

HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION

2035 Long Range Transportation Plan

Needs Assessment Segment Summary: Brandon to Downtown Tampa

Prepared for:

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1.0 INTRODUCTION

The Hillsborough County Metropolitan Planning Organization (MPO) is updating the Long Range Transportation Plan (LRTP) for 2035. This update will include a Problem Statement/Needs Assessment for nine potential rapid transit corridors in Hillsborough County. The nine corridors are:

- Downtown Tampa to University of South Florida
- University of South Florida to Wesley Chapel
- Downtown Tampa to Tampa International Airport
- Tampa International Airport to Carrollwood
- Busch Boulevard/Linebaugh Avenue Corridor West
- Busch Boulevard/Linebaugh Avenue Corridor East
- Brandon to Downtown Tampa
- West Shore to Pinellas County
- Downtown Tampa to South Tampa

The “Problem Statements” for these corridors will document current and future transportation system issues in each corridor, within the LRTP’s time horizon, providing information for future decision-making and conception of alternative solutions.

2.0 STUDY AREA DESCRIPTION

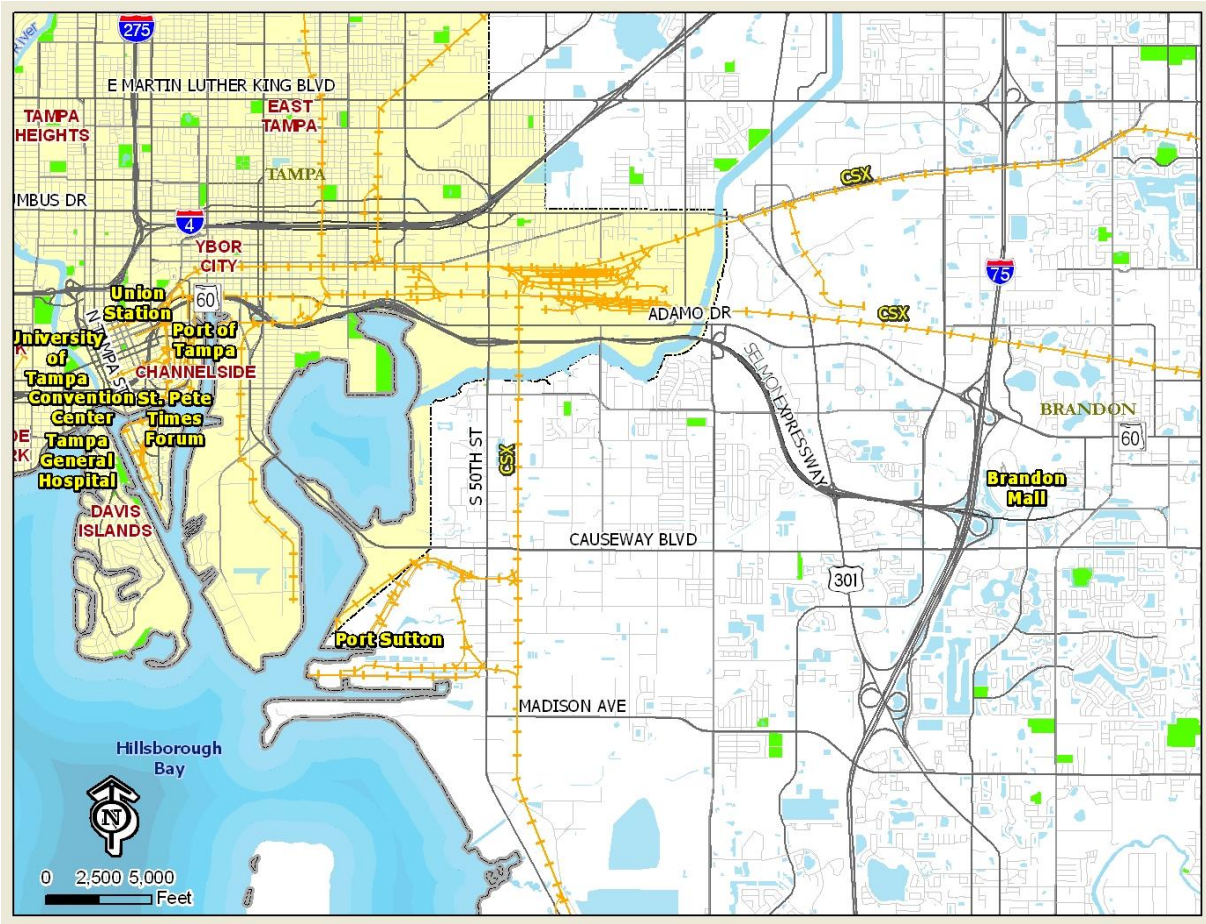
The Brandon to Downtown Tampa corridor runs east to west along an existing rail corridor and spans approximately 11 miles (See Figure 1). The nearest parallel roadway is Brandon Boulevard/Adamo Drive (State Road (SR) 60). Other parallel roadways like Causeway Boulevard and the Selmon Expressway (toll road) are very close to the rail tracks in Ybor City and near Downtown Tampa (City of Tampa), but are farther removed from the corridor towards Brandon. The corridor is rich with well-traveled north-south roadways that provide connections to other areas within Hillsborough County and the rest of the region, including I-75, US 301, 50th Street, 22nd Street, Nebraska Avenue (SR 45), and I-275.

These and other major and minor streets and highways in the study corridor were built and are maintained by a variety of state and local government transportation agencies, including Florida Department of Transportation (FDOT) District Seven, Hillsborough County, the Tampa-Hillsborough Expressway Authority, and the City of Tampa. The primary roadway system serving the study area is a mix of limited access freeways/toll roads, divided and undivided arterial streets, and major collectors. These travel patterns, focused on major centers of commercial activity and influenced by commuters from Greater Brandon’s residential communities, generate significant transportation demand within the study area, especially during peak hours.

Because several significant roadways have been identified as “constrained” due to policy and right-of-way, flexibility in developing transit service expansions like bus lanes or station area infrastructure is limited. Other existing rights-of-way, such as existing rail rights-of-way, must be considered to facilitate premium transit opportunities that are precluded by roadway constraints.

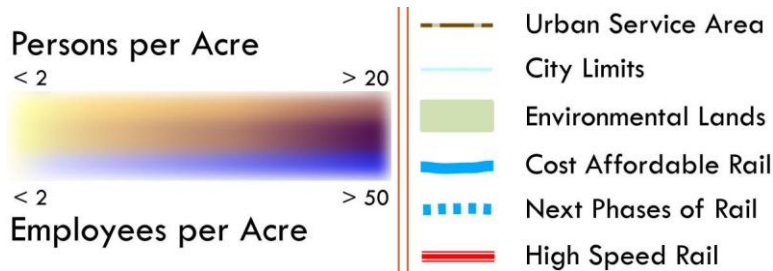
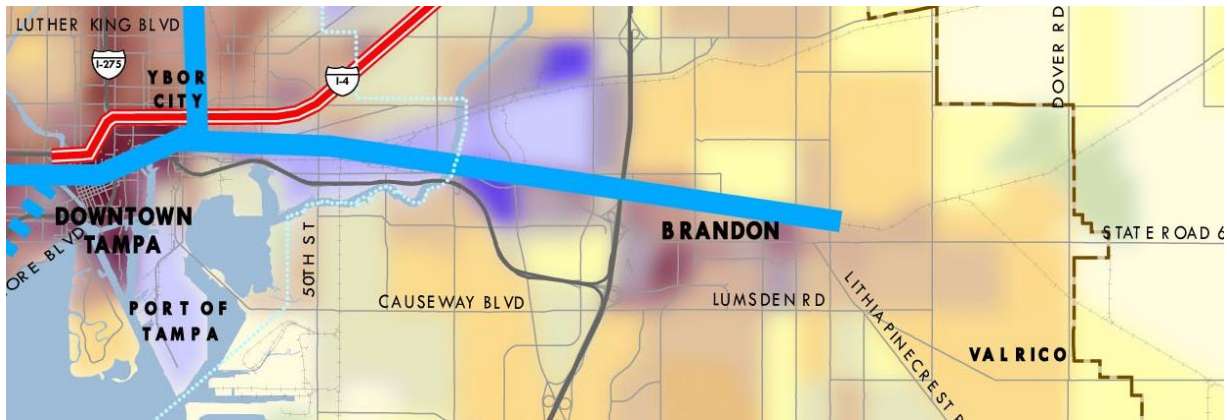
The Brandon to Downtown Tampa corridor is characterized by an eclectic mix of low- to medium-density residential, concentrations of significant retail, groupings of public uses, large areas devoted to industrial and public uses, historic areas, and the region's central business district (CBD), Downtown Tampa. The County has identified SR 60 as a corridor for redevelopment into pedestrian-friendly environments.

Figure 1
Study Area



MPO projections indicate that Hillsborough County's population and employment numbers will increase by the year 2035 to 1.7 million and 1.2 million respectively. The future landscape and concentration of the county's population and employment for the corridor in 2035 is shown in Figure 2. The corridor has a high concentration of employment spanning from downtown Tampa, eastward to I-75, with higher concentrations of population in the Brandon area.

Figure 2
2035 Long Range Transportation Plan (Excerpt)
Affordable Rail with Future Density of Population and Employment



3.0 THE TRANSPORTATION PROBLEM

3.1 Travel Patterns

3.1.1 Select Link Analysis

An analysis of travel patterns was completed on chosen roadway segments in the corridor, using the Tampa Bay Regional Planning Model (TBRPM) Version 7 for a select link analysis. The select link analysis depicts trip patterns for vehicles using a particular 'link' in the roadway network to visualize the amount of traffic on the link, as well as where the trips' general origin and destination. The select link analyses for the chosen links in the corridor are summarized.

State Road 60/Adamo Drive: at US 301

State Road 60 serves more regional traffic than local traffic. The regional traffic originates from Brandon, Riverview, and Bloomingdale areas of Hillsborough County; and Clearwater, Largo, and St. Petersburg areas of Pinellas County. Local traffic includes origins along Adamo Drive between Downtown Tampa and I-75. Other trips are associated with the West

Shore area and the I-275 corridor. The highest amount of trips on this link is associated with Brandon and Ybor City to East Lake/Orient Park areas. Figure 3 depicts the results of the select link analysis.

Selmon Expressway: at US 301 (eastbound and westbound)

The majority of trips on this link are bounded between I-75 and Downtown Tampa. The majority of traffic on this link is regional in nature associated with southern Hillsborough County, Manatee County, and Sarasota County via I-75. Some of the more local traffic is associated with the Brandon and Riverview areas, South Tampa, and the Gandy corridor. Lesser amounts are associated with Pinellas County trips. Although most of the trips on this link are associated with the Downtown Tampa area, about one-third are associated with I-75; and, less than 20 percent are destined to/originating from the Gandy Boulevard corridor. Figure 4 depicts the results of the select link analysis for the Selmon Expressway westbound. Figure 5 depicts the results of the select link analysis for the Selmon Expressway eastbound.

3.1.2 Travel Demand

Travel patterns are measured as person trip flows between origin and destination points (O/D). These points are generally transportation analysis zones (TAZ) or predefined districts, which are modeled using a variety of supporting data.

An analysis of travel demand conducted for the Tampa Bay Area Regional Transportation Authority's (TBARTA) Master Plan looked at person trip flows between "super districts" (large land areas) in 2035 and 2050. The analysis showed that in 2035, 65 percent of all trips from Southeast Hillsborough (the super district in which the Brandon to Downtown Tampa corridor is located) will stay within the district, and the next most significant amount of travel is between this district and the two districts of Northeast Hillsborough and Southwest Hillsborough/West Shore. Together, these three super districts account for roughly 83 percent of all travel to and from Southeast Hillsborough. By 2050, the travel relationships are expected to remain almost identical. Almost five percent of all trips during both time periods will occur between Southeast Hillsborough and the relatively small district of Downtown Tampa.

TBARTA's analysis also forecast future ridership demand for a proposed regional network of rail and bus services. Figure 6 depicts strong demand in 2035 for transit service in this corridor, with regional connections. Sections of this corridor are among the highest in the eight-county regional network, in terms of demand for transit service.

Figure 3
State Road 60/Adamo Drive

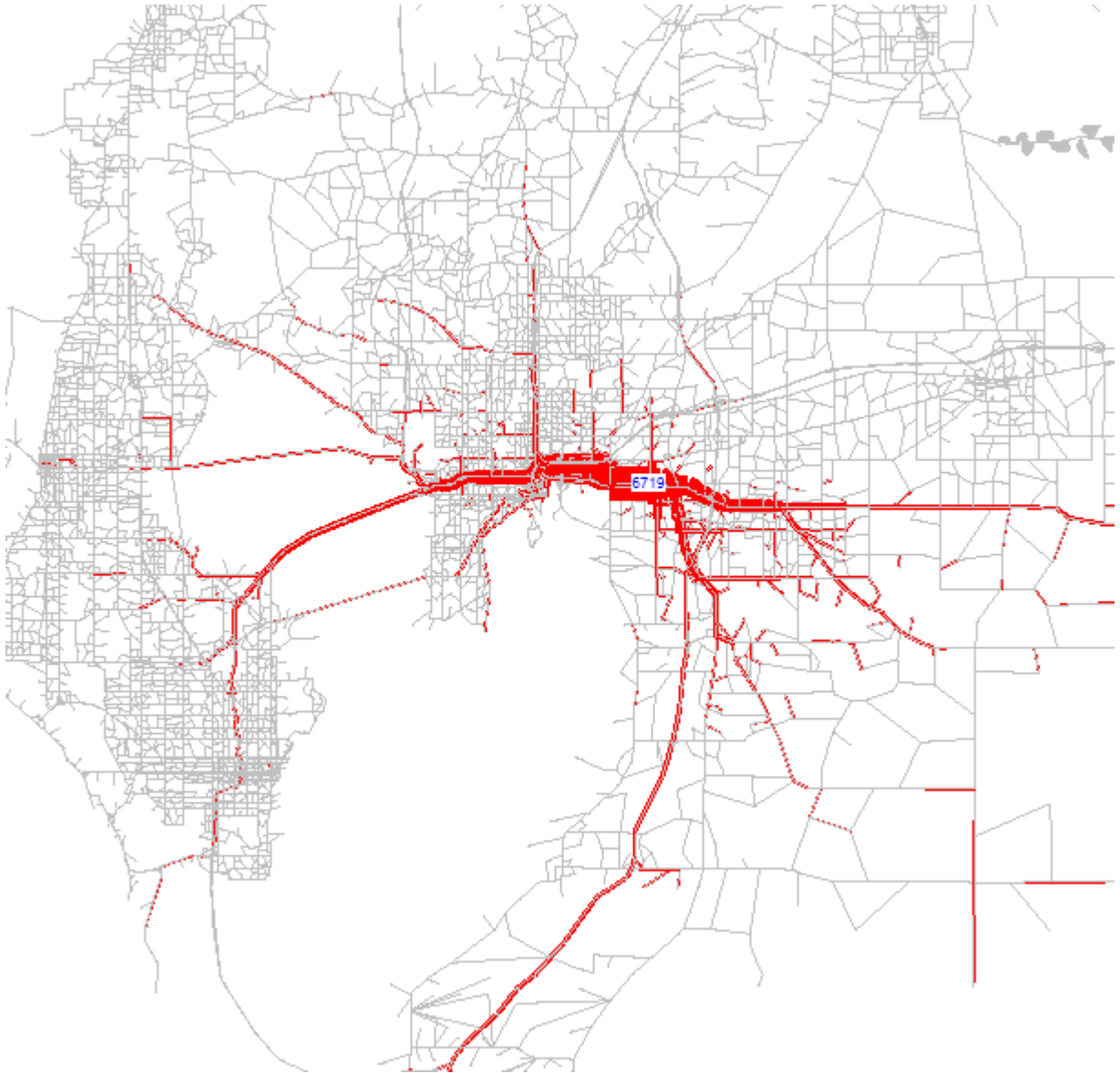


Figure 4
Selmon Expressway Westbound

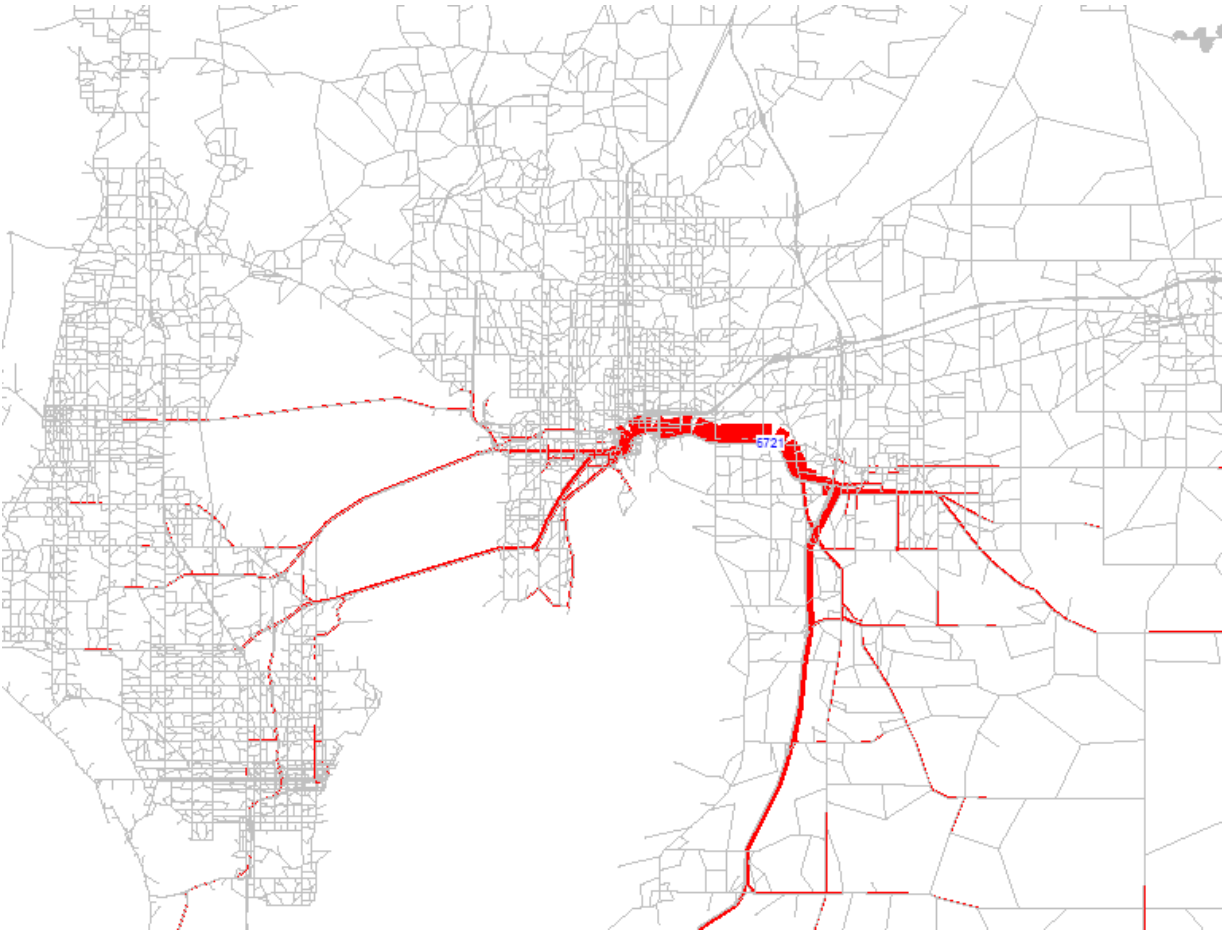


Figure 5
Selmon Expressway Eastbound

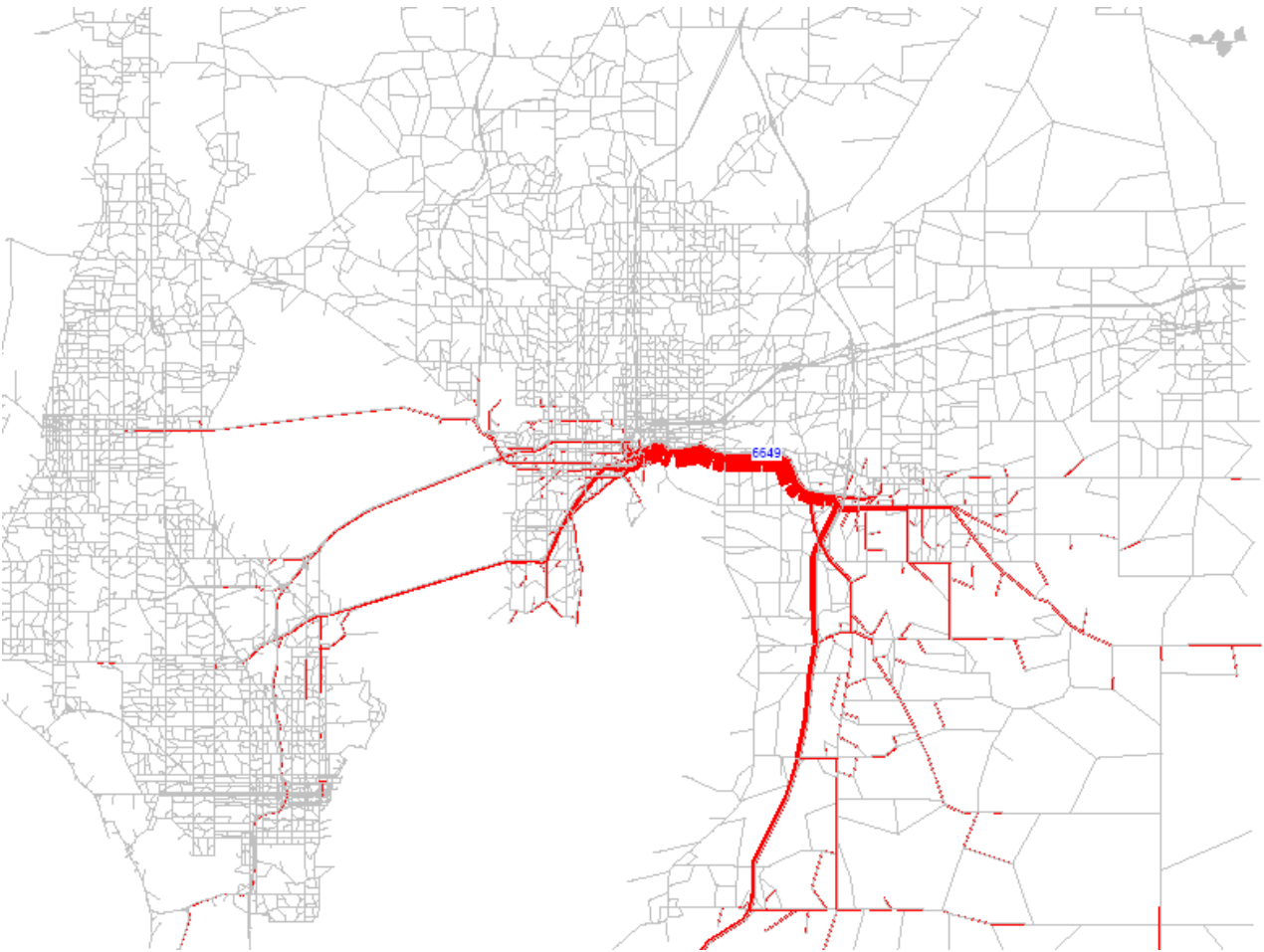
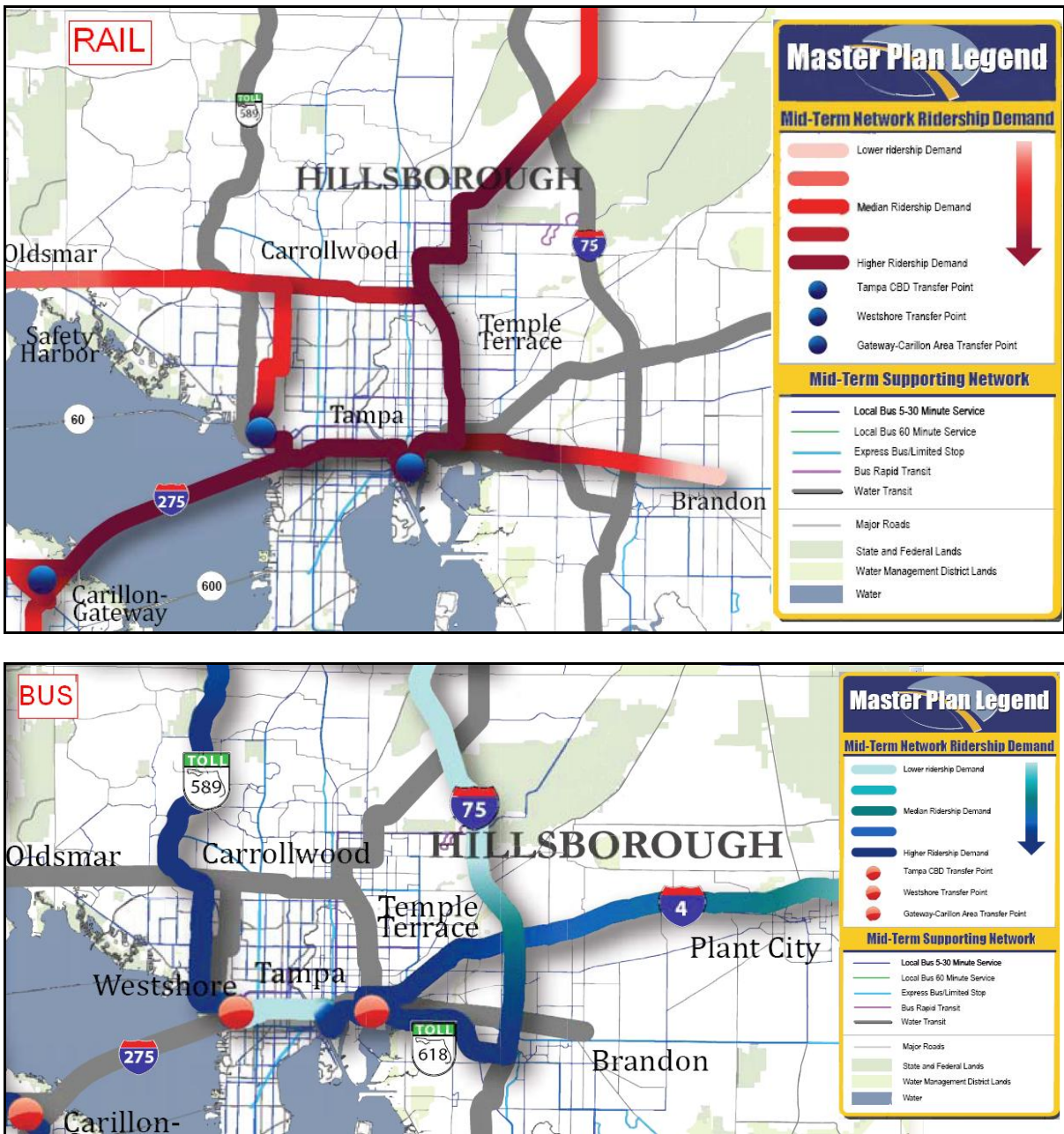


Figure 6
TBARTA Ridership Demand for Rail and Bus Service 2035 – Hillsborough County



3.1.3 Travel Markets

The following areas have been identified as critical travel markets for the corridor in response to the existing and future travel patterns, land use patterns, and demographic trends. Due to high levels of traffic and a strong capacity for future growth, the following areas are likely to benefit from fixed-guideway transit facilities in this corridor.

- *Downtown Tampa*, a Central Business District located just east of the Tampa Peninsula. Downtown Tampa has an array of local attractions, including the St. Pete Times Forum; the Florida Aquarium; the Tampa Convention Center; Tampa General Hospital (a regional hospital); the Tampa History Center; the Tampa Museum of Art; the Channelside District; the Tampa Bay Performing Arts Center; and several local parks, recreational facilities, and hotels. The daily traffic coming into and out of the area generates congestion during peak hours of traffic.
- *Tampa General Hospital* is one of the largest hospitals in the State of Florida with 988 beds and over 6,000 employees. Tampa General serves patients from a dozen surrounding communities, attracting thousands of employees, patients, and visitors 24 hours a day.
- *Brandon Regional Hospital*, located along Parsons Avenue just south of Brandon Boulevard, is a large hospital serving the Tampa Bay region. Brandon Regional Hospital has 407 beds for acute treatment and offers many specialty services like spine care, cyber-knife cancer procedures, and minimally invasive cardiovascular surgery. The hospital's Women's and Children's Center has delivered over 60,000 babies since its inception. An abundance of medical offices and services exists in the vicinity of the hospital.
- *Brandon Regional Retail*, including Westfield Brandon, the area's largest shopping mall at over 1,000,000 square feet of retail and restaurant space. Much of Brandon's shopping, including Westfield Brandon, is located near the intersection of SR 60 and I-75 to attract regional customers through direct highway access. Other large-scale shopping centers include Regency Square Mall and Brandon Crossings Shopping Center. Many hotels and motels are located among this concentration of retail as well.
- *The Brandon Main Street (BMS) Community Plan* is a collaborative project between Hillsborough County and the Greater Brandon community to create a traditional town center. The BMS plan strives to link the land-use pattern with transportation improvements by promoting a more urban form of new development and redevelopment. Multiple uses, including open spaces, government and civic uses, shopping, employment, housing and other uses, are envisioned in the BMS plan. Development and redevelopment will be sensitive to the surrounding neighborhoods and will incorporate an interconnected transportation system that prioritizes pedestrian and transit features.
- *Adamo/Broadway Commercial/Industrial Corridor* is a historic center of commercial activity in Tampa paralleling the existing rail corridor. Today, clusters of office and office/warehouse development at the east end of the corridor benefit from access to US 301 and I-75, creating one of the four largest employment centers in the County.
- *Falkenburg Road Employment Center* is a cluster of government services including, the Hillsborough County Sheriff's Office and jail, Hillsborough Community College campus, and a cluster of commercial uses and hotels in Sabal Park.
- *The Port of Tampa* is an important job center within the corridor. The port serves both cargo and passenger activities. The port experiences significant truck traffic with several access points to/from its facilities.

- *Ybor City, Cultural and Entertainment District*, located mainly along 7th Avenue just to the northeast of Downtown Tampa is a mixed-use development with access to both the Streetcar, connecting to Downtown Tampa, and several Hillsborough Area Regional Transit (HART) bus routes. Ybor City's one- and two-lane streets are lined with small shops, restaurants, office buildings, and a campus of Hillsborough Community College. Ybor City experiences heavy peak hour traffic during weekday peak hours, and, because of its other recreational attractions, generates substantial amounts of traffic on its small streets on weekends.
- *Community Redevelopment Areas (CRAs)* have been designated by the City of Tampa as targets for redevelopment and urban infill projects within the county. Several CRAs are within the Brandon to Downtown Tampa corridor, including Tampa's Central Business District, the Channel District, East Tampa, Central Park, and Ybor City.
- *Regional Areas*, including other areas of central, eastern and southern Hillsborough County, Polk County, central and eastern Pasco County also generate trips that use the corridor in reaching regional destinations of employment, regional shopping, and Tampa International Airport.

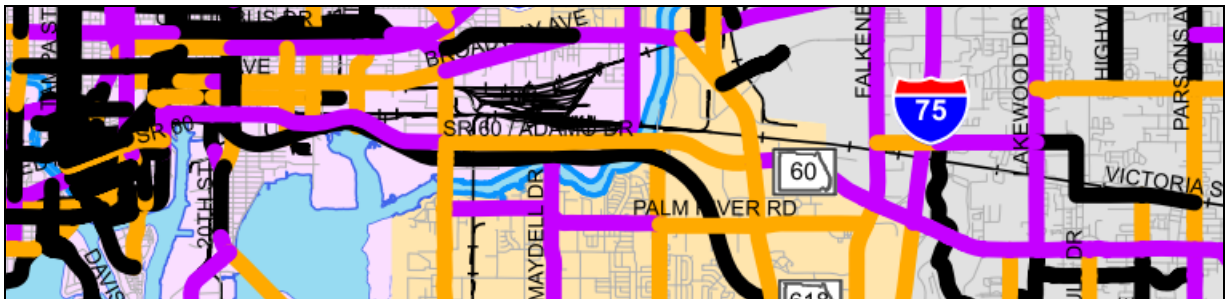
3.2 Traffic Congestion

Congestion can be measured using a volume to capacity (v/c) ratio, a method used to determine how many cars are actually using the road, compared to the road's intended capacity. A summary of 2035 v/c ratios at roadway links within the study area is provided in Table 1. By 2035, almost all of these roadways will carry more vehicles than their intended design capacity (i.e. v/c ratios greater than 1.0), as shown in Figure 7. The Selmon Expressway will have plenty of remaining capacity closer to Brandon, but will become congested as drivers approach Downtown Tampa. Brandon Boulevard/Adamo Drive, however, is expected to remain severely congested throughout the entire corridor, in particular between US 301 and I-75 where the study area's highest concentration of retail and hotels is located.

**Table 1
Volume to Capacity Ratios**

Roadway	2035 V/C
Brandon Blvd. @ Parsons Ave.	1.93
Brandon Blvd. @ I-75	2.17
Brandon Blvd. @ US 301	2.17
Adamo Dr. @ 50th St.	1.54
Adamo Dr. @ 22nd St.	1.64
Selmon Expy. @ I-75	0.58
Selmon Expy. @ US 301	0.61
Selmon Expy. @ 50th St.	0.80
Selmon Expy. @ 22nd St.	0.80
Selmon Expy. @ Kennedy Blvd.	1.28
Average V/C Ratio	1.35

Figure 7
2035 Congestion with Existing and Committed Improvements – Corridor Area



Congestion to Volume to Capacity Ratio

-  < 1
-  1 - 1.49
-  > 1.50

In addition, a few of the major roadways in the corridor cannot be widened further due to a variety of constraints. Adamo Drive is limited by right-of-way constraints between 34th Street and 19th Street, and 7th Avenue is limited by Ybor City’s status as a historic district. The north-south 50th Street is also constrained in the Tampa Comprehensive Plan. With roadways overburdened by large volumes of vehicles and little opportunity to expand their capacity, transportation options must be expanded in order to accommodate future populations of commuters and residents.

3.3 Travel Times

As part of the 2035 Long Range Transportation Plan, the MPO analyzed and compared travel times in this corridor for current bus service (based on HART schedules), potential rail transit, and 2035 driving time at an average daily congested speed. The rail segment was assumed to follow the existing freight line between Brandon and Downtown Tampa, while bus service and automobiles were assumed to follow a parallel roadway such as the Selmon Expressway.

Downtown Center to Brandon Town Center

By Rail	24 minutes	
By Auto, 2035	34 minutes	<i>42% faster by rail</i>
Current Bus Service	27 minutes	<i>13% faster by rail</i>

Note: Bus service times are non-stop service on Selmon Expressway with reversible lanes.

Driving times are at average daily congested speed between Downtown and Brandon, forecast for 2035 using Tampa Bay Regional Planning Model Cost-Affordable Network. Current bus service is based on published HART bus schedules and Google Transit. Times are between the closest major bus stops, and may be an average of the travel time in each

direction. Rail travel times are based on analyses prepared for TBARTA Master Plan, provided courtesy of TBARTA and FDOT.

3.4 Safety & Security

Between 1995 and 2007, Hillsborough County had a higher crash rate (per million vehicle miles traveled (VMT)) and injury rate (per VMT) than the state of Florida.

The Brandon to Downtown Tampa corridor contains six of the top 50 intersection crash rate locations in Hillsborough County. Brandon Boulevard at Brandon Town Center Drive is the worst-rated intersection in Hillsborough County with 195 crashes, which is 52 crashes above the second worst intersection. Its moderate crash rate for an intersection in the top 50 coupled with an extremely high number of crashes speaks to the area's heavy traffic. Jefferson Street in Downtown Tampa is found three times in the top 50 crash intersections, suggesting a safety issue for this roadway.

Some of the top 50 roadway segments with the highest crash occurrences in the County are found in this corridor. The Selmon Expressway near US 301 and I-75 is prone to vehicle crashes and is ranked the 11th worst in the county with 64 crashes and a crash rate of 5.03. Near the rail corridor, segments of US 301 and Falkenburg Road also see a high number of crashes. Twiggs, Polk, and Tyler Streets are also found on this list (See Figure 8).

Crashes involving bicyclists are predominantly found on Brandon Boulevard east of I-75. Crashes involving pedestrians are also concentrated in this area in addition to several in Downtown Tampa. A few of these pedestrian related crashes on Brandon Boulevard were fatal. Further analysis concluded that the corridor contains one of the potential intersection hot spots at Palm River Road and US 301 (See Figure 9). Hot spots are small areas where crashes with similar rates are concentrated.

Figure 8
Top 50 Crash Locations – Intersections and Segments

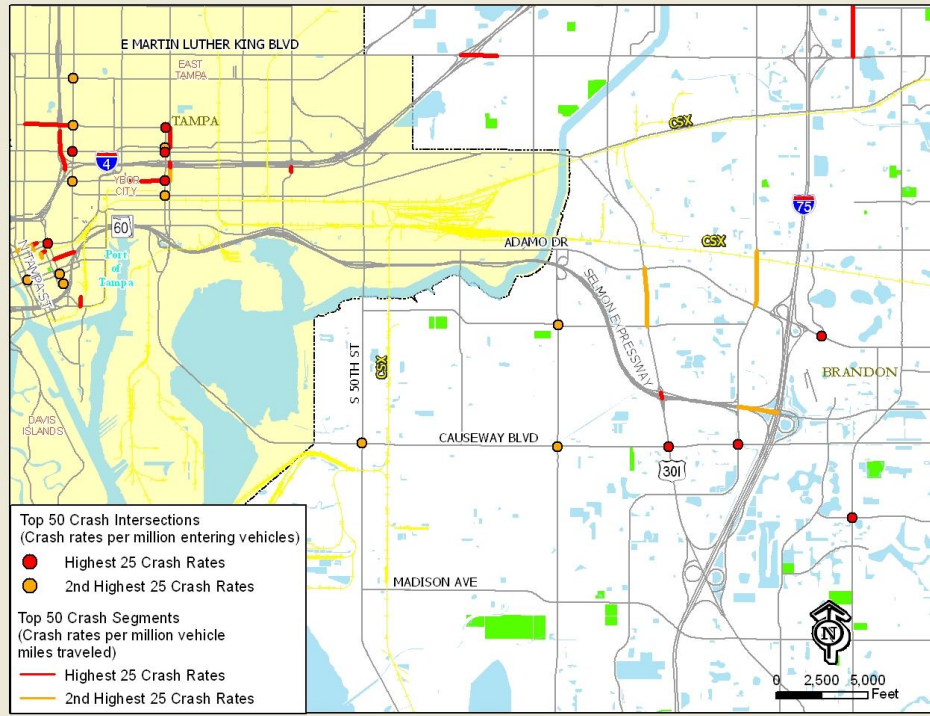
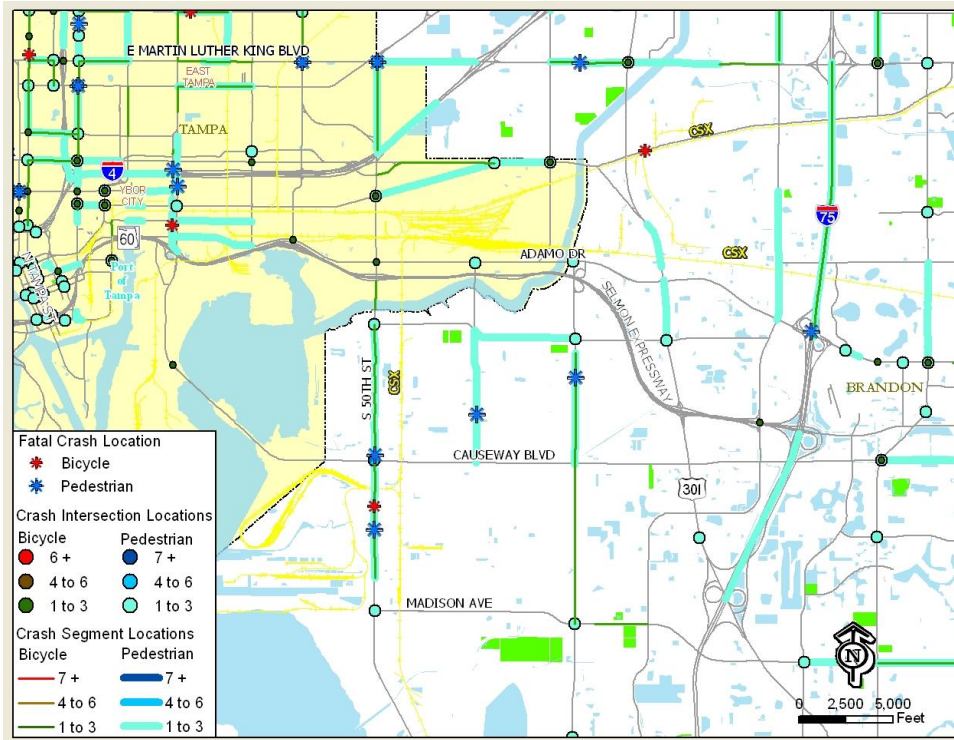


Figure 9
Crash Locations – Pedestrian and Bicycle



The Safety Technical Memo prepared for the MPO's LRTP offers a variety of recommendations to improve the safety of the most dangerous intersections and roadway segments in the county. Recommendations address many major issues common among all intersections and segments, including red light running, speeding and aggressive driving, bicycle and pedestrian safety, sight distance, roadway geometry, and incidence management, among others.

The Tampa Bay Regional Planning Council completed the "Tampa Bay Region Hurricane Evacuation Study" in 2006. When estimating evacuation clearance times, roadway segments with the highest volume ratios were considered as a "critical link" in the roadway system. These segments are not only carrying evacuees, but also the emergency responders and non-evacuees. While congestion would be widespread throughout the area during an evacuation, the study lists several locations where congestion would control the overall traffic flow for the area. In the study corridor, the I-275 northbound ramps are classified as a "critical links."

Within the study corridor, 22nd Street, 50th Street, Causeway Boulevard, I-4, I-275, Selmon Expressway, SR 60/Adamo Drive, US 301, and US 41 are listed as evacuation routes.

3.5 Modal Interrelationships

3.5.1 Hillsborough Area Regional Transit Authority

The corridor today is served by six major bus routes, some of which directly connect to transfer facilities, such as the Netpark Transit Center (route 37) and the Marion Transit Center in Downtown Tampa (routes 8, 31, and 47LX). Table 2 highlights HART ridership comparisons between fiscal year 2006 and year-to-date 2009.

**Table 2
HART Ridership Trends**

HART Service: Complete FY	2006	2007	2008	2009*	% Increase
Weekday Average Ridership	35,959	37,311	39,974	39,777	10.6%
Weekday Average Express Bus Ridership	758	937	1,071	936	23.5%
Saturday Ridership	16,979	17,856	19,019	18,951	11.6%
Sunday Ridership	8,495	9,656	10,715	10,261	20.8%
Total	62,191	65,760	70,779	69,925	12.4%

*Year-to-Date Ridership April 2009

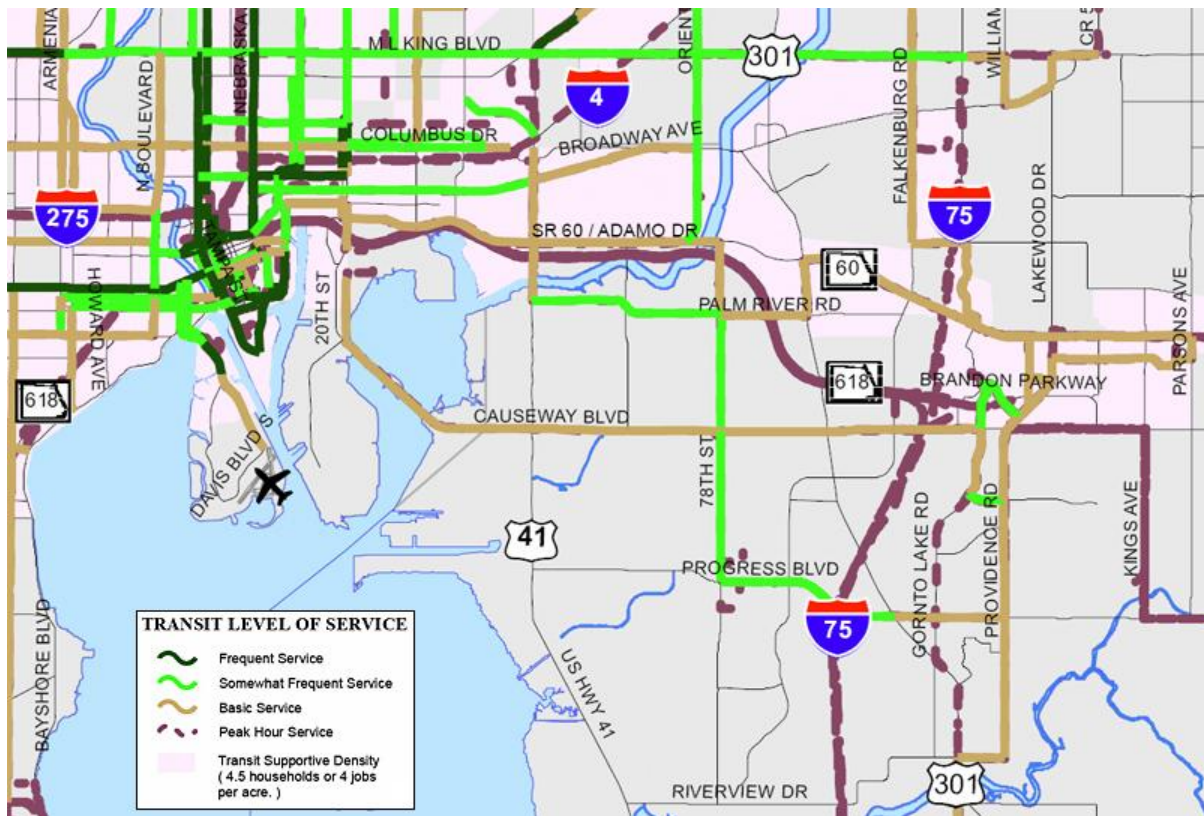
As part of the LRTP update, the MPO evaluated transit level of service (TLOS) for all roads where public bus service is operated in Hillsborough County. TLOS reflects transit service levels (bus frequency and daily hours of service) and transit accessibility (spatial coverage and transit versus auto travel time).

Many parts of the corridor are considered to be a transit supportive density today, at 4.5 households or 4 jobs per acre, as shown in Figure 10.

Although some service is provided to the transit supportive areas, many of the major roadways in the corridor exhibit low levels of service. Areas with basic service (averaging wait times greater than 30 minutes) or peak-hour focused service include:

- Most of Brandon Boulevard/Adamo Drive
- North-south routes throughout the corridor
- Eastern portion of the CBD, the main gateway of the Brandon to Downtown Tampa corridor
- Selmon Expressway, east of Florida Avenue

**Figure 10
Existing Local Transit Level of Service – Corridor Area**



3.5.2 Streetcar

Tampa's Tampa Electric Company (TECO) Streetcar Service, which is at the western end of the study corridor area, runs from Dick Greco Plaza Transportation Center in Downtown Tampa to Centennial Park Station in Ybor City, with headways ranging from 15 to 30 minutes. The Streetcar stops at the Tampa Convention Center, the St. Pete Times Forum, Channelside Bay Plaza, the Florida Aquarium, the Tampa Port Authority, the University of South Florida Downtown Campus, and Ybor City, though weekday service does not begin until 11:00 AM. Due to its limited schedule, the Streetcar cannot be regarded as a major

commuter line, but provides circulation among some major destinations in the downtown area. HART recently began construction of a 1/3-mile extension of the Streetcar along Franklin Street to Whiting Street and the Fort Brooke parking garage. The extension has an anticipated operating date of December 2010.

3.5.3 Florida Strategic Intermodal System

In 2003, the Florida Governor and Legislature created the Strategic Intermodal System (SIS) to efficiently serve the mobility of Florida, and to help Florida become an economic leader, enhance economic prosperity and competitiveness, enrich the quality of life, and reflect environmental stewardship. The SIS is made up of state/regional significant facilities (roadways, ports, rail, and waterways) and services that move both people and goods and integrates facilities, services, and modes into a comprehensive system.

The SIS identified I-275, I-4, I-75, SR 60 (Brandon Boulevard/Adamo Drive), the Selmon Expressway, the existing rail corridor, and the Port of Tampa and nearby water connections in the Brandon to Downtown Tampa corridor as meeting the state's criteria as critically important infrastructure to Florida's economy and quality of life. Transportation facilities in this plan receive priority status for limited state transportation funds due to their regional and national importance.

3.5.4 Tampa Bay Area Regional Transportation Authority

TBARTA has developed a Regional Transportation Master Plan for the greater Tampa Bay region – from Citrus County to Sarasota County – for the Mid-Term (2035) and Long-Term (2050).

The TBARTA Master Plan's Mid-Term Vision proposes a regional short-distance rail link in this corridor. The route would operate along the existing rail corridor parallel to SR 60 and would feature 10-minute peak headways, ultimately connecting Brandon to Downtown Tampa. Most of the demand along this rail line is expected west of US 301 as the railway approaches Downtown Tampa and Ybor City. Of the proposed rail corridors in the region, this corridor is expected to provide some of the best access to employment and highest ridership levels. It should greatly improve transit service within the region.

Additionally, express bus service is planned for I-75/Selmon Expressway from Hernando to Downtown Tampa. Service would operate in managed lanes along I-75 and mixed lanes along the Selmon Expressway.

3.5.5 Florida High Speed Rail Authority

The Florida High Speed Rail Authority has submitted an application to the federal government for funding to construct a high speed rail line between Tampa and Orlando. The current alignment starts at the Tampa Station, located at the old Tampa City jail site (Scott Street and Morgan Street) in Downtown Tampa, and runs parallel to I-275, then turns onto the median of I-4 between 15th and 21st Streets. The site for the Tampa Station has been acquired by FDOT for development of one of two major intermodal transit centers in Tampa Bay, that will provide connections between transit modes – high speed rail, light rail, bus, streetcar, and any other future planned modes – as well as have facilities for taxis, parking, access to interstate, pedestrians, and bicyclists.

The alignment and Tampa station both fall within the Brandon to Downtown Tampa corridor.

3.5.6 Tampa Port Authority

The Tampa Port Authority owns 2,500 acres of land that make up the Port of Tampa, which is an important job center. The Port contains facilities on both Old Tampa and Hillsborough Bays. The port serves both cargo and passenger activities. This industrial enclave is surrounded by single- and multi-family residential uses as well as wetlands and public recreation uses. The community around the Port of Tampa is generally supportive of its industrial operations while proactively seeking methods to minimize the effects of significant truck traffic on their neighborhood. The Port of Tampa includes the Motiva petroleum terminal and a major aviation fuel terminal with pipelines to the Tampa International Airport, MacDill Air Force Base, and Orlando International Airport. Intermodal connections with the Port of Tampa would serve employees and cruise passengers.

In early 2010, the FDOT will begin construction of a new connector interchange between I-4 and the Selmon Expressway. The project is an elevated design to improve access between I-4 and the Selmon Expressway and with a set of ramps to improve truck access to the Port of Tampa. Construction is anticipated to be completed in late 2014.

3.6 Economic Development

Transit-oriented development (TOD) around stations served by high-capacity transit can generate significant economic return in terms of development and increased tax revenue. Examples include:

- Dallas Area Rapid Transit (DART) light rail:
 - \$4.26 billion in total projects attributable to DART presence
 - \$127 million in state and local tax revenue once all projects around stations are completed
- Santa Clara Valley Transportation Authority (VTA) light rail:
 - \$4 per square foot increase in land values surrounding stations (23 percent)
 - \$25 per square foot increase in land values surrounding CalTrain commuter rail stop (125 percent above mean property value)
- Portland Streetcar:
 - \$2.28 billion of investment within two blocks of streetcar alignment
- METRO Light Rail, Phoenix:
 - \$3.5 billion in private investment around light rail
- HealthLine BRT, Cleveland:
 - \$4.3 billion in current and anticipated development along route
- Other studies have shown that along a new rail line:
 - housing values can increase up to 17 percent
 - commercial values can increase up to 30 percent

- ad-valorem revenues can increase 10 to 191 percent

Dense development could be possible in many areas of the corridor given the land use designations from the Hillsborough County City-County Planning Commission's 2025 land use map:

- Brandon Town Center area around I-75 and Brandon Boulevard, classified as 2.0 FAR regional mixed-use
- Tampa CBD is classified as a central business district surrounded by regional mixed use
- Ybor City is a blend of community commercial and mixed use
- West of Brandon Town Center a mix of industrial, residential, and mixed use
- East of Ybor City and within the Tampa city limits is heavy industrial, which is found east of 39th Street surrounding the rail yard.

The MPO had an assessment of TOD real estate development potential conducted in support of the L RTP and the Hillsborough County City-County Planning Commission's preparation of TOD-supportive comprehensive plan amendments. This assessment forecasted the development potential within a one-half mile radius around select station areas for 2035, two of which are included in this corridor: Brandon and the Tampa CBD. The study found the Brandon and the Tampa CBD areas suitable for high-density mixed-use development because of surface parking lots and underdeveloped parcels, and their attraction as regional nodes. The study found the potential for:

- Brandon Station Area:
 - 1,200 to 1,300 multi-family units
 - 200,000 to 300,000 square feet of office space
- Tampa Downtown Station Area:
 - 5,800 to 6,000 multi-family units
 - 2.6 to 3.0 million square feet of office space
 - 350 additional hotel rooms

3.7 Potential Effects on Natural and Socio-Cultural Resources

The construction of a passenger rail facility serving this corridor was evaluated for potential effects on natural and socio-cultural resources, using the State of Florida's Efficient Transportation Decision-Making (ETDM) Process. Through this process, agency representatives serving on an Environmental Technical Advisory Team (ETAT) reviewed a summary of the proposed project, and identified avoidance and minimization issues. The ETAT members consist of representatives from agencies which have statutory responsibility for issuing permits or conducting consultation under NEPA, and representatives of participating Native American tribes. The issues identified by the ETAT will be explored further through environmental impact studies and alternatives analyses.

This review process evaluates twenty resources and issue areas and identifies a degree of effect (DOE) that construction of a passenger rail facility may have on each. The DOE levels are characterized in the following table.

Degree of Effect	Possible effects that the transportation action has on environmental and community resources
Enhanced Degree of Effect	Project concept has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement. b) Project concept has positive effect on community. Affected community supports the proposed project.
Minimum Degree of Effect	Project concept has little adverse effect on ETAT resources. Low cost options are available to address concerns. Permit issuance or consultation involves routine interaction with the agency. b) Project concept has minimum adverse effect on elements of the affected community. There is minimum community concern about the planned project. Little or no mitigation is needed.
Moderate Degree of Effect	Natural or cultural resources are affected by the proposed project, but avoidance and minimization measures are available and can be addressed during project development with a moderate amount of agency involvement and moderate cost impact. b) Project concept has adverse effect on some elements of the affected community. There is moderate community concern about the planned project. Public involvement is needed to seek alternatives more acceptable to the community. Moderate community involvement is required during project development. Some mitigation or minimization is needed to gain support from the community.
Substantial Degree of Effect	The project concept has substantial adverse effects, but ETAT understands the project need and is able to seek avoidance, minimization or mitigation measures during project development. Substantial interaction is required during project development and permitting. b) Project concept has substantial adverse effects on the affected community and faces substantial community opposition. Intensive community interaction with focused public involvement is required during project development to address community concerns. Project will need substantial mitigation to gain public acceptance.
Potential Dispute	Project concept may be contrary to a state or federal resource agency's program, plan or initiative. Project concept may have significant environmental cost. Reasons for indicating a potential dispute are contained in Agency Operating Agreements. Project concept may not be permissible. Reference Section 4.6, Process to Resolve Potential Dispute. b) Project concept is not in compliance with approved Local Government Comprehensive Plans, or may involve significant adverse effects on adjacent community.

For the Brandon to Downtown Tampa corridor, the potential effects were considered substantial in the categories of **Contaminated Sites, Water Quality & Quantity, and Historic & Archaeological Sites**. A full report summarizing the ETAT's comments is available through the Hillsborough MPO or as ETDM #12720. A summary of the ETAT's recommendations for Degree of Effect in all categories is provided below.

Affected Resource	Degree of Effect (DOE)
Air Quality	Enhanced
Coastal and Marine	Moderate
Contaminated Sites	Substantial

Farmlands	None
Floodplains	Moderate
Infrastructure	Moderate
Navigation	Moderate
Special Designations	Moderate
Water Quality and Quantity	Substantial
Wetlands	Moderate
Wildlife and Habitat	Moderate
Historic and Archaeological Sites	Substantial
Recreation Areas	Minimal
Section 4(f)	Moderate
Aesthetics	Minimal
Economic	Enhanced
Land Use	Moderate
Mobility	Minimal
Relocation	Minimal
Social	Minimal
Secondary & Cumulative Effects	Moderate