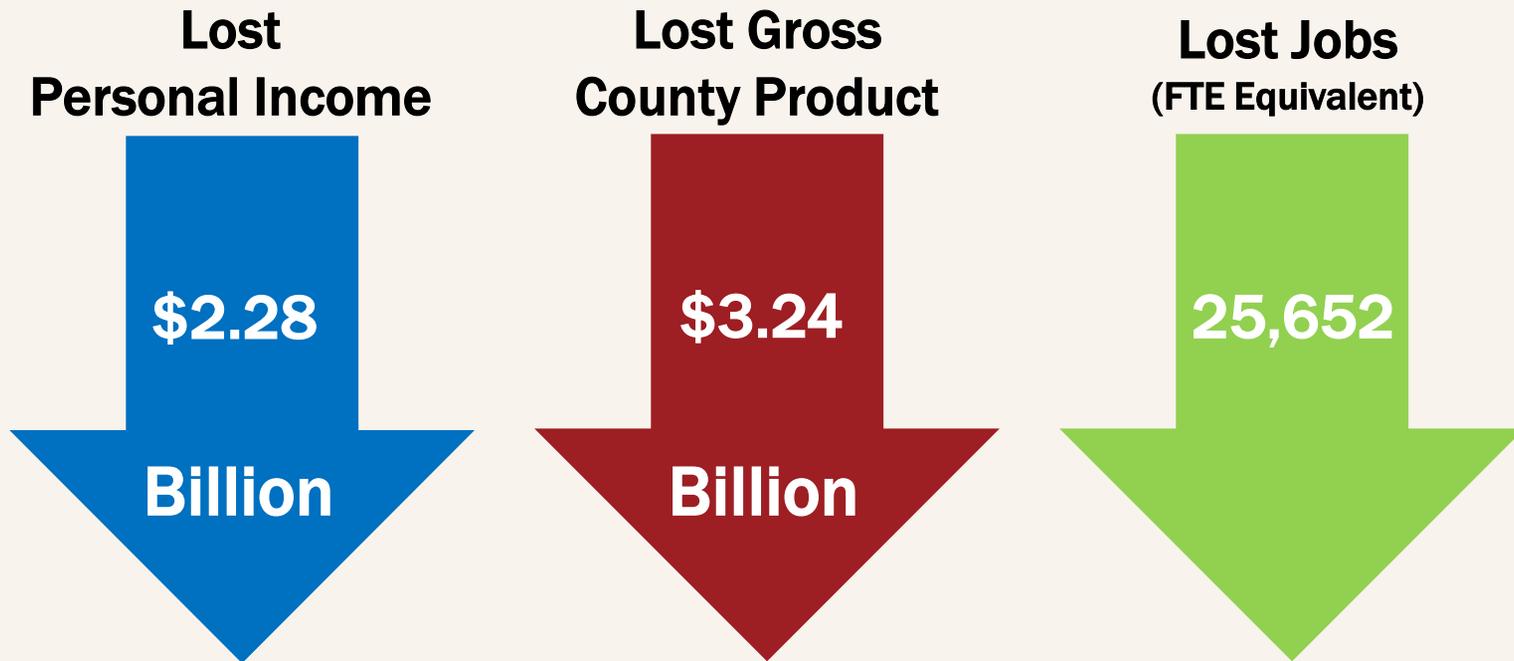
Source: Mikelbank, Brian A. 2004. Spatial analysis of the relationship between housing values and investments in transportation infrastructure. Ann. Regional Science (2004) 38:705-726

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**



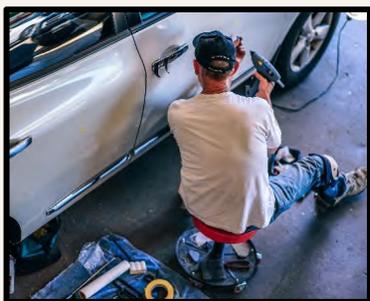
97

Wholesale

Source: TBRPC 2018,
TranSight 2.0

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. **24**

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

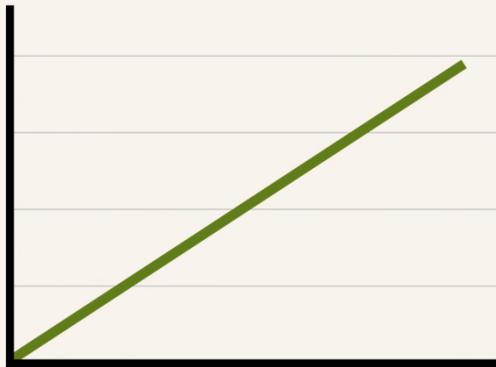
ECONOMIC IMPACTS ON THE COMMUNITY



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?

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