

Pasco County MPO

MOBILITY 2045 Long Range Transportation Plan Appendices

Prepared for



Prepared by





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Appendix 4.1

CommunityViz Model Description



The Pasco County CommunityViz Model approximates build out potential, development attractiveness, and future year growth allocation by horizon year using control total categories from the Tampa Bay Regional Planning Model, v. 8.0 for grid cells and traffic analysis zones in Pasco County. Future year allocation periods in the current CommunityViz model include 2025, 2035, and 2045.

General topics addressed for the *Pasco County Community Viz Model* include: unit of analysis, data needs, model architecture, theory and features behind the tool, data output, and calibration activities.

Unit of Analysis: Grid Cell

Grid cells are used as a common geography in the *Pasco County CommunityViz Model* to address size and complexity issues for modeling in a large study area. They are used to aggregate parcel-level data, and support a number of calculations focused on the county-as-a-whole.

The size of grid cells used in the *Pasco County Community Viz Model* varies to reflect different development types, patterns, and intensities anticipated for the study area. Smaller size grid cells, generally ten acres each, are used to represent the planning areas for urban, suburban, and rural areas throughout the study area. Larger size grid cells, generally ranging between 40 acres and 640 acres, are used for land held in permanent conservation. Increasing the size of grid cells in areas where development types, patterns, and intensities are slower to change reduces the total number of features in the data set. General rules for assigning grid cell sizes in the county are summarized in Table C1.

The opportunity to use graduated grid cells for Pasco County improved overall model performance and allowed stakeholders greater flexibility for assigning values and reporting results. Overall, the use of grid cells over parcels in the CommunityViz model reduces the number of records in the database by nearly 84%; converting 257,532 parcels to 41,041 grid cells.

Data Inventory & Analysis

Data collection for the *Pasco County CommunityViz Model* started in 2018 and continued through completion of the model build in 2019. Overall, the quantity and quality of data available in Pasco County is a major asset for developing the scenario planning model in CommunityViz, and the partnerships formed with local governments and their partners for exchanging data benefitted both the *Pasco County CommunityViz Model* and other plans, studies, and initiatives underway (e.g., comprehensive plan update, development ordinance updates, etc.).

A file transfer protocol (FTP) site was set up for exchanging data in the study area. Data collected for the *Pasco County CommunityViz Model* is described here under three general headings: GIS data, policy and plan documents, and resource documents.

GIS Data

Geographic information system (GIS) data was essential to building the *Pasco County CommunityViz Model* and evaluating alternative growth scenarios in CommunityViz. The project team partnered with local governments and their partners inside Pasco County to collect data for the *Pasco County CommunityViz Model*. Data was collected for three general categories: base map layers, analysis layers, and reference layers. Other data was added to the database as the model build processes evolved. GIS data sets used in the *Pasco County CommunityViz Model* are summarized in Table C2 on page C-3.

Policies & Plan Documents

Policies and plan documents were collected from local governments in Pasco County to build the CommunityViz model, including: comprehensive plans, small area plans, large development applications, and zoning ordinances. Copies of the documents were important for creating a place typology for Pasco County, assigning place type values, and developing external lookup tables in CommunityViz.

Table C1: General Rules for Assigning Grid Cells in CommunitiyViz

Grid Cell	Dimensions	Area	General Rule	Quantity
½-mile	660' x 660'	10 acres	Land inside city, town, or county planning boundaries outside of permanent conservation areas that may develop in the future under one or more of the alternative growth scenarios.	40,353
¹/₄-mile	1,320° x 1,320°	40 acres	Land holdings for permanent conservation (e.g., Jumping Gully Conservation Area, Hidden Lake Project, portions of Cypress Creek Flood Detention Area, portions of Phillips Mathis Conservation Easement, portions of Withlacoochee State Forest, portions of Upper Hillsborough Preserve, portions of Green Swamp, portions of Cross Bar Ranch Wellfield, and portions of Starkey Wilderness Preserve)	433
½-mile	2,640° x 2,640°	160 acres	Land holdings for permanent conservation (e.g., portions of Cypress Creek Flood Detention Area, portions of Phillips Mathis Conservation Easement, portions of Withlacoochee State Forest, portions of Upper Hillsborough Preserve, portions of Green Swamp, portions of Cross Bar Ranch Wellfield, and portions of Starkey Wilderness Preserve)	188
1 mile	5,280' x 5,280'	640 acres	Large land holdings held for permanent conservation (e.g., Green Swamp, Cross Bar Ranch Wellfield, and Starkey Wilderness Preserve)	67

The list of documents used to develop the *Pasco County CommunityViz Model* includes:

Comprehensive Plans

- 2025 Comprehensive Plan for Pasco County
- Dade City Comprehensive Plan
- New Port Richey 2030 Comprehensive Plan
- City of Port Richey 2020 Comprehensive Plan
- City of San Antonio 1998 Comprehensive Plan
- Zephyrhills 2030 Comprehensive Plan Update
- Town of St. Leo Comprehensive Plan, 2025

Small Area Plans

- Port Richey Waterfront Overlay District
- The Harbors West Market Area Study

Large Development Applications:

- Project Arthur Comprehensive Plan, Pasco County Staff Report
- Village of Pasadena Hills Area Plan, Land Use Vision Plan
- Connected City Comprehensive Plan Amendment

Zoning Ordinances:

- Pasco County Land Development Code
- Dade City Land Development Regulations
- New Port Richey Land Development Code
- San Antonio Land Development Regulations
- Zephyrhills Land Development Code
- St. Leo Land Development Code

Table C2: Summary of GIS Data Used in Building the Pasco County CommunityViz Model

File Name	Shapefile Format	Source	CommunityViz Module
Base Map Data			
Interstate & Florida Highways Shields	Point	Consultant	Reporting
Pasco County Boundary	Polygon	County	Reporting
Pasco County Committed Development Inventory	Polygon	Consultant	Reporting
Analysis Data			
Pasco County Graduated Grid Cells	Polygon	Consultant	All Modules
Permanent Conservation Areas	Polygon	County	Carrying Capacity
Mitigation Bank Areas	Polygon	ACOE	Carrying Capacity
Wetlands Inventory	Polygon	County	Carrying Capacity
Major Water Bodies	Polygon	County	Carrying Capacity
Existing Rights-of-Way (2015)	Polygon	Consultant	Carrying Capacity
Composite Development Constraints Layer	Polygon	Consultant	Carrying Capacity
Interchange Locations	Point	Consultant	Land Suitability
Major Intersections	Point	Consultant	Land Suitability
Primary Roads	Polyline	County	Land Suitability
Premium Transit Corridors	Polyline	County	Land Suitability
Premium Transit Stops	Point	County	Land Suitability
Downtown Areas	Polygon	Consultant	Land Suitability
Growth Activity Centers (Pasco)	Point	County	Land Suitability
Growth Activity Centers (Pinellas)	Point	Consultant	Land Suitability
Growth Activity Centers (Tampa)	Point	Consultant	Land Suitability
Master Planned Communities	Polygon	County	Land Suitability
South Market Area (Pasco)	Polygon	County	Land Suitability
Gulf of Mexico Coastline	Polyline	Consultant	Land Suitability
Repetitive Loss Areas	Polygon	County	Land Suitability
100-Year Floodplains	Polygon	County	Land Suitability
Basins of Special Concern	Polygon	County	Land Suitability
Environmentally Sensitive Areas	Polygon	County	Land Suitability
Emerging Growth Areas	Polygon	County	Land Suitability
Water Service Areas	Polygon	County	Land Suitability
Sewer Service Areas	Polygon	County	Land Suitability
Reference Data			
Future Land Use Maps	Polygon	County	Build-Out Potential
Points of Interest	Point	County	Build-Out Potential
Parcels	Polygon	County	Build-Out Potential
Height/Bulk/Density Thresholds by Place Type	Table	Consultant	Build-Out Potential
Site Efficiency Factors by Place Type	Table	Consultant	Build-Out Potential
Aerial Photography (2015)	Raster	County	Build-Out Potential
Growth Control Totals (2015 – 2045)	Table	MPO	Growth Allocation
Tampa Bay Regional Planning Model, v. 8.0 TAZs	Polygon	Consultant	Reporting

Resource Data & Documents

Several resource documents were collected to create data sets, validate assumptions, and write equations in CommunityViz. The list of resource documents used to build the *Pasco County CommunityViz Model* includes:

- FDOT Context Classifications
- Detailed Place Type Descriptions for the Hillsborough County MPO
- InfoUSA Points Data, Primary Household Locations in Pasco County
- It's Time Tampa Bay 2045 Transportation Plan, MetroQuest Survey Results Summary

Data Manipulation

Two new GIS data sets — development status and place types — were created for the *Pasco County CommunityViz Model*. A description of both data sets and information used for creating the databases is provided on the following pages.

Development Status

Development status in Pasco County tells CommunityViz which set of equations to use for estimating the development yield (build-out potential) of a grid cell. And, when combined with the land suitability scores and community type assignments, it establishes the order and supply available for a grid cell to receive future growth in the model.

Development Status Assignments

Development status was assigned to parcels in Pasco County using 2015 aerial photography, property appraiser data, and topic-specific GIS data sets (e.g., existing land use, farmland, or vacant land inventories, etc.). Emphasis on one or more of the data sets varied by the development status category being coded, which is highlighted in the category descriptions below. Values for development status are recorded in a new column created for the parcel files named DEV_STAT (short for "development status category"). Internal scripts in the model transfer values from parcels to grid cells using an overlap most function.

Category Descriptions

Development status categories used for the *Pasco County CommunityViz Model* include open space, agriculture, developed, undeveloped, and committed development. A brief description of each category follows:

Open Space — Active or passive land dedicated to permanent or semi-permanent open space, including: state parks, conservation areas, parks and recreation fields, and land set aside for open space in residential neighborhoods, commercial centers, business parks, etc. GIS data (conservation easements, environmentally-sensitive areas, points of interest, etc.) and/or land ownership information in the County property appraiser database were used to assign open space status.

Future year growth cannot be allocated to grid cells identified as open space in Pasco County.

Agriculture — Land used for agriculture was identified using land use codes in the County property appraiser data, and excluding those that were also identified for permanent conservation. Data was also compared to land use/land cover data maintained by the Southwest Florida Water Management District for identifying additional agriculture areas.

Future year growth can be allocated to grid cells identified as agriculture in Pasco County.

<u>Developed</u> — Lots or parcels largely built-out with permanent buildings or structures. Developed status was also assigned to surface parking lots that serve adjoining buildings, or to sliver lots adjacent to developed parcels (appearing to be part of the same development or home site) where size, shape, or access limitations would generally keep them from developing in the future. 2015 aerial photography, GIS data (existing land use inventory, address points, points of interest, etc.), and land ownership information in the County property appraiser database were used to assign developed status.

Future year growth cannot be allocated to grid cells identified as developed in Pasco County.

<u>Undeveloped</u> — Lots or parcels without permanent buildings or structures. Undeveloped status was also assigned to more rural parcels with temporary structures (e.g., pole barn, large storage shed, etc.) that could easily be removed to accommodate new development. 2015 aerial photography, GIS data (vacant lands inventory, building footprints, etc.), and land ownership information in the County property appraiser database were used to assign undeveloped status.

Future year growth can be allocated to grid cells identified as undeveloped in Pasco County.

Committed Development — Large projects approved, but not yet fully-developed, in Pasco County that will be under construction sometime between the base year (2015) and the long-range planning horizons (2045) for the *Pasco County Community Viz Model*. Approved project boundaries associated with committed development were used to locate and establish the boundaries for assigning committed development status in Pasco County.

Future year growth is hard-coded for committed development areas following the magnitude and rate of growth identified in a summary table. "Freerange" growth — not tied to a specific project approval — cannot be allocated to grid cells identified as committed development in Pasco County.

Development Status Assignment Map

A map depicting development status assignments for the preferred growth scenario in Pasco County is included in the technical appendix.

Committed Development

Information from Pasco County on Developments or Regional Impact (DRIs), Master Planned Unit Developments (MPUDs), and approved developments as of November 13,2018 was incorporated into the forecasts of socioeconomic growth. Approved dwelling units and employees were allocated to the appropriate TAZs based on review meetings with Pasco County and Growth Management staff. Pasco County staff identified the quantities of development and the timeframe in which approved development would be allocated. The remainder of the population and employment

growth was allocated using the CommuntiyViz land use allocation model. The base year for the scenario planning initiative was 2015 as discussed in Section A, but the project was underway in 2018 for measuring and evaluating alternative development scenarios.

A table summarizing committed development data used in the CommunityViz models is provided in the technical appendix.

Place Typology

The Pasco County CommunityViz Model introduces the concept of place types for the study area, which generalize the various development categories used by local governments to describe, measure, and evaluate the built environment. Normalizing terms and concepts used to describe development in the County improves communication within the growth forum. It also helps standardize the process for rationalizing alternative growth scenarios and measuring their trade-offs with a comprehensive list of performance measures.

Place types in the study area tell CommunityViz which set of equations to use for estimating the development yield (build-out potential) of a grid cell. And when combined with the land suitability analysis scores and development status assignments, it establishes the order and supply available for a grid cell to receive future growth in the model.

Place Type Assignments

Place type values were assigned in Pasco County using a four step process: 1) parcels identified with a development status of 'open space' were assigned a place type of 'preserved open space', 2) parcels identified with a development status of 'developed' used 2015 aerial photography or topic-specific GIS data to assign place types, 3) parcels identified with a development status of 'agriculture' or 'undeveloped' used adopted plans and policies to assign place types, and 4) parcels identified with a development status of 'committed development' used project approvals or entitlements to assign place types.

Values for place types are recorded in a new column created for the parcel file named PT_CAT

(short for "place type category"). Internal scripts in the model transfer values from parcels to grid cells using an overlap most function.

Place Type Category Descriptions

Eighteen place type categories capture different development types, patterns, and intensities observed or desired in Pasco County. A brief summary of each place type category is provided below

<u>Preserved Open Space</u> — Preserved open space includes land dedicated for permanent conservation. These areas may be preserved because of their natural beauty, environmental sensitivity, reoccurring flood potential, or use as a buffer between adjacent developments. These areas are left undisturbed or undeveloped and managed by state, county or, local organizations; non-profit groups; or home owner associations.

Rural Living — Rural living areas are characterized by large lots, abundant open space, and a high degree of separation between buildings. Homes are scattered throughout the countryside and often integrated into the rural landscape. The lot size and distance between dwelling units decreases with greater development densities. Buildings are generally oriented toward the road and have direct access from private driveways. One or more outbuildings on a property may support farm activities.

<u>Agriculture</u> — Agriculture includes land being used for cultivated farmland, livestock, or woodlands. The areas also support the primary residence of the property owner and any out-buildings associated with activities of the farm activity.

Recreation Open Space — Recreation open space includes land dedicated for active and passive recreational uses: regional, community or neighborhood parks; sports complexes; recreation centers; athletic fields; etc.

<u>Large-Lot Residential</u> — Large-lot residential neighborhoods are formed as subdivisions with a relatively uniform housing type and density throughout (almost entirely single-family detached homes). Homes are oriented interior to the site and buffered from surrounding development by transitional uses, topography, or vegetative buffers.

Many large-lot residential neighborhoods "borrow" open space from adjacent rural or natural areas.

Small-Lot Residential — Single-lot residential neighborhoods are formed as subdivisions or communities with a relatively uniform housing type and density throughout. Homes are oriented interior to the neighborhood and are buffered from surrounding development by transitional uses or landscaped areas. All new single-family neighborhoods incorporate a comprehensive network of open space throughout to accommodate small parks, gathering places and community gardens; preserve tree stands; and help reduce stormwater runoff.

Townhome Community — Townhome communities are formed as a neighborhood of single-family attached homes with uniform housing densities. They provide pockets of greater residential density in the suburban landscape, often in locations that transition from commercial or office land uses to single-family neighborhoods. Homes in a townhome community include small footprints, shared walls, and multiple stories. Surface parking lots and garages are common in more suburban-settings, while on-street parking is also prevalent in more urban settings.

<u>Multifamily Community</u> — Multifamily communities are formed as a complex or neighborhood with a relatively uniform housing type and density throughout. They support the highest residential density in a suburban landscape and may contain one of the following housing types: condominiums, apartments, or senior housing (either standalone units for independent living, assisted living group quarters, or both on one site). Buildings are oriented interior to the site and generally buffered from surrounding development by transitional uses, preserved open space, or landscape areas. Surface parking lots and garages are common in more suburban-settings, while on street parking is also prevalent in more urban-settings.

<u>Mixed-Density Neighborhood</u> — Mixed-density neighborhoods are formed as subdivisions or communities with a mix of housing types and densities. Homes are oriented interior to the site and typically buffered from surrounding development by transitional uses, preserved open

space, or landscaped areas. Lots along the perimeter of a new neighborhood are sensitive to the density observed along the perimeter of an adjacent neighborhood in terms of size and scale (by providing a transition). Small blocks and a modified grid of streets support a cohesive, well-connected community.

Mixed-density neighborhoods incorporate a comprehensive network of open space throughout to accommodate small parks, gathering places and community gardens; preserve tree stands; and help reduce stormwater runoff.

General Retail — General retail areas serve the daily shopping needs of the county, the community, and surrounding residential neighborhoods. They typically locate near high-volume roads and key intersections. Surface parking lots and internal streets are common in retail areas. Cross-access between retail destinations is provided via service roads with provisions for pedestrian access between buildings that support a park-once mentality (or walk-to, bike-to environment from surrounding residential neighborhoods).

General Office — General office areas provide opportunities to concentrate employment in Pasco County on normal workdays. They include both large-scale buildings with employees for one business and areas with one or more buildings for multiple businesses that support and serve one another. They are buffered from surrounding development by transitional uses or landscaped areas and are often located in close proximity to major highways or thoroughfares.

Light Industrial — Light industrial areas provide opportunities to concentrate employment in Pasco County on normal workdays. Each area supports manufacturing and production uses, including warehousing, light manufacturing, medical research, and assembly operations. These areas are found in close proximity to major transportation corridors (i.e., highway or rail) and are generally buffered from surrounding development by transitional uses or landscaped areas that shield the view of structures, loading docks, or outdoor storage from adjacent properties.

<u>Heavy Industrial</u> — Heavy industrial areas support large-scale manufacturing and production uses, including assembly and processing, regional warehousing and distribution, bulk storage, mining, and utilities. These areas are found in close proximity to major transportation corridors (e.g., highways or railroads) and are buffered from surrounding development by transitional uses or landscaped areas that increase in size as development intensity increases. Heavy industrial districts generally require larger sites because activities are not confined entirely to buildings. Conveyer belts, holding tanks, smoke stacks, or outdoor storage all may be present in a heavy industrial district. Cross-access between adjacent heavy industrial destinations is provided via service roads.

Civic & Institutional — Civic and institutional facilities support a building or complex of buildings that serve public purpose, including a library, school, police station, fire station, public services complex, local government, etc. Visual qualities of the building(s) and its surrounding grounds make civic and institutional facilities a landmark within Pasco County.

Neighborhood Mixed-Use — A mixed-use neighborhood offers residents the ability to live, shop, work, and play in one community. Neighborhoods include a mixture of housing types and residential densities integrated with goods and services in a walkable community that residents visit on a daily basis. The design and scale of the neighborhood encourages active living, with a comprehensive and interconnected network of streets.

Mixed-Use Activity Center — A mixed-use center offers the opportunity to live, shop, work, and play in one community (generally in a larger center with more intense development compared to a neighborhood mixed-use neighborhood). Uses and buildings are located on small blocks with streets designed to encourage pedestrian movement and active public spaces. Buildings in the core of the center may stand three or more stories tall. Residential units or office space are found above storefronts. Homes surrounding the core offer several choices to live and experience the center. Parking is satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. The compact, walkable environment and

mix of residential and non-residential uses in the center supports multiple modes of transportation.

A large-scale mixed-use center may be surrounded by one or more neighborhoods that provide additional nearby home choices, and encourage active living with a comprehensive and interconnected network of walkable streets.

<u>Transit-Oriented Development</u> — Transit-oriented development includes a concentration of mixeduse, dense buildings focused around a premium bus transit stop. Uses and buildings are located on small blocks with streets designed to encourage bicycle and pedestrian activity. The highest density development is located within ½-mile of the transit station, with progressively lower densities spreading out into neighborhoods surrounding the center.

<u>Downtown</u> — Downtowns satisfy daily economic, entertainment and community needs for surrounding neighborhoods. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activity. Buildings in a downtown typically stand two or more stories in height with non-residential uses on the ground floor and residential units above storefronts.

Neighborhoods surrounding the commercial downtown core are relatively compact and support moderate- to high-density housing options, including: single-family homes (small lots), townhomes, condominiums and apartments.

Place Type Assignment Map

A map depicting place type assignments for the preferred growth scenario in Pasco County is included in the technical appendix.

Growth Control Totals

Growth control totals for a thirty-year planning horizon (2015 to 2045) were provided by the Pasco County Metropolitan Planning Organization. Data was summarized for five growth control categories consistent with the needs of the *Tampa Bay Regional Planning Model, v. 8.0:*

- single-family residential dwelling units
- multifamily residential dwelling units
- service employees

- industrial employees
- commercial employees

A table summarizing control totals used for the *Pasco County CommunityViz Model* — reported in tenyear increments — is provided in the technical appendix.

More information on the growth control totals created for the *Pasco County CommunityViz Model* is available from the Pasco County Metropolitan Planning Organization; including starting data sets, key assumptions, background calculations, and a summary of the review process.

Employee Space Ratios

Employee space ratios are used in the *Pasco County CommunityViz Model* to convert build out potential for non-residential development (square feet) to available supply (employees) for the growth allocation process. Ratios used for the conversion followed information published by the Florida Department of Transportation.

Employee space ratios assumed for Pasco County are summarized in the technical appendix.

Model Architecture

The Pasco County CommunityViz Model uses a county-wide modeling platform to run and evaluate alternative growth scenarios. Certain variables and values used in the calculations are linked to CommunityViz via lookup tables, which account for the different rules or policies local governments use to regulate development potential.

Growth by control total category is allocated to grid cells — for dwelling units and employees — in the model for each alternative growth scenario. Grid level data is summarized in CommunityViz by traffic analysis zone and exported to a database format (*.dbf) for creating socioeconomic data in the *Tampa Bay Regional Planning Model, v. 8.0*.

More information for specific components of the model architecture is provided on the following pages.

Model Components

The Pasco County Community Viz Model includes six major components: carrying capacity analysis, external lookup tables, build-out potential analysis, land suitability analysis, growth allocation and TAZ-level summary reporting.

Carrying Capacity Analysis

Some land in Pasco County will never develop because of physical conditions on the site, land ownership, or the existence of state and local policies that prohibit development. These areas — referred to as "highly-constrained for development" in the *Pasco County CommunityViz Model* — are removed from the model area to more accurately approximate buildable area in the study area.

Model-at-a-Glance:

	Study Area (sq. mi.)	762.52
9	Model Components	6
	Parcels	257,532
	Grid Cells	41,041
0	Assumptions	152
	Dynamic Attributes	237
	Indicators	26
	Lookup Tables	7

Internal scripts in the model remove "highly-constrained areas for development" from the build-out calculations using an overlap function. The presence of development constraints on a grid cell is reported as an area statistic (DEV_CON). The area(s) of a grid cell remaining for development (DEV_AREA) is calculated as the difference between total land area (SHAPE_AREA) and DEV_CON statistics.

A site efficiency factor specific to each place type category is applied to vacant grid cells in Pasco County to account for land typically set aside for on-site improvements (e.g., internal streets, utility easements, storm water management, open space, etc.) to support new development. The portion(s) of a grid cell remaining after the removal of "highly-constrained areas for development" is used to approximate buildable area for the region (BUILD_AREA).

Features in Pasco County used to represent highlyconstrained areas for development include:

- Existing Rights-of-Way;
- Water Bodies;
- Wetlands;
- Mitigation Bank Areas;
- Critical Linkages; and
- Permanent Conservation Areas.

A highly-constrained areas map and contributing factors map for the carrying capacity analysis are included in the technical appendix.

External Lookup Tables

Some variables and values used in the calculations for the *Pasco County CommunityViz Model* are linked to the analysis via external lookup tables, which update automatically every time a change is made outside the software. The tables are used to capture general development characteristics associated with the different place types, and enumerate household and employment control totals for the growth allocation process.

Site Efficiency Factors Lookup Table

Site efficiency factors in the lookup table SITE_EFF_LOOKUP.xls are used to account for the amount of land typically set aside for on-site

improvements (e.g., internal streets, utility easements, storm water management, open space, etc.) to support new development. They are reported in the lookup table as the percentage of land remaining for development after deducting for on-site infrastructure (e.g., a site efficiency factor of 80% means 20% of the land is assumed for on-site infrastructure). Site efficiency factors vary by place type category. They are constant for all jurisdictions in the Pasco County study area.

The Site Efficiency Factors Lookup Table is included in the technical appendix.

General Development Lookup Table

The general development lookup table DEV_LOOKUP_TABLE.xls is linked to the *Pasco County CommunityViz Model* using place type categories and jurisdiction code values. Statistics in the table vary by local government represented in the study area; reflecting small differences in characteristics or expectations for each place type category specific to the jurisdiction's local comprehensive plan and/or land development controls.

All seven communities in the study area are represented in the lookup table organized by city or unincorporated area. Each jurisdiction uses the same data columns, naming convention, and formatting features to streamline the modeling process. The only variations in the table are associated with the density and floor area ratio (FAR) values assumed for the variables. Build-out potential factors calculated in the lookup table streamline calculations inside CommunityViz by multiplying factors outside the model environment.

Information in the lookup table is summarized under seventeen column headings, including:

General Characteristics

- Place Type Category
- Jurisdiction Code
- Jurisdiction Name
- % Residential Development
- % Non-Residential Development

Residential Development Characteristics

- Average Density
- % Single Family Development
- % Multifamily Development

Non-Residential Development Characteristics

- Average Floor Area Ratio
- % Service
- % Industrial
- % Commercial

Build-Out Potential Factors

- Single Family Development
- Multifamily Development
- Service Development
- Industrial Development
- Commercial Development

The General Development Lookup Table (representing all seven communities in the study area) is included in the technical appendix.

Growth Control Total Lookup Tables

Three growth control total lookup tables — SED_2025_1.xls, SED_2035_1.xls, and SED_2045_1.xls — are used to store control totals for three interim horizon periods between 2015 and 2045. Dwelling unit data is reported for single family and multifamily residential categories. Data for employees is reported for service, industrial, and commercial categories.

Three growth control total lookup tables — one per horizon period — are included in the technical appendix.

Allocation Categories Lookup Table

The allocation categories lookup table ALLO_CATEGORIES_1.xls is a data set referenced in the "land uses" window of the Allocator 5 Wizard in CommunityViz. It assigns a numerical identifier to each growth allocation category that streamlines internal scripts and calculations in the software.

The Allocation Categories Lookup Table is included in the technical appendix.

Build-Out Potential Analysis

Build-out potential calculations for dwelling units and employees simulate a theoretical condition where all grid cells in Pasco County assigned 'undeveloped' or 'agriculture' status are developed consistent with assigned place types and development lookup table values. Internal scripts in the software start with buildable area (BUILD_AREA) and apply rules for land use mix, density, or intensity from the General Development Lookup Table to approximate a maximum number of new dwelling units or maximum number of new employees for the grid cells. A factor is applied in the employee calculations to convert maximum allowable nonresidential square feet to total employees for the growth allocation process (see employee space ratio discussion on pg. C-9).

Build-out potential statistics are summarized using five development categories — single-family residential, multifamily residential, service, industrial, and commercial — and three horizon periods: 2016 to 2025, 2026 to 2035, and 2036 to 2045. Available supply for successive horizon periods is calculated by subtracting current period allocation statistics from the same horizon period supply statistics (e.g., 2025 available supply – 2025 allocation = 2035 available supply).

Build-out statistics are summarized by control total category and horizon period for the growth allocation process consistent with control total categories and periods in the three control total tables. Results are saved in a file named "PASCO_GRID_CELLS". This information is used to represent 'available supply' for the growth allocation scripts in CommunityViz.

Land Suitability Analysis

Land suitability analysis (LSA) in a GIS environment measures the appropriateness of an area for a specific condition or use. For Pasco County, it is used to identify locations attractive for growth based on known physical features or policies unique to the area. Physical features in and immediately surrounding the County are layered over grid cells in CommunityViz, and calculations performed to determine either percent overlap or proximity of features to individual grid cells. A

normalized scale (between 0 and 100) is used to rank the grid cells from least to most suitable for future development. Factors in the LSA could have a positive or negative correlation to desirability scores.

The land suitability analysis calculations for the Pasco County Community Viz Model are repeated four times to anticipate changing conditions during the thirty-year planning horizon. Specifically, the model acknowledges new or emerging growth activity centers will attract future growth over time and/or expanding service areas and infrastructure will increase the desirability to grow in certain patterns and intensities over time. Horizon years assumed for the land suitability analysis include 2015, 2025, 2035 and 2045. Factors considered for running the land suitability analysis — data assumed varies over the four horizon years for similar categories — are summarized in Table C-3. Results are saved in a file named "PASCO LSA GRID CELLS". Factors are also weighted (using a scale of 0 - notimportant to 10 – most important) to put more or less significance on one factor compared to others in the calculations. A summary table of variables and weights for the four LSA analyses in CommunityViz is included in the technical appendix.

A composite map and contributing factor maps for the preferred growth scenario land suitability analysis — reported by horizon year — are also included in the technical appendix. Internal scripts transfer LSA scores from one grid cell file (PASCO_LSA_GRID_CELLS) to another (PASCO_GRID_CELLS) for the growth allocation process using an overlap most function.

Table C3: Factors Considered for Running Land Suitability Analysis in the Pasco County Community Viz Model by Horizon Year

LSA Factor	Measurement	Correlation	2015	2025	2035	2045
Interchange Locations	Proximity	Positive	•	•	•	•
Major Intersections	Proximity	Positive	•	•	•	•
Primary Roads	Proximity	Positive	•	•	•	•
Premium Transit Corridors	Proximity	Positive		•	•	•
Premium Transit Stops	Proximity	Positive		•	•	•
Downtown Areas	Overlap	Positive	•	•	•	•
Growth Activity Centers (Pasco)	Proximity	Positive	•	•	•	•
Growth Activity Centers (Pinellas)	Proximity	Positive	•	•	•	•
Growth Activity Centers (Tampa)	Proximity	Positive	•	•	•	•
Master Planned Communities	Overlap	Positive	•	•	•	•
South Market Area (Pasco)	Overlap	Positive	•	•	•	•
Gulf of Mexico Coastline	Proximity	Positive	•	•	•	•
Repetitive Loss Areas	Overlap	Negative	•	•	•	•
100-Year Floodplains	Overlap	Negative	•	•	•	•
Basins of Special Concern	Overlap	Negative	•	•	•	•
Environmentally Sensitive Areas	Overlap	Negative	•	•	•	•
Emerging Growth Areas	Overlap	Positive	•	•	•	•
Water Service Areas	Overlap	Positive	•	•	•	•
Sewer Service Areas	Overlap	Positive	•	•	•	•

Growth Allocation

Growth forecasted for Pasco County is allocated to grid cells using the Allocator 5 Wizard in CommunityViz. The tool helps determine where growth would likely occur using a supply-and-demand approach and a series of probability-based algorithms internal to the software.

The allocation wizard also uses a "randomness" factor of 2 (available settings range from 0 = strict order, follow LSA scores only to 10 = totally random, ignore LSA scores completely). This setting assumes a conservative amount of growth will locate in Pasco County irrespective of land suitability analysis scores. Qualitative observations

in Pasco County support this phenomena, whereby small amounts of growth compared to the county-as-a-whole occur in more rural areas that lack many of the variables identified by the local development community as important for supporting high growth areas.

Information from previous steps in the modeling process — build-out potential analysis, land suitability analysis for multiple horizon years, and growth control totals — is fed directly into the wizard for completing the allocation processes. Control totals for the thirty-year planning horizon — reported in ten-year increments, 2015 to 2045 — rely on socioeconomic data prepared by others (see discussion on page C-9).

Growth allocation data is summarized for five development categories — single-family residential, multifamily residential, service, industrial, and commercial — and three horizon periods: 2016 to 2025, 2026 to 2035, and 2036 to 2045. Results are saved in CommunityViz as individual columns in a file named "PASCO_GRID_CELLS", using the naming convention "GA_[allocation category]_[horizon year]". For example, new industrial employees between 2016 and 2025 would be saved in a column named "GA_IND_25".

Maps for the allocation of new dwelling units and new employees by grid cell and horizon period for the preferred growth scenario in Pasco County are included in the technical appendix.

Reporting Geographies

Future year growth is allocated to grid cells in the *Pasco County Community Viz Model* using pre-defined control total categories and horizon years. The *Tampa Bay Regional Planning Model, v. 8.0* requires all socioeconomic data be organized by traffic analysis zone for its process. Therefore, grid cell data in CommunityViz (tagged with overlying traffic analysis zone identification number) is summarized into traffic analysis zones using the "summary statistics" tool in ArcGIS software.

Specific settings for running the "summary statistics" tool are as follows:

Input Table — PASCO_GRID_CELLS

Output Table — TAZ_Summary_[Date].dbf

Statistics Fields — Growth Allocation for Single Family Dwelling Units (GA_SF_[HY]), Growth Allocation for Multifamily Dwelling Units (GA_MF_[HY]), Growth Allocation for Service Employees (GA_SER_[HY]), Growth Allocation for Industrial Employees (GA_IND_[HY]), and Growth Allocation for Commercial Employees (GA_COM_[HY])

Notes:

 $|HY| = Growth \ Allocation \ Horizon \ Year$

Data columns should be included for each control total category and each horizon year in the input table (2025, 2035, and 2045). Total number of fields should be fifteen (five control total categories x three horizon periods = fifteen columns)

- <u>Statistic Type</u> Summation
- <u>Case Field</u> TAZ_2015

Appendix 4.2

Pasco County CommunityViz Model MetroQuest Performance Measures

Pasco County CommunityViz Model MetroQuest Performance Measures Comparison of Results for Three Alternative Growth Scenarios

Performance Measure	Units	Base Year (2015)	Trend & Technology (2045)	All-in-Transit (2045)	Beltway & Boulevard (2045)
Park Proximity					
1/4-Mile Walking Distance					
Dwelling Units	Dwelling Units	12,330	16,127	19,312	15,819
Population	People	23,669	32,191	38,675	31,362
1-Mile Biking Distance					
Dwelling Units	Dwelling Units	89,073	121,907	132,220	120,705
Population	People	168,816	244,186	264,335	240,410
Employment Center 30-Minute Commute Shed					
Travel by Transit					
Dwelling Units	Dwelling Units		0	0	0
Population	People		0	0	0
Travel by Automobile					
Dwelling Units	Dwelling Units		4,074	0	0
Population	People		10,620	0	0
Transit Proximity (1/4 mile of local; 1/2 mile of BRT/LRT stations)					
Acces to Local & Premium Service (Combined)					
Dwelling Units	Dwelling Units	99,294	149,644	160,929	147,961
Population	People	196,080	313,578	338,290	309,399
Development in Walkable Places					
Dwelling Units	Dwelling Units	_	34,499	83,614	30,424
Employees	People	_	45,685	86,657	39,459
Development Adjacent to Congested Corridors					
Dwelling Units	Dwelling Units	_	9,317	21,802	18,067
Population	People	_	19,679	46,703	39,156
Proximity to Active Transportation (Trail) Network (1/4 mile)					
Dwelling Units	Dwelling Units	17,052	27,262	27,879	25,881
Population	People	36,202	60,971	63,140	57,552
Proximity to Hospitals (1 mile)					
Dwelling Units	Dwelling Units	20,752	30,573		28,390
Population	People	37,700	58,596	68,550	54,602
Demand for Public Services					
Water Service	New MGD per Day	_	32.73	27.65	35.62
Sewer Service	New MGD per Day	_	27.69		30.21
Solid Waste New Local Streets	New Tons per Day New Lane Miles	_	1,104	-	1,053 3,421
	New Lane Miles		3,427	3,196	3,421
Proximity to Public Services (2 miles)					
Police Service Areas					
Population	People	118,681	166,611		
Employees	People	58,545	69,898	76,307	70,315
Fire/EMPS Service Areas	D I.	274 000	575 457	604 570	560.465
Population Employees	People People	371,889 134,164	575,157 211,230	•	
	Реоріе	134,104	211,230	207,209	211,065
Demand for Schools	Danasatana		1250/	1250/	1250/
New Student Demand vs. Existing Capacity	Percentage	_	135%	135%	135%
Environmentally-Sensitive Areas					
Floodprone Areas					
Dwelling Units	Dwelling Units	88,926	145,084		145,860
Population	People	176,689	304,853		306,063
Employees	People	58,690	99,511	99,281	98,6

Pasco County CommunityViz Model MetroQuest Performance Measures

Comparison of Results for Three Alternative Growth Scenarios

Performance Measure	Units	Base Year (2015)	Trend & Technology (2045)	All-in-Transit (2045)	Beltway & Boulevard (2045)
Coastal High Hazard Areas					
Dwelling Units	Dwelling Units	24,795	34,314	44,336	34,250
Population	People	39,594	56,873	74,123	56,655
Employees	People	17,914	20,059	25,996	19,125
and Consumption Statistics					
Critical Habitats (% of Land Impacted by New Development)	Percentage	_	21%	16%	21%
Agriculture Land (% of Land Impacted by New Development)	Percentage	_	37%	27%	38%
mpervious Surface					
New Impervious Surface Area	Square Miles	_	49.30	52.39	48.32

Last Revised April 17, 2020

Appendix 4.3

Planning Expectations and Certifications

Planning Expectations and Assumptions

2045 Long Range Transportation Plan Technical Report #1

October 2018

Prepared for



Prepared by



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Section 1. Introduction

The MOBILITY 2045 Long Range Transportation Plan (LRTP) was developed to be consistent with the requirements of the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. Based on the guidance provided by the Florida Department of Transportation (FDOT) in the MPO Program Management Handbook, a comprehensive checklist will be completed during the LRTP development in order to identify conformance with Federal Regulations and State Statutes. The planning process for the Pasco MPO is certified every four years as part of the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) certification review of the Tampa Bay Transportation Management Area (TMA), including The Hillsborough MPO, Pasco MPO and Pinellas MPO. The results of the most recent Federal Certification Report were published in June 2017.

This purpose of this technical report is to document the key federal and State requirements and guidance that will shape the development of the MOBILITY 2045 LRTP consistent with the FAST Act requirements. In particular, three key sources of guidance are summarized in this technical report, with the original source guidance provided in appendices. The three key sources of guidance for conducting this review are listed below.

- 2017 Tampa Bay TMA Certification Report (June 2017)
- LRTP Expectations (Federal Strategies for Implementation Requirements for LRTP Updates— January 10, 2018)
- Florida Planning Emphasis Areas (FDOT Policy Memo 2018)

Section 2. 2017 Certification Report – Tampa Bay Transportation Management Area

Federal law requires FHWA and FTA to jointly certify the transportation planning processes of TMAs at least every four years. A TMA is an urbanized area, as defined by the U.S. Census, with a population greater than 200,000. In 2010, the Tampa—St. Petersburg Urbanized Area had a population that exceeded 2.4 million people, exceeding the threshold established for a TMA. As one of three counties within the TMA, Pasco County's urbanized population in 2017 was estimated at nearly 445,000 as published by the Florida DOT Forecasting and Trends Office. As part of the certification review for the Tampa Bay TMA, the following steps were completed.

- Site visit
- Review of planning requirements
- FHWA/FTA certification report
- Certification review closeout presentation

The following is a review of the items from the 2017 Tampa Bay TMA Certification Report pertaining to the Pasco MPO. The report summarizes the certification process, including the noteworthy practices, corrective actions and recommendations intended to ensure continuing regulatory compliance of the MPO with the federal planning requirements.

Results from the 2017 certification review remain in place until 2021 when the next certification review is scheduled to occur. The complete 2017 Certification Review for the Tampa Bay TMA can be found online at www.pascompo.net. Due to the length of this report, the Pasco MPO portion is provided in Appendix A.

Noteworthy Practices

The MPO has been actively working to incorporate concepts such as safety and collaboration into all of plans they develop. The certification review noted the following noteworthy practices in the 2017:

Safety – The MPO was commended for the development and linkage of safety performance measures within the LRTP and CMP.

Title VI and Related Requirements (ADA) – The MPO was commended for its efforts to obtain better representation among underserved groups, including racial/ethnic minorities, those with disabilities, and younger system users on its committees and in its outreach.

TMA Regional Coordination – The MPO was commended for its participation in the regional coordination efforts undertaken by the TMA.

Corrective Actions

The following corrective actions were identified in the 2017 certification review:

Transit - An Annual List of Obligated Projects for transit projects must be completed by December 31, 2017, making it available in a manner consistent with the MPO's Public Participation Process for the Transportation Improvement Program (TIP).

At the December 14, 2017 MPO Board Meeting, the annual list of obligations projects was amended to include federally funded transit projects in the previous fiscal year.

Transportation Improvement Program - The MPO needs to verify that the funding amounts are shown in Year of Expenditure (YOE) and amend the TIP to document the use of YOE to meet this requirement. The TIP must be changed by November 30, 2017.

At the November 9, 2017 MPO Board Meeting, the 2017/2018 – 2021/2022 TIP was amended such that project costs were updated to in future YOE format.

Transportation Improvement Program (TIP) - The MPO must amend the 2017/2018 – 2021/2022 TIP by November 30, 2017, to provide a clear demonstration of fiscal constraint by year.

At the November 9, 2017 MPO Board Meeting, the TIP was amended in order to more clearly demonstrate fiscal constraint by year for the five years of the TIP.

The MPO adopted the Transportation Improvement Program for Fiscal Year 2018/2019 – 2022/203 on June 14, 2018. With the update to the TIP in 2018, the MPO has carried forward the formats and requirements amended in 2017/2018 – 2021/2022 TIP.

Recommendations

Numerous recommendations resulted from the 2017 certification review, all of which are being reviewed and evaluated for integration into future efforts of the MPO. Recommendations include the following:

- Security: The Federal Review Team Recommended that the Pasco County MPO develop a standalone Continuity of Operations Plan (COOP) and perform a COOP exercise to identify any emergency processes that may need strengthening. At a minimum, the Federal Review Team recommends that the staff test the existing COOP that is housed within the County's operations.
- Unified Planning Work Program (UPWP): The certification results recommended that the MPO review the contents of the UPWP posted online and confirm that an updated and complete UPWP is made available for viewing.
- Public Participation Plan (PPP): during future updates, the MPO should address the following areas of concern.
 - o Ensure that libraries are equipped with the website link or other method for providing hard copy access to the PPP upon request. If the county libraries cannot be depended upon for sharing this or other MPO information with the public, then reference to them should be removed from the PPP.
 - Provide web links to specific information that is described or summarized in the PPP.
 - Include a distinct section on how the PPP was developed in consultation with all interested parties.
- Outreach and Public Participation: The Federal Review Team recommended that the MPO
 review and evaluate their processes and procedures when determining if a public hearing is
 required/appropriate in place of a public meeting and revise language in their planning
 documents to reflect the format of these meetings accordingly.

- Title VI and Related Requirements: The MPO should carefully review its procurement and contract documents in an effort to verify that the correct nondiscrimination information is present and up to date.
- Long Range Transportation Plan: The Federal Review Team recommends that the MPO post the supporting LRTP technical documents, which were included with the hard copy of the plan, with the LRTP document on the website.

Additionally some opportunities were identified regarding following the Scope of the Planning Process section:

- Freight Planning The MPO has identified some freight related objectives that are integrated
 with the CMP that will be incorporated into the update of MPO's MOBILITY 2045 Long Range
 Transportation Plan. The MPO is also looking at ways to address hotspot truck related issues
 through a comprehensive database for improvements to truck routes. The routes that are in
 need of improvement will be given a higher ranking weighted factor.
- Security Considerations in the Planning Process The Certification Report noted the significance
 of safety in much of the MPO work. The linkage of the performance measures established for
 the CMP to the measures in the LRTP was identified as noteworthy. This use of performance
 measures and linking planning efforts will be incorporated into the 2045 LRTP.

Summary

As noted above, the certification identified a number of practices the MPO is already participating in regarding safety and freight planning. These efforts will be integrated into the 2045 LRTP by developing and integrating performance measures and including additional analysis related to freight and inclusion of freight-related stakeholders into the engagement process.

Section 3. LRTP Expectations

The Federal Highway Administration and the Federal Transit Administration work with FDOT, the Metropolitan Planning Organization Advisory Council (MPOAC) and Florida's MPOs to identify and document expectations relating to meeting federal long range planning requirements. The following section is a summary of the Federal Strategies for Implementation Requirements for LRTP Updates for the Florida Metropolitan Planning Organizations (MPOs) which can be found in Appendix B.

Stakeholder Coordination and Input

- MPOs are required to develop specific public involvement strategies, documenting procedures, strategies and outcomes of stakeholder involvement in the planning process
- Broad stakeholder input and plan/map review should include agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation
- Measures of effectiveness for public involvement strategies should be included in the Public Participation Plan and should be used to evaluate the effectiveness of LRTP outreach, informing any changes to the strategies

Fiscal Constraint

- In the cost feasible plan, phases and costs of that phase should be documented
- Project phases include Preliminary Engineering (PE), Right of Way (ROW) and Construction. PE includes both the Project Development and Environment (PD&E) and Design phases.
- Full time span of the LRTP is at least 20-years. Show all projects and phases through the horizon year.

Technical Topics

- SHSP Consistency Require the goals, objectives, performance measures and targets of the
 Highway Safety Improvement Program (HSIP), which includes the SHSP, to be integrated into the
 LRTPs either directly or by reference. However, the specific priorities, strategies,
 countermeasures and projects of the HSIP are not required to be integrated.
- Freight -
 - Changes to the planning requirements now also encourage the consultation of agencies and officials planning for freight movements.
 - Planning regulations now require the goals, objectives performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference. While freight is one of the planning factors, it deserves special emphasis, and will need to play a more prominent role in future LRTPs. The MPOs need to show a concerted effort to incorporate freight stakeholders and strategies into the next LRTP.
- Environmental Mitigation/Consultation-
 - For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies.

- The LRTP discussion can be at a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used when these environmental areas are affected by projects in the LRTP. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might take advantage of later.
- Congestion Management Process- The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP. The measures developed for the LRTP will be consistent.
- Americans with Disabilities (ADA) Transition Plans assist with local government compliance

Administrative Topics

- LRTP Documentation/Final Board Approval is required for the following:
 - The current and projected demand of persons and goods; existing and proposed facilities that serve transportation functions;
 - o A description of performance measures and targets;
 - A system performance report;
 - Operational and management strategies;
 - Consideration of the results of the congestion management process;
 - Assessment of capital investment and other strategies to preserve existing and future infrastructure;
 - Transportation and transit enhancement activities;
 - Description of proposed improvements in sufficient detail to develop cost estimates;
 - Discussion of potential environmental mitigation strategies and areas to carry out the activities;
 - A cost feasible financial plan that demonstrates how the proposed projects can be implemented and includes system level operation and maintenance revenues and costs;
 and
 - Pedestrian walkway and bicycle transportation facilities which are required to be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted
- LRTP & STIP/TIP Consistency: the STIP and TIPs must be consistent with the LRTP

New Requirements

While not required to be addressed in LRTPs, the following new planning factors will be required for the 2050 planning process. They are presented for consideration for inclusion in the 2045 plan.

New Planning Factors:

 Improving the resiliency and reliability of the transportation system and reducing or mitigating storm-water impacts of surface transportation. The recommendation is to consult with agencies responsible for managing natural disaster risk. • Enhancing travel and tourism. The recommendation is to consult with agencies responsible for tourism.

Transportation Performance Management

The MPO is required to describe the performance measures and the targets the MPO has selected for assessing the performance of the transportation system. The Transportation System performance Report is:

- A tool that evaluates and updates the condition of the transportation system in relation to the performance measures and targets;
- Includes for each performance measure information such as: the target set; the baseline condition at the start of the evaluation cycle; the progress achieved in meeting the targets; and
- A trend-type comparison of progress with previous performance reports.

Multimodal Feasibility

The LRTP should include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

Transit Asset Management

The MPO is required to set performance targets for each performance measure set by the transit agency.

Emerging Issues

Each MPO has the discretion to determine whether to address emerging topics in their LRTP at this time and the appropriate level of detail. Beginning to address these issues early on may potentially minimize the level of effort needed to achieve future compliance.

<u>Mobility on Demand</u> - Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system- of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV) and Connected Vehicles (CV) are two components of the overall MOD model.

The preliminary five-part formal classification system for AVs is:

- Level 0: The human driver is in complete control of all functions of the car.
- Level 1: A single vehicle function is automated.
- Level 2: More than one function is automated at the same time (e.g., steering and acceleration), but the driver must remain constantly attentive.
- Level 3: The driving functions are sufficiently automated that the driver can safely engage in other activities.
- Level 4: The car can drive itself without a human driver

CV includes technology that will enable cars, buses, trucks, trains, roads and other infrastructure, and our smartphones and other devices to "talk" to one another. Rapid advances in technology mean that these types of systems may be coming on line during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.

Proactive Improvements

The following issues are presented to support "proactive change in the LRTPs to help Florida continue to make positive strides in long range planning:"

<u>New Consultation</u>: Agencies that are responsible for tourism and for natural disaster risk reduction. This supports the implementation of the new planning factors {23 CFR 450.316(b)}

<u>Summary of Public Involvement Strategies</u>: In order to demonstrate consistency with Title VI and other anti-discrimination provisions, MPOs should summarize the outreach information. This information should be derived from the MPO's public involvement plan elements. The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP.

<u>Impact Analysis/Data Validation</u>: The LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan.

FDOT Revenue Forecast: FDOTs Revenue Forecast should be included in the appendices.

<u>Sustainability and Livability in Context</u>: MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.

<u>Scenario Planning</u>: If the MPO chooses to develop these scenarios, they are encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario.

Section 4: Planning Emphasis Areas

The following areas were identified by FDOT for consideration when updating their Unified Work Plan and will be integrated into the 2045 LRTP as appropriate. The *Florida Planning Emphasis Areas 2018* memo can be found in Appendix C.

 Rural Transportation Planning – MPOs are encouraged to coordinate with rural government entities, internal and external to planning boundaries that are impacted by transportation movements between regions.

The Pasco MPO is coordinating with adjacent counties to create a seamless transportation system between regions and is working to ensure that rural areas of the county have access to transportation services.

 Transportation Performance Measures – FHWA has finalized six performance measures to implement the performance measure framework established in MAP-21 and the FAST Act. FDOT has established targets for each of these areas that measure safety, roadway condition, traffic congestion, freight movement efficiency, environmental protection and project delivery delay reduction and the MPO has adopted targets.

The Pasco MPO has embraced the use of performance measures and targets, incorporating them into the CMP and other planning efforts. Mobility 2040 developed targets and Mobility 2045 will continue to build on strategies and investments made to reach the targets.

ACES (Automated/Connected/Electric/Shared-use) Vehicles – Adopting and supporting
innovative technologies and business practices such as ACES, supports all seven goals of the
Florida Transportation Plan and the federal planning factors found in the FAST Act. While the
impact of these technologies is uncertain, planning for their integration is important to prepare
for the planning horizon.

The MPO is beginning to address the challenges and opportunities presented by ACES by including analysis of corridors to identify ATMS candidates as well as developing policies that support the integration of technology as it becomes available. It will also be important to include ACES supportive infrastructure in corridor recommendations.

Appendix A. 2017 Certification Report, Tampa Bay Transportation Management Area (June 2017)



2017 Certification Report

Tampa Bay
Transportation
Management Area

Hillsborough MPO Forward Pinellas Pasco County MPO

Prepared by:

Federal Highway AdministrationFlorida Division

Federal Transit AdministrationRegion IV

June 2017



Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report, and a certification review closeout presentation to the Metropolitan Planning Organization (MPO) governing board.

The joint FHWA/FTA Federal Review Team conducted site visit reviews of the Tampa Bay TMA on **March 27 - 30, 2017**, and **April 11 - 12, 2017**. The Tampa Bay TMA is comprised of the Hillsborough MPO, Pasco County MPO, and Forward Pinellas. Since the last certification review in 2013, this TMA has made significant improvements to its transportation planning processes, including its regional coordination efforts.

This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements. The Federal Review Team identified 18 noteworthy practices, 17 recommendations and three corrective actions during the review, which can be found in the Findings/Conclusions section of this report.

Based on the overall results of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Tampa Bay TMA, comprised of the Hillsborough MPO, Forward Pinellas, and Pasco County MPO, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C, subject to the TMA satisfactorily addressing the corrective actions outlined in this report. The TMA is encouraged to provide FHWA and FTA with evidence of the satisfactory completion of the corrective actions prior to the noted deadlines. The MPO's progress in meeting the corrective actions will be monitored and evaluated. This certification will remain in effect until **June 2021**.

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Overview of the Certification Process

Under provisions of 23 CFR 450.334 (a) and 49 CFR 613.334 (a), the FHWA and the FTA must jointly certify the planning process of TMAs "not less often than once every four years" (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). This four-year cycle runs from the date of the previous jointly issued Certification report. The primary purpose of a Certification Review is to formalize the continuing oversight and evaluation of the planning process.

A certification review generally consists of four primary activities. These activities include: a "desk audit", which is a review of the TMA's main planning process documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP); a "site visit" with staffs from the TMA's various transportation planning partners (e.g. the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; the preparation of a "FHWA/FTA TMA Certification Review Report" that documents the certification review's findings; and a formal FHWA Florida Division presentation of the review's findings at a future MPO Board Policy meeting.

The Tampa Bay TMA is comprised of three MPOs: Hillsborough, Pasco County, and Forward Pinellas. The certification review of the TMA includes a review of the transportation planning processes for each of these MPOs and regional coordination activities. The review for the Hillsborough MPO was held April 11 - 12, 2017, in Tampa Florida. The review for Forward Pinellas was held March 27 - 28, 2017, in Clearwater, Florida. Lastly, the review for the Pasco County MPO was held March 29 - 30, 2017, in New Port Richey, Florida.

During these site visits the Federal Review Team met with the staffs of the Hillsborough, Pasco County, and Forward Pinellas, the FDOT, the associated transit authorities, committee representatives, other partnering agencies, and the public. See **Appendices A, C and E** for a list of review team members and site visit participants for each MPO, **Appendices B, D and F** contain the agendas for all site visits, **Appendix G** provides a copy of the Public Notice provided for all three public meetings which announced the Federal Certification Review public meeting. A public meeting was held separately for each MPO for this certification. The public meeting for the Hillsborough MPO was April 12, 2017. The public meeting for the Forward Pinellas was held Wednesday, March 29, 2017, and the meeting for the Pasco County MPO was held Monday, March 27, 2017.

The purpose of these public meetings is to inform the public about Federal transportation planning requirements and allow the public the opportunity to provide input about the transportation planning process, more specifically how the process is meeting the needs of the area. These meetings were advertised in local newspapers, direct mail, and on Hillsborough, Pasco, and Forward Pinellas individual MPO websites.

For those that could not attend the public meetings or who did not want to speak at the public meeting, contact information for the Federal Review Team was provided. Members of the public were given 30 days from the date of the public meeting to mail, fax or email their comments; they may also request a copy of the certification review report via these methods. Additional comments were received within the 30-day period. A summary of the public comments for all three MPOs, along with how they were incorporated into this report, is included in **Appendix H**. **Appendix H** also contains public comments either via public meeting, via MPO staff and website, via FHWA email), or via FHWA mailing address.

Part 1: <u>Hillsborough Metropolitan Planning Organization</u>

Section I. Previous Certification Findings Status/Update

The following is a summary of the previous recommendations made by the Federal Review Team to the Hillsborough MPO. The report for the MPO's last certification review was published in **July 2013**. There were no Corrective Actions identified in the prior report.

A. Recommendations

1. <u>Agreements</u>: The Federal Review Team recommends that the MPO re-visit and revise, where necessary, the 2004 Interlocal Agreement and at a minimum provide an updated date of the most recent review of the Agreement.

Update: The ICAR Agreement was updated and executed on September 4, 2014, and amended on August 19, 2015, to add the School Board as a voting member.

2. <u>Safety</u>: The planning regulations call for the transportation planning process to be consistent with Strategic Highway Safety Plan (SHSP) [23 CFR 450.306(h)]. While the Federal Review Team commends the Hillsborough County MPO staff for their efforts related to Safety, it was not clear during the site visit review how the staff had integrated concepts included in the SHSP into their planning process. Since the FDOT recently updated this plan in 2012, the Federal Review Team recommends that the MPO review this plan and continue to coordinate with FDOT to ensure that the goals, objectives and safety plans of the MPO are consistent with the Strategic Highway Safety Plan and begin documenting this connection in the next LRTP. The updated plan can be found at the following link: http://www.dot.state.fl.us/safety/SHSP2012/SHSP-2012.shtm

Update: During the development of the 2040 LRTP and Policy, the MPO considered safety as their number one goal and are aligned and consistent with the FDOT Strategic Highway Safety Plan. The MPO explicitly considered eight focus areas: aggressive driving, intersection crashes, vulnerable road users, lane departure crashes, impaired driving, at-risk drives, distracted driving, traffic data, and developed performance measures for reducing crashes.

3. Public Participation Plan (PPP): As with most organizations, much if not all the MPO's documents are available via the website, as well as in paper format at libraries and other public facilities. However, the plan is so extensive that downloading the full document may be time consuming, creating an unintentional barrier to public access. The MPO should consider breaking its electronic PPP into parts so that the public may more quickly access essential information. For example, a dropdown menu would allow the public to choose the body of the PPP, or an appendix such as the MPO's toolbox, strategies or acronyms list. The

MPO may also wish to consider reviewing the plan in an effort to remove redundant or extraneous information.

Update: The PPP & Measures of Effectiveness (MOE) report landing page on the MPO website was redesigned and reformatted to comply with the recommendation on July 13, 2016. The reports are now easily downloadable and divided into sections for interested parties to review the reports.

4. <u>Tribal Coordination</u>: The Federal Review Team strongly encourages to MPO staff to work with the FDOT to consider alternative strategies to effectively engage the Seminole Tribe of Florida. The MPO should ensure that tribal coordination outreach is documented and kept as a part of the MPO's documentation diary. This process will prove extremely valuable as the MPO prepares to update the LRTP.

Update: The MPO coordinates with the FDOT District 7 Environmental Administrator and since the last Certification review added one new contact for Seminole Tribe of Florida to the stakeholder database. However, the MPO has not received any feedback from the contact.

- 5. <u>Title VI (Nondiscrimination Program</u>): Hillsborough MPO annually reviews its Title VI/Nondiscrimination Program documents for sufficiency and to ensure nondiscrimination in its programs, services and activities in compliance with 23 CFR 200.9(b)(5) and (6). The MPO will shortly undertake its review of the program for 2013. As it does so, FHWA recommends that the MPO ensure that its program documents contain:
 - a. The name and contact information for the employee designated the Title VI/Nondiscrimination Coordinator.
 - b. An organization chart that shows direct, dotted line access from the Title VI/Nondiscrimination Coordinator to the Executive Director of the MPO.
 - c. Consistent use of nondiscrimination language and the protected classes wherever the MPO references nondiscrimination. The MPO may wish to consider developing a standard nondiscrimination statement that contains a link with the full policy and complaint filing procedure. The MPO may then ensure optimum access by placing the language and link on all documents meant for the public.

Update: The MPO website includes name and contact information for the Title VI Specialist/Coordinator. See the attached link below:

http://www.planhillsborough.org/wp-content/uploads/2013/03/Hillsborough-MPO-Title-VI-Complaint-Procedure1.pdf An organization chart has been updated to reflect the direct line from the Title VI/Nondiscrimination Coordinator to the MPO Executive Director, see the attached link below:

https://planhillsborough.sharepoint.com/MPO/_layouts/15/guestaccess.aspx?folderid=04b903e824a664d9ba8ebd25934fa43f2&authkey=ATPdpHrkjVeejL793uAfq6s

The MPO has consistent, correct language and protected classes reference wherever nondiscrimination is referenced. Also, the MPO website includes the contact information on all MPO committee agendas, publications for LRTP, TIP, and UPWP see link below:

http://www.planhillsborough.org/wp-content/uploads/2012/12/MPO-March-2017-AGENDA-Full-Packet.pdf

6. <u>Title VI (Nondiscrimination Program)</u>: Hillsborough MPO uses protected class and underserved community data to ensure Environmental Justice through targeted outreach and public involvement. The MPO also has solid examples of using demographic data as part of prioritizing services and measuring the effectiveness of its activities. Due to unavailability of all the recent census tools, the MPO has not yet completed its Community Impact Assessment. Once in place, the MPO should begin using this information to track or trend possible discrimination and to analyze plans/projects to assess equitable distribution of benefits and avoidance of disproportionate adverse impacts. FTA has already released specific guidance on how to collect, analyze and use demographic data in evaluating service equity, and FHWA will be providing additional information in the coming year. In the meantime, the Review Team urges the MPO to continue its innovative exploration of data in relationship to its work products to identify benefits and burdens, and to ensure nondiscrimination.

Update: The MPO has been expanding their knowledge and expertise with using demographic data as part of prioritizing services and measuring the effectiveness of their activities. The MPO updated agendas, created a webpage that clearly explains their commitment to Non-discrimination and other Requirements and has a direct link for the public to contact the Title VI/Nondiscrimination/Coordinator.

7. Transportation Improvement Program (Fiscal Constraint): The Federal Review Team acknowledges that the Hillsborough MPO includes broad language related to fiscal constraint within the financial plan and financial summary sections of the 2012/13-2016/17 TIP. Although these explanations convey an understanding of fiscal constraint, the Federal Review Team recommends additional documentation to support the TIP in displaying fiscal constraint beyond the general statement that the TIP is constrained by year and the MPO adheres to the FDOT Work Program and Capital Improvement Program. For example, through the use of additional text or illustrative tools, such as tables or figures

consistent with MPO statements, the MPO will be transparent to the public on the TIP's fiscal constraint.

Update: FDOT D-7 provides funding to the MPO and from there a summary table was provided to illustrate funding broken down by Federal, State, and Local to reflect how fiscal constraint is made more transparent for the public. http://www.planhillsborough.org/wp-content/uploads/2016/05/FINAL-TIP-16-17_Amended_02-08-17.pdf

8. Transportation Improvement Program: The Federal Review Team recommends that the MPO include information in the executive summary of the TIP, which details for the public the procedures for revisions, amendments and administrative modifications, actions or adjustments made to the TIP, in accordance with CFR 450.326. The MPO is encouraged to coordinate and align the inclusion of this information with information included in the public participation plan. Providing this information in the executive summary of this planning document ensures that a member of the public is fully aware of the amendment/modification process without having to refer to another document to get the information.

Update: The MPO's TIP webpage has a section devoted to TIP amendments and it includes a link for future meetings of the board and committees, which all provide an opportunity for public comment. The MPO follows the process outlined in the MPO's Public Participation Plan, for revisions, amendments, and administrative modifications. The TIP contains a reference to the PPP and provides a link so that the public can be aware of the specific amendments and modification procedures.

http://www.planhillsborough.org/transportation-improvement-program-tip/

Section II. Boundaries and Organization (23 CFR 450.310, 312, 314)

A. Description of Planning Area

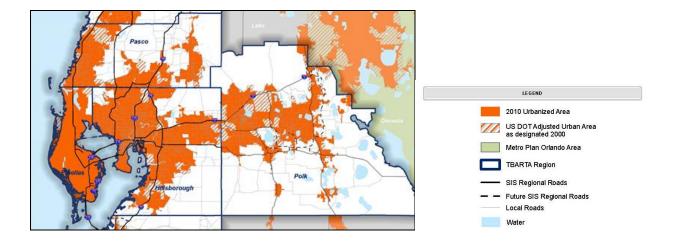
The Tampa Bay Metropolitan Area is the 18th largest metropolitan statistical area in the country, and according to the 2013 census estimate, has increased by 3.1% for a total of over 2.8 million people. Hillsborough County, along with Pinellas and Pasco counties are part of the Tampa Bay TMA.

The Hillsborough MPO transportation planning area includes the cities of Tampa, Temple Terrace, and Plant City, as well as the entire Hillsborough County area. The County is bordered by Pinellas County on the west, Manatee County on the south, Polk County on the east, and Pasco County on the north.

Hillsborough MPO's population, according to the results of the 2010 census, is over 1.2 million residents. Between 2010 and 2013 the Hillsborough MPO has grown 5.1%, which is higher than the 4% growth rate for the State of Florida during that period.

Hillsborough County's population increased by nearly 50,000 residents between 2013 and 2016 respectively (from 1,263,050 to 1,311,360), according to the results of the American Community Survey (ACS). Also within the same timeframe, the County's housing stock increased by approximately 30,000 units respectively (from 539,526 to 568,470). The MPO noted that much of the population growth and housing stock increase occurred in the unincorporated county, including the suburban communities of Riverview, FishHawk, and Apollo Beach.

The MPO noted that since the last Cert Review in 2013, the growth rate for Hispanics and/or Latinos has increased more than other ethnic groups. The ACS showed that in 2013, this group accounted for 25.3% of Hillsborough County's total population, and the 2016 numbers showed an increase in the County's Hispanic/Latino population percentage to 26.1%.



B. Metropolitan Planning Organization Structure

The Hillsborough MPO Board is comprised of sixteen voting members, including elected officials appointed from each of the following local governments and representatives from the transportation authorities noted below. Voting members include the City of Tampa (three members), Hillsborough County Commission (five members), City of Plant City (one member), City of Temple Terrace (one member), the Hillsborough Area Regional Transit (HART) Authority (one member), Hillsborough County Aviation Authority (HCAA) (one member), Tampa-Hillsborough Expressway Authority (one member), and the Tampa Port Authority (one member). A representative from the Hillsborough City-County Planning Commission and Hillsborough County School Board also serve as voting members. The voting structure of the MPO is one vote per member. Membership from the local governments is based on the proportion of the total population that resides within each jurisdiction.

The overall MPO organization/structure has changed since the last certification review. The Executive Director of the MPO is appointed by the MPO Board. The MPO staff provides day-to-day transportation planning expertise to the MPO and executes the direction of the MPO Board and its advisory committees. The Hillsborough MPO has several standing committees including: the Citizen's Advisory Committee (CAC), Bicycle Pedestrian Advisory Committee (BPAC), Technical Advisory Committee (TAC), Policy Committee, Livable Roadways Committee (LRC), Intelligent Transportation Systems (ITS) Committee, and the Transportation Disadvantaged Coordinating Board (TDCB).

C. Agreements

The MPO's agreements have been reviewed and substantially satisfy the federal requirements as outlined in 23 CFR 450.314 (a).

Section III. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors

23 CFR 450.306 requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors that reflect sound planning principles. The Hillsborough MPO addresses the required planning factors throughout the planning process and in the development of transportation planning products such as the LRTP, TIP, and UPWP. The planning factors are also incorporated into the Goals, Objectives and Policies of the LRTP.

B. Air Quality

The Hillsborough MPO is currently in an attainment area for all National Ambient Air Quality Standards (NAAQS). However, the MPO seeks out and attends courses related to Air Quality and Climate Change when available, and the Hillsborough County Environmental Protection Commission provides status reports on air quality annually to the board and several committees.

C. Bicycle and Pedestrian Planning Activities

The Hillsborough MPO incorporates bicycle and pedestrian planning in the development of its LRTP through several strategies that include the coordination and collaboration with other planning partners. The Hillsborough MPO, Pasco County MPO, and Forward Pinellas all participate in the new regional Tri-County Bicycle Pedestrian Advisory Committee.

The MPO has a BPAC that plays an important role in leading the planning for these activities. The BPAC works closely with the community to solicit input for bicycle/pedestrian facilities and includes disabled representation on its committee.

The MPO is updating its Comprehensive Pedestrian and Bicycle Plans. This effort has a regional focus for adding new trails and side paths, and utilizes data and information from neighboring bicycle/pedestrian plans including: Tampa Walk-Bike Plan, Tampa/Hillsborough County Greenways Plans, and Temple Terrace Multi-modal plan.

The MPO has undertaken an analysis to identify needed connections in bicycle/pedestrian trails and the gaps in those facilities on bridges that cross the Hillsborough River. The MPO is also conducting an evaluation of the existing conditions of bicycle and pedestrian facilities which includes analysis of destinations and origins from the neighborhoods and looking at commercial and other economic locations.

The MPO has completed several bicycle and pedestrian planning studies that have included: pedestrian accessibility to transit, providing safe pedestrian and bicycle facilities, connecting neighborhoods and parks, providing a network of multi-use trail facilities throughout the county, connecting bike and pedestrian planning to complete streets planning, and identifying alternative options for enhancing pedestrian and bicycle travel.

The MPO planning process also analyzes bicycle/pedestrian investment projects in relationship to the performance measures in the LRTP. One performance measure is to reduce crashes and vulnerability with the criteria being the project's effect on total fatal and bicycle/pedestrian crashes.

In 2016, Hillsborough County received a grant from Aetna and the American Public Health Association to assist neighborhoods in Tampa in "food desert" areas with access to affordable food nutrition through walking and bicycling.

D. Transit

The Hillsborough Area Regional Transit Authority (HART) is the primary provider of transit service in Hillsborough County. HART operates 162 fixed route buses; 36 ADA para-transit vehicles and three streetcars. According to the National Transit Database (2014), HART provides over 15.4 million transit trips per year (all modes) and reports its weekday ridership at approximately 51,644; with 27,495 on Saturdays, and 16,983 on Sundays. Hillsborough County is also served with express routes from the Pinellas Suncoast Transit Authority (PSTA) and with the van pool and commuter assistance program from the Tampa Bay Regional Transportation Authority (TBARTA).

HART serves on the Hillsborough MPO board and several MPO subcommittees (Citizen Advisory, Technical Advisory, Bicycle/Pedestrian, Transportation Disadvantaged, and Livable Roadways). HART is closely involved in the MPO planning process with the review of the LRTP, TIP, and UPWP through the various subcommittees. There are also members of the MPO board that serve on the HART board. The above working relationships have established a high level of cooperation between HART and the MPO in the transportation planning process for the metropolitan area.

It is a common practice for HART and the MPO to coordinate on various major planning studies. A few of the studies include: Tampa Bay Express, Transit Assets and Opportunities (a study of expanding commuter use of Tampa's streetcar and freight rail corridors), South Shore transit circulator, Tampa Innovation District, Northwest County bus service review, and a Maintenance Facility Feasibility Study. The MPO also coordinated with HART in conducting the 2014 onboard ridership survey and participated in the transit feasibility study. During the public meeting, comments were received about area transit operations, including ridership, bus schedules, shuttle buses, phone apps, and ridership studies. The comments are included in the report at Appendix H. FTA suggests that this issue be addressed via the local collaborative planning process.

The MAP-21/FAST Act established the requirement for a performance management approach to the transportation planning process. Towards this effort, HART has collaborated with the MPO in the development and sharing of performance data. For example, HART provides data to the MPO on its routes regarding level of service and location that feeds into the analysis of performance measures in the LRTP.

The MPO is the sub-recipient of FTA Section 5305(d) Statewide and Metropolitan Planning program funding awarded and passed through from FDOT. The FTA Apportionment for Section 5307 Urbanized Area formula funds is to the Tampa-St. Petersburg UZA, which includes HART, Pinellas Suncoast Transit Authority (PSTA), Pasco County Public Transit (PCPT) and the Tampa Bay Regional Transportation Authority (TBARTA). HART, PSTA and PCPT are all FTA designated recipients. There is a split agreement in place that is applied to the UZA Apportionment to divide the funding between each transit agency. The split agreement is provided to FTA annually. After the funds are divided, each transit agency submits an application to FTA for the Section 5307 funds. Since 2013, TBARTA is also included in the annual split of 5307 funds as a Direct Recipient. Transit funding is also provided to HART by FDOT. HART staff and the Hillsborough MPO staff collaborate to establish project funding priorities.

E. Intelligent Transportation Systems (ITS)

The Hillsborough MPO has an ITS Committee that acts as a forum to discuss operations and maintenance issues and to review performance measures. The committee meets quarterly to discuss ITS issues and provides the opportunity to exchange information on new ITS projects. Examples of items discussed from a recent meeting were varied and detailed, including subjects such as autonomous transit and a crash mapping tool. The meetings are well attended and fully documented on the Hillsborough MPO's website: (http://www.planhillsborough.org/calendar/action~agenda/tag_ids~664/).

The ITS committee also evaluates funding project requests through the MPO's TIP process.

The ITS Master Plan was updated in 2013 just after the completion of the last TMA certification review. While the plan was developed and approved some time ago, it is constantly referred to, and the projects related to its implementation are continuously updated and implemented. The plan is a comprehensive document identifying the most congested areas in the county and appropriate actions that can be taken to assist in alleviating congestion through ITS methods and technologies. The regional architecture is fundamental to all the strategies, needs, and projects identified in the ITS Master Plan. In addition to coordination of the ITS Master Plan, the MPO's focus has continued extensively on coordinating the planning process with other implementing agencies including FDOT, the local governments, law enforcement agencies, HART and other partners. The MPO makes sure that investments are reflected accurately in the ITS Master Plan, as the metropolitan system continues to be developed by multiple partners; and that strategies and projects that are identified as next steps in the ITS Master Plan are well coordinated with the implementers' individual ITS or Advanced Traffic Management System (ATMS) plans. All of these investments are consistent with the regional architecture.

Recommendation: The Federal Review Team offers one recommendation pertaining to ITS. For more details about this item, please see Section X.

F. Freight Planning

The Hillsborough MPO area is a major hub of freight movement in both exports and imports in Central Florida. The FHWA's Freight Analysis Framework indicates that the total domestic freight on highways of the Tampa Bay Region will increase from 295 million tons in 2011 to nearly 496 million tons in 2040, and that 97% of all freight moved within the region will be moved by truck. Hillsborough County has 12 large manufacturing base and distribution areas. Also, these facilities are the second largest contributor to freight in the Tampa Bay Region, with moving cargo into and out of the central Tampa and the Port by CSX Transportation railroad. By 2040 it is projected that nearly 24 million truck trips will move through the Tampa Bay area along the highways annually, including the robust rail network of CSX.

The 2040 LRTP contains a specific goal to promote freight movement, and multimodal freight needs and considerations are interwoven throughout the goals for improving system continuity and connectivity, increasing safety for the system users and promoting multi-modal solutions. The LRTP identified the freight activity centers, corridors, and distribution routes within the MPO area. The LRTP also used the results of an analysis – which identified freight flows, the routes various freight providers used, and freight concerns and potential improvements – in the development of the Cost Feasible Plan.

G. Security Considerations in the Planning Process

The MPO's 2040 LRTP contains a safety goal that includes increasing the security of the transportation system for all users. This security element also incorporates the goals from local transit provider safety and security planning review processes, plans and programs. Security considerations were used in the development of the 2040 LRTP, and a UPWP task was identified that included the testing and evaluation of the MPO's Continuity of Operations Plan (COOP). A COOP plan is in place for both the MPO and Planning Commission, and was tested on September 1, 2016, due to Tropical Storm Hermine. The MPO's COOP is consistent with the Hillsborough County's Comprehensive Emergency Management Plan. The Imagine 2040 Plan also includes a security performance measure that ties funding levels to different levels of resilience to storm surge and flooding.

H. Safety Considerations in the Planning Process

Safety is Goal 1 in the 2040 LRTP and is consistent with the Florida Strategic Highway Safety Plan (SHSP). In assessing needs for the 2040 LRTP, the MPO explicitly considered the SHSP's eight (8) focus areas (aggressive driving, intersection crashes, vulnerable road users, lane departure crashes, impaired driving, at-risk drivers, distracted driving, and traffic safety). The staff works closely with many transportation providers, agencies, professionals, businesses and citizens to ensure that the goals, objectives and safety plans of the MPO are consistent with the FDOT's SHSP and are documented in the 2040 LRTP. The MPO is also an active member of FDOT District 7's Community Traffic Safety Team (CTST). Since the last Federal TMA Certification, the MPO has focused on creating safety-related improvements using safety studies and short ranged, funded, and implementable transit and highway projects. The MPO's IMAGINE 2040 LRTP explicitly addresses goals to improve safety and security for all users in relation to transportation (biking, walking, transit, auto and freight).

The MPO also went a step further and created an investment program in the 2040 Plan to address these safety problems, with a goal of reducing crashes on all roads by 20-50% by 2040. The Imagine 2040 LRTP Plan will focus on programs to address safety that will implement three levels of funding. The first level proposes to spend over \$498 million by 2040 and anticipates reducing crashes by 9%, fatal crashes by 9.7%, and bicycle & pedestrian crashes by 136 crashes per year.

The second level intends to spend over \$919 million by 2040 and reduce total crashes by 20%, fatal crashes by 20%, and reduce bicycle and pedestrian crashes by 294 crashes per year. The third investment level proposes to spend over \$2.2 billion by 2040 and is anticipated to reduce total crashes by 50.8%, fatal crashes by 50.7%, and reduce bicycle and pedestrian crashes by 704 crashes per year.

The MPO also has a Project Level 2 ½ that will address (450 miles) of complete street treatment and (300 miles) of new sidewalks that are projected to lower the total number of crashes and fatal crashes by over 20% by investing approximately \$1.3 billion by 2040. The MPO considers safety as a top priority and the development of the Vision Zero Plan (2016-2017) will aid in increasing the safety of the transportation system for all users.

The MPO is heavily involved in Safety, and Safety is a key component of their transportation planning process. Hillsborough is currently working to develop a Vision Zero Plan. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. (http://visionzeronetwork.org/about/what-is-vision-zero/)

The action plan for Hillsborough involved a lot of brainstorming, and the MPO Board's Policy Committee members have hosted and championed the meetings of the Vision Zero Coalition. There are four action items for the vision zero process: Paint saves lives; One message, many voices; Consistent and fair; and the Future will not be like the past. Four workshops were held to raise community awareness and to gain input on the action plan. The MPO has participated as a member of the Vision Zero Network, where MPOs across the nation who are seeking to develop or implement action plans can discuss their efforts, challenges, and opportunities to create vision zero plans. A Facebook page has been created to get local citizens attention and involvement, and a speaker's bureau is currently underway. There has also been local media involvement, including the broadcasting of victim's and family's stories. A Vision Zero goal resolution was adopted by the Tampa City Council, Hillsborough Commission, Temple Terrace City Council, Plant City Commission, and by the School Board of Hillsborough County.

One of the goals that the MPO is looking at achieving for the 2040 Imagine LRTP is safety and making the region safer for bicyclist and pedestrians. The state of Florida and the Tampa Bay area lead the nation in bicycle and pedestrian fatalities. Several plans the MPO has created address bicycle and pedestrian safety. The Comprehensive Bicycle Plan, the 2025 Hillsborough MPO Comprehensive Pedestrian Plan and the Pedestrian Safety Action Plan all discuss safety for bicyclists and pedestrians.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice pertaining to Safety in the transportation planning process. For more details about this item, please see Section X.

Section IV. Unified Planning Work Program (23 CFR 450.308)

The Hillsborough MPO adopted their most recent UPWP in May 2016. The Hillsborough MPO FY 2016/17 – 2017/18 UPWP covers transportation planning activities/products for two fiscal years and contains sufficient description of the costs and activities the MPO plans to complete. All eligible staff and contractual charges are compiled in quarterly grant invoices. Any invoice must be approved by an MPO project manager and his/her supervisor prior to payment to the consultant or vendor. Invoices are accompanied by quarterly grant reports to document staff activities and progress towards completion of end products listed in the UPWP.

Since staff is shared between the MPO and Planning Commission, it is important to ensure time is allotted and charged to the proper entity. The Planning Commission, the MPO's sponsoring agency, uses timekeeping software to track staff time charged to various UPWP tasks and grant-funded deliverables, as well as hours charged against non-MPO work. Staff charges are monitored continuously to ensure they are within authorized budget limits.

A two-year UPWP and budget is developed based on available federal and State funds. In addition to budget summary tables of all major UPWP tasks, each task also has an estimated budget detail table by fiscal year that breaks down personnel services, consultant services, travel, direct expenses, and the indirect rate. The MPO utilizes an indirect cost rate that FDOT approves and is updated annually. Indirect costs are charged to federal grants consistent with the indirect cost rate allocation plan included in the UPWP.

HART staff works closely with the MPO staff to identify transit needs, priorities and candidate projects, as well as planning studies for inclusion in the UPWP. The MPO also coordinates with local agencies, FDOT, and representatives of the Port Tampa Bay and the Hillsborough County Aviation Authority to ascertain planning projects that address specific community needs for consideration in the UPWP.

Hillsborough MPO also collaborates with neighboring MPOs to identify and develop regional tasks for the UPWP. This coordination supports consistent reporting in the respective MPO UPWPs to ensure that regional coordination continues to occur. Each MPO or TPO dedicates a portion of their UPWP budget to support the regional tasks. Under the interlocal agreement, a lead MPO for any regional task may be designated by the group to financially administer contracts using the funds approved by the other MPOs in their UPWPs for this work.

As part of this certification, the Federal Review Team conducted a financial review of the Hillsborough MPO. The primary objective of this financial review was to establish the level of reliability, effectiveness, and compliance with Federal requirements that can be placed on the MPO's internal controls in order to review, analyze, and submit reimbursement for federal funds. Primary emphasis was placed on determining the

adequacy and completeness of management internal controls, documentation, and standard operating procedures.

The Hillsborough MPO has written policies and procedures in place for managing financial and accounting activities. Their operating policy for Grants Management outlines internal controls for compliance with regard to both State and Federal funding. The Financial Manager is responsible overall for the monitoring of fiscal compliance with grant requirements that establishes accountability. Each year the grant accounts are audited by an independent firm that also audits Hillsborough County.

The operating procedures include an entire section that addresses the process of managing contracts and purchasing. The guidelines in this document appear to provide for sufficient internal controls for financial management.

The Hillsborough MPO also provided evidence of their participation in a timekeeping system referred to as "Dovico" and "Kronos". Dovico is a system that tracks weekly staff hours to work program tasks and time off. Kronos is another time keeping system used to track and manage timecards, requests for leave, and payroll. These systematic approaches to timekeeping and payroll provide for adequate accountability and approvals.

The results of the financial review disclosed no instances of noncompliance or other findings that are required to be reported under FHWA standards or policies. Furthermore, the Federal Review Team has reasonable assurance that Hillsborough MPO's financial processes and internal controls are compliant with applicable laws, regulations, policies and agreements to ensure general financial integrity.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice pertaining to the UPWP. For more details about this item, please see Section X.

Section V. Interested Parties (23 CFR 450.316)

A. Outreach and Public Participation

Already extensive, Hillsborough MPO has nonetheless significantly expanded its Public Involvement since the last federal certification. Outreach is creative, diverse and targeted. Moreover, each project, study or plan uses multiple public involvement strategies designed to best engage partners, stakeholders and the public. Among many examples of its involvement, the MPO's use of social media has grown, now reaching thousands of users. Like other larger MPOs, Hillsborough has a dedicated social media staff member who touts Twitter and similar products as a 'fun form of art' that cross-supports other agencies, serves as a real-time news feed and provides a platform for public input that is transparent and often thought provoking.

The MPO maintains a list of all questions and comments, and each receives a response from the staff member responsible for the applicable program or plan. Among other electronic outreach efforts, the MPO produces e-newsletters specific to transportation and related issues that are distributed to a Constant Contact list of over 7000 recipients, as well as more general posting via the web. The distribution list has grown significantly in the past few years, almost doubling since the last certification. The MPO has further advanced the use of electronic and real time polling, particularly for controversial projects where opposition voices can quell those of others in public meetings. Not only do these polls provide faster and more varied responses, participation is much higher than via traditional outreach methods, due to both the ease of participation and to innovative MPO marketing, such as placing poll links inside fortune cookies for distribution at community events. While Hillsborough sees value in expanding electronic participation, it has not lost sight of the need for traditional involvement methods. Print media sources include the daily free newspaper, as well as Spanish language and minority focused papers. The MPO also relies on the county's extensive services and facilities to distribute information in public buildings and via mail using property tax rolls.

Responding to a certification recommendation about the size and complexity of its Public Participation Plan (PPP), the MPO divided the document into logical segments, each with a dedicated link. The MPO also regularly updates the Plan and the resulting measures of effectiveness report, most recently in 2016. Nevertheless, the MPO does not appear to rely on the PPP as a master document, but rather a policy document that must be updated to fit an ever-growing program. The PPP is among the plans easily located on the MPO's webpage, but is obviously not where the MPO expects the public to go to 'be involved', which has a separate and dedicated tab. All of these efforts could and probably should lead the MPO to eventually reexamine the PPP, ensuring that it meets the requirements of 23 CFR 450.316 but eliminating extraneous language that serves no practical purpose in guiding public involvement.

The MPO ensures participation of minority and low income populations by partnering with heath care and social other committees, and holding or attending outreach events in targeted communities. As with all MPOs, Hillsborough struggles with demographic representation on its advisory committees. To address this problem, the MPO took the firm step of setting aside seats on its Citizens Advisory Committee (CAC), for representatives of minority and other traditionally underserved communities. Affirmative measures like this can be unpopular with governing boards, and the Review Team applauds the MPO for its proactivity. Public involvement by committee is only as effective as it is representative of the population.

Noteworthy Practice and Recommendations: The Federal Review Team recognizes one noteworthy practice and offers two recommendations related to outreach and public participation. For more details about these items, please see Section X.

B. Tribal Coordination

Since the last Certification Review, the Environmental Administrator from FDOT District 7 identified one additional contact for the Seminole Tribe of Florida. The MPO has a long-established practice of sending information regarding LRTP and TIP amendments and updates directly to the Seminole Tribe. However, the MPO has not had any response thus far. The MPO acknowledges that Tribal coordination is an area they hope to strengthen. The Federal Review Team encourages staff to continue to seek feedback from the Tribe regarding the transportation planning process and to document all public outreach efforts.

C. Title VI and Related Requirements

The Hillsborough MPO continues to make meaningful nondiscrimination efforts in the development and implementation of planning products and other services. Noted in the last certification report, the MPO has advanced its partnership with health services agencies, both as part of better integrating transportation and land use planning, and also in ensuring that planning products meet the needs of vulnerable communities. Three notable examples are the MPO's George Road Health Impact study, researching the impacts of transportation on air quality and preexisting health conditions in a predominantly Hispanic area; Garden Steps, a competitive grant for connecting green spaces in an effort to improve health transportation choices; and Food Access, a project in cooperation with the University of South Florida (USF) to address a "food desert" in the University Area of Tampa. While other planning organizations are just beginning to appreciate the myriad benefits and burdens of heath and transportation, Hillsborough MPO has a solid lead in exploring available funding and building the necessary partnerships.

The MPO has taken further steps to include both school representation and the millennial voice in transportation planning. What began as an inquiry about school transportation and planning from a high school student has resulted in the School Transportation Working Group, an advisory group that has voting representation on the MPO board and represents the needs specific to the eighth largest school district in the country. The Working Group has been successful in advancing several initiatives that benefit school age users, including a safety video contest for students; selection of three Safe Routes To Schools (SRTS) projects in areas with higher crash vulnerability; a teen safety driving program (associated with a general downward trend in crashes among 15 to19 year old drivers); and exceptional implementation of the Getting to School Survey, prompted by a reduction of non-qualifying bus services impacting 7500 students. The MPO's efforts are not only introducing an entirely new group of users to transportation planning, but also producing measurable benefits for an often overlooked cross section of system users. Better still, the high school student that prompted it all has remained an active participant, and is now in college and serving on the CAC.

The MPO is increasingly a repository for vast amounts of community characteristics data, so copious that its use may present a challenge. One strategy the MPO has for using data is to verify that projects meet one of two critical categories: Safety and Access. Either the project will reduce crashes and save lives, or it will provide a real transportation choice for the community, such as gaining access to economic, health, retail or social services. Another common use of data is in layering demographics over lane miles, bus route miles, distances from transit and other similar mapping in the LRTP. Of course, project selection is only one aspect of transportation equity. Projects and activities must also be screened to ensure equitable distribution of project impacts, both positive and negative. To do so, the MPO is developing a Title VI Inclusivity Plan that will further define the area's communities of concern and assist with project selection and evaluation.

Since the last certification, the MPO has taken strong steps in furthering pedestrian and bike accessibility. Partnering with the City-County Planning Commission, the MPO's Health in All Policies initiative inventories sidewalks and other facilities to evaluate access to healthy food. It uses a geospatial tool called SUGAR Access that evaluates demographics in relation to essential services such as groceries or medical facilities. This approach helps prioritize pedestrian improvements, one of the essential elements of ADA Transition Planning. In addition, the MPO has reviewed its roadways countywide for level of pedestrian services. These are important efforts in that under 28 CFR 35.105, all public entities, including MPOs, are required to conduct a selfevaluation of programs and services for accessibility and where deficiencies are discovered, make necessary modifications for compliance. Although transition planning requirements under 28 CFR 35.150(d)(3) apply to those entities with control over pedestrian rights of way, MPOs share a common minimum obligation; to ensure that all planning products include accessibility considerations and to involve the community with disabilities and their service representatives in the planning process.

The MPO has a Title VI/Nondiscrimination and Limited English Proficiency (LEP) Plan that was ostensibly reviewed during the last PPP update. While the MPO outlines some laudable nondiscrimination program goals, namely strengthening the connection between transportation and community health; expanding information resources and analysis techniques; and community cooperation in providing multimodal access to essential services, the Federal Review Team found some outdated and inconsistent nondiscrimination language. Further, the LEP Plan uses older demographic information and references the former Title VI Coordinator. Moreover, it discusses the LEP 'safe harbor' in a manner that suggests adoption by the MPO, though the only identified language is Spanish. To take advantage of the safe harbor affirmative defense, the MPO will have to translate all essential documents to any LEP language when the population reaches 1000 persons or 5%, whichever is less. This could be an expensive and even wasteful proposition when the MPO might meet the requirements through targeted programs and services. That said, the MPO provides its nondiscrimination information in hard copy at the MPO offices and via omnipresent links at the bottom of each webpage.

Recommendation: The Federal Review Team offers one recommendation related to Title VI and related requirements. For more details about these items, please see Section X.

Section VI. Linking Planning and Environment (23CFR 450.318)

MPO staff has been supporting the FDOT Efficient Transportation Decision Making (ETDM) process by providing comments from both staff and citizens regarding projects going through the ETDM process. The MPO staff has been responsible for defining a project's Purpose and Need as part of the LRTP development. In addition, the ETDM process was used to evaluate each of the projects within the LRTP.

The MPO consulted with state and local agencies/governments during the development of the LRTP. Each of the seven geographic FDOT Districts has an Environmental Technical Advisory Team (ETAT) that provided the MPO with input regarding projects' potential effects on natural, cultural, physical, and community resources. During the Needs Assessment process, this information was used to conduct an evaluation of the potential impacts to wildlife, habitat, and wetlands, as well as an evaluation of the potential cost of environmental mitigation for each facility in the needs network.

According to the MPO's LRTP, as projects move beyond the planning stage, specific environmental mitigation plans will be developed. Options typically include potential use of mitigation banking or on-site mitigation to restore, create, enhance and/or preserve the natural environment.

Section VII. Long Range Transportation Plan (23 CFR 450.322)

Hillsborough MPO adopted the Imagine 2040 LRTP on November 12, 2014. The LRTP 2040 Hillsborough MPO Plan was updated with the Comprehensive Plans of Hillsborough County, and the cities of Tampa, Temple Terrance, and Plant City. These plans were jointly developed by Hillsborough MPO staff, Hillsborough County City-County Planning Commission, local planning agencies and municipalities. The Imagine 2040 Plan is guided by goals, objectives, and policies in addition to collaboration with previous transportation plans and studies on a regional, state and local level that have been incorporated into the Plan. Prior to Imagine 2040, the MPO hosted workshops with questions to obtain input from the public about important measures, projects, modes of transportation and sustainability in transportation for the Hillsborough MPO area.

In the Imagine 2040 LRTP, the MPO has addressed the national goals as well as the Planning Factors from MAP-21. These principles of sustainable communities integrate transportation and land use planning by defining policies to make cities sustainable and accessible for citizens of all ages, economic income levels, and physical conditions. Also, see the bike/pedestrian section of the MPO planning process and how it relates to investment projects in relationship to the performance measures in the LRTP. The MPO coordinates with HART on updates to the Transit Development Plan, TBARTA on the regional transportation master plan, and the Hillsborough County Aviation Authority and

Tampa Port Authority on updates to their master plans. The MPO's Imagine 2040 LRTP contains a specific goal to promote freight movement, and multimodal freight needs and considerations are interwoven throughout the goals for improving system continuity and connectivity, increasing safety for the system users and promoting multi-modal solutions.

Projects identified as needed or cost-feasible through the MPO's partner agencies' planning processes are included in the LRTP development for the purposes of technical analysis as well as public information and engagement. The LRTP is available on the MPO website and in the MPO office. Hard copies are available to the public upon request.

The Imagine 2040 Plan has been noted as a national best practice by FHWA for being developed using the principles of performance based planning through scenario planning. The plan has documented the performance of each growth scenario and measures the outcome. The MPO made a creative effort to develop the potential growth scenarios. While creating the Imagine 2040 Plan, the MPO sought out groups of area residents, students, business and civic leaders, retirees, and various professionals to assist them in the LRTP's development. Three interactive workshops were held where citizens could provide their input. The work group and the MPO agreed that Bustling Metro, New Corporate Centers and Suburban Dream would be the growth scenarios the MPO would analyze for plan development. To get an idea of some of the performance measures that were developed from those scenarios, the MPO chose twelve performance measures for their plan development, including efficient energy use; job creation; shorter commutes and air pollution rate.

Transit performance measures have also been developed for the LRTP and have been developed for each investment level. The investment levels are high, medium and low. There are currently three performance measures dedicated to transit for the LRTP. Transit data from HART played a major role in performance measure development.

The MPO has a State of the System report which performs as an update to the Congestion Management and Crash Mitigation Process. The report identifies goals related to the condition of the transportation network and develops objective performance measures to establish benchmarks and track trends. The report also has a robust discussion on targets. The State of the System report is the MPO's first attempt at trying to meet the future performance measure requirements. The MPO has ensured that the federal performance measures in the report are linked to the performance measures and other elements within the LRTP. There is also a discussion on Vision Zero, which is outlined further in the safety section of this report. The State of the System report for 2016 can be obtained from the MPO's website.

Projects identified as needed or cost-feasible through the MPO's partner agencies' planning processes are included in the LRTP development for the purposes of technical analysis as well as public information and engagement. The LRTP is available on the

MPO website and in the MPO office. Hard copies are available to the public upon request.

The 2040 LRTP is data-driven and multimodal. The Hillsborough MPO provided sufficient documentation to demonstrate how each planning factor is being considered in the LRTP, and the goals and objectives of the LRTP are consistent with local comprehensive plans and the Federal planning requirements.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice pertaining to the LRTP. For more details about this item, please see Section X.

A. Travel Demand Modeling/Data

The model used by the Hillsborough MPO in the transportation planning process is the District Seven Tampa Bay Regional Planning Model (TBRPM), which was developed in coordination with the other regional partners through the Technical Review Team (TRT) process. There is no formal agreement governing the TRT but decisions are made in consensus with the partners. The MPOs are responsible for travel forecasting, however FDOT operates the model on behalf of the Florida MPOs.

During the LRTP development and process, the MPO staff had direct and frequent contact with FDOT and the modeling consultant. The MPO staff participates in the District 7 Model coordination, and Technical Review Team meets monthly to ensure the consistency of model applications, model refinements, and future coordination among all participants' meetings to receive the latest technical requirements for LRTP Development. The Members of MPO's Forecasting and Multi-Modal Level of Service (MMLOS) Team are responsible for providing and reviewing both inputs/outputs to the regional travel model as well as in-county model runs and analysis.

B. Financial Plan/Fiscal Constraint

The Financial Plan section of the LRTP includes detailed analyses of the availability of funding from Federal, State, and County sources. The 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans provided the state and federal allocations attributable to Hillsborough County. The traditional revenue sources and forecasted revenues anticipated for Hillsborough County were evaluated and assessed to develop the projected revenues through the year 2040. Consistent with Federal requirements, revenues are shown in Year of Expenditure (YOE) dollars to reflect inflation. The FDOT Costing Tool was the primary source for development of the roadway project cost estimates. The current Hillsborough MPO 2040 LRTP is fiscally constrained.

Section VIII. Congestion Management Process (CMP) (23 CFR 450.320)

The Congestion Management and Crash Mitigation Process (CM/CMP) goals, objectives and performance measures for the MPO were reviewed in 2016. A few performance measures were added to better measure progress and address the worst congestion and crash areas. MPO staff will be tracking these new measures on an ongoing basis, along with the previous measures that they have been tracking for years. The CM/CMP is reviewed approximately every three years or at least with every LRTP update cycle. The MPO last updated the report in March 2016.

When the MPO last updated the CM/CMP performance report (2012), the MPO's Technical Advisory Committee (TAC) members were asked to serve on the steering committee. Invitations were also sent to law enforcement, the trucking industry, and others not represented on the TAC. The first hour of the TAC's regular meeting was set aside as a special workshop to review the CM/CMP goals, performance measures, and strategies. This group's input and support will continue to be crucial in implementing the recommendations.

The MPO's congestion management techniques focus on reducing the impact on congested corridors by recommending the use of technology, as well as Transportation Demand Management (TDM) and multi-modal strategies to maximize the effectiveness of the corridor of the transportation network's ability to carry people and goods. The MPO supports the reduction of congestion by consistently supporting transit with an emphasis on vanpool (and carpool programs). Hillsborough MPO continues to be one of the few MPOs to allocate flexible funds to acquire transit and vanpool vehicles.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice to the Congestion Management Process. For more details about this practice, please see Section X.

Section IX. Transportation Improvement Program (TIP) (23 CFR 450.324, 326, 328, 330, 332)

The Hillsborough MPO TIP serves as a five-year financially feasible program of improvements for all modes of travel within Hillsborough County, including sidewalks, transit improvements, bicycle facilities, and transportation enhancement activities to be funded by Title 23 USC and the Federal Transit Act.

The MPO coordinates closely with FDOT, HART, local jurisdictions and transportation authorities in preparing the TIP. FDOT develops project costs for each project, which are balanced against the budget of available revenues, then programs the selected federally and state funded projects via the Work Program. The MPO and HART also work closely with FDOT to identify, evaluate, prioritize and fund critical transit needs. Major projects from local jurisdictions and transportation authorities' capital improvement programs are also included in the TIP.

Projects listed in the TIP are derived from a number of planning documents: the LRTP, local capital improvement elements/programs in local comprehensive plans, modal plans such as the Transit Development Plan, Congestion Management System Corridor Reports, and Bicycle, Pedestrian, Airport or Port Master Plans. The TIP also encompasses projects privately funded pursuant to development agreements.

The TIP demonstrates financial constraint by including a table summarizing the funding by Federal, State, and Local sources. This table sums all sources and compares them with the total cost of all projects in the FDOT work program. The balanced total costs and revenues are shown year by year on the bottom of Table 3 of the TIP.

The MPO utilizes an interactive Planning Information Map App Tool (PIMA) that is available to the public on the MPO's website. PIMA can be used to search county and city maps, and currently has transportation, environmental, and land use data layers use to explore. A traffic count layer is also being developed. The tool enables users to search the maps, TIP, and plan amendments for information by project number, description, address or parcel.

Noteworthy Practice and Recommendation: The Federal Review Team recognizes two noteworthy practices and offers one recommendation pertaining to the Transportation Improvement Program. For more details about these items, please see Section X.

Section X. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2017 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Hillsborough MPO transportation planning process with federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective Actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends and best practices, and are intended to provide assistance to the MPO to improve the planning process. Noteworthy Practices highlight efforts that demonstrate innovative ideas for implementing the planning requirements.

At the conclusion of the Federal Review site visit, the Federal Review Team asked the MPO staff if they had any training or technical assistance needs. The Hillsborough MPO identified technical assistance requests for topical areas including ACV technology, public involvement, and express toll lanes reliability. FHWA and FTA will work with the MPO to provide resources in these areas.

A. Noteworthy Practices

- 1. Safety Considerations in the Planning Process: The MPO's goal to create a Vision Zero plan for the region is commended. The MPO has diligently been working with stakeholders and the public to develop this plan. They have also looked towards social media to give the public updates on the plan's development.
- 2. Unified Planning Work Program: The Hillsborough MPO UPWP highlights some unique activities for the MPO, such as the newly developed planning internship program in coordination with the University of South Florida (USF), which provides a few summer (undergraduate, based on project needs) and annual (one and two year graduate students) fellowship opportunities for students to obtain real world planning experience. An emphasis on planning from a health perspective is also evident with the Healthy Communities initiative and the development of a Health Impact Assessment, Hillsborough MPO Community Atlas Health and Transportation section, and research on health outcomes related to the implementation of complete streets plans.
- 3. Outreach and Public Participation: The Federal Review Team was impressed with the MPO's actions in reserving committee seats for those in underrepresented demographics. This can be a difficult step for government entities, but a necessary affirmative measure in ensuring nondiscrimination and inclusion. The MPO's process may provide solutions to other agencies that struggle to reach parity in public involvement.
- 4. Long Range Transportation Plan: The MPO developed a performance based scenario planning process for their 2040 Imagine LRTP with lots of public involvement and participation. The creation of growth scenarios and performance measures coming out of those scenarios are not only recognized by the Federal Review Team as a proactive, excellent example of effective performance based planning for the metropolitan planning process, but have also been recognized nationally by FHWA.
- 5. Congestion Management Process: With FHWA's and FTA's added emphasis on performance measures, we commend the Hillsborough MPO for embracing them as a method to measure the effectiveness of CM/CMP. The use of these measures to track efforts to utilize low cost system enhancements is a best practice in both the congestion and safety disciplines. The MPO has noted that a relatively few trouble spots are causing a majority of the crash and congestion issues, and addressing those areas is a most efficient use of scarce resources.
- 6. Transportation Improvement Program (TIP): The MPO is commended for the development and use of a Planning Information Map App (PIMA), a TIP mapping tool the public can use to search and access information related to the various project data layers available as well as the TIP and TIP amendments. This tool is

user-friendly, promoting and supporting transparency and open, easy access to information.

- 7. Transportation Improvement Program (TIP): In coordination with the Florida Department of Health (DOH), the MPO has created a subject matter expert group consisting of representatives from DOH, the MPO, the University of South Florida, and Hillsborough MPO Aging Services to further the consideration of health impacts in relation to transportation planning and decision making. This group is currently developing a screening tool to examine TIP priority projects and make recommendations for their inclusion into the upcoming TIP. This approach is new to the planning process for the MPOs in Florida.
- 8. TMA Regional Coordination: The Federal Review Team commends the Tampa Bay TMA MPOs and their regional transportation partners for their many regional coordination efforts. The consensus of the Federal Review Team and the participants of the certification review site visits is that regional coordination for this area is very strong. Although not currently a requirement in federal law, coordinating regionally with their nearby transportation partners is advantageous for highly populated and congested areas such as the Tampa Bay TMA to identify economies of scale and opportunities to leverage resources and efforts to advance mutual transportation goals and objectives. As this area continues to grow, robust regional coordination will be critical to further developing and maintaining the interconnectedness of the transportation system for residents living in the Tampa Bay TMA and surrounding counties.

B. Corrective Actions

There were no corrective actions identified in this review.

C. Recommendations

1. Intelligent Transportation System (ITS): ITS creates various data streams that can be leveraged in the Planning Process. The MPO is very involved in the region's ITS programs, but makes no mention of how ITS data can be collected and distributed to further enhance its travel monitoring, safety and other programs, and supplement traditional data collection methods that reflects real or near real time information. We understand that the MPO is working with a consultant to create a Data Business Plan for collecting, sharing, and analyzing real-time traffic data between multiple agency partners and has created a Regional Data Working Group due to interest in this topic. The Federal Review Team recommends that the Hillsborough MPO continue to consider and pursue the creation of a program to leverage ITS data to further enhance its data programs.

- 2. Intelligent Transportation System (ITS): ITS creates various data streams that can be leveraged in the Planning Process. The MPO is very involved in the region's ITS programs, but makes no mention of how ITS data can be collected and distributed to further enhance its travel monitoring, safety and other programs, and supplement traditional data collection methods that reflects real or near real time information. We understand that the MPO is working with a consultant to create a Data Business Plan for collecting, sharing, and analyzing real-time traffic data between multiple agency partners and has created a Regional Data Working Group due to interest in this topic. The Federal Review Team recommends that the Hillsborough MPO continue to consider and pursue the creation of a program to leverage ITS data to further enhance its data programs.
- 3. Outreach and Public Participation: The Federal Review Team observed that the MPO appears to use the terms "public meeting" and "public hearing" interchangeably. From a federal perspective, these terms are very different. A public hearing must meet specific and more stringent requirements spelled out in law that may not apply to a public meeting. Federal law does not require the conducting of public hearings for planning activities. However, state law may dictate otherwise. Therefore, the Federal Review Team recommends that the MPO review and evaluate their processes and procedures to determine if a public hearing or public meeting is required/appropriate and revise language in their planning documents to reflect the interaction accordingly.
- 4. Public Participation Plan (PPP): A large and comprehensive document, the MPO's PPP appears to meet regulatory requirements, and it is regularly updated and evaluated for effectiveness. There is discussion in the TIP that refers to the PPP for the TIP amendment process. We recommend that a link to the PPP also be provided in the TIP and the same cross reference format be considered in other MPO documents where appropriate. However, the Federal Review Team suggests the following:
 - a. Consider providing the copious planning acronym list in a searchable format. A tool whereby the public can enter an acronym and receive a definition and summary information would be a value-added benefit to the website instead of a long list appended to the PPP.
 - b. The MPO should make sure to include Title VI and LEP, two planning essentials that are conspicuously missing from the MPO's comprehensive acronym list.
 - c. The MPO should include a distinct section on how the PPP was developed in consultation with all parties. This description is not limited to just review and commentary, but the MPO should document and describe the process by which the public, MPO partners and stakeholders helped to develop the PPP.

5. Title VI and Related Requirements:

- a. FHWA and FDOT have updated the Title VI/Nondiscrimination Sub-recipient Assurance which includes expanded contract clauses that the MPO must insert and require its contractors to inset into all of contract instruments. Moreover, for consultant contracts, the MPO must also ensure that contracts include DBE Assurance Language. The MPO should carefully review its procurement and contract documents, verifying that the correct nondiscrimination information is present and up to date.
- b. The MPO should update its Title VI/Nondiscrimination and LEP plan, ensuring the use of the most recent available demographics; identification of the correct Title VI Program Coordinator; and that its LEP plan lists reasonable steps for meaningful access. After doing so, the MPO can either continue reviewing and updating the program plan in conjunction with its PPP, or else do so triennially.
- c. In previous years, FHWA required annual review and update of recipient and sub-recipient nondiscrimination documents. FHWA is now aligned with FTA in permitting TMAs to complete these updates every three years. The MPO should undertake a program review this year to update nondiscrimination information and correct any errors or inconsistencies. It should also complete its Title VI Inclusivity Plan and, if necessary, execute a new (<u>Title VI/Nondiscrimination Sub-recipient Assurance</u>).

6. Transportation Improvement Program (TIP):

- a. Although it is noted in a few places in the narrative that project costs and revenues are shown in year of expenditure (YOE) dollars, there is no footnote/notation on the tables provided later in the document that indicates this fact. The Federal Review Team recommends that a notation be added to the appropriate tables in the TIP document to clarify that YOE dollars are being shown.
- b. There is also discussion in the TIP that refers to the PPP for the TIP amendment process. We recommend that a link to the PPP also be provided in the TIP and the same cross reference format be considered in other MPO documents where appropriate.
- c. The discussion regarding TIP amendments includes a breakdown of types of amendments into major and minor. This further breakdown seems confusing to the review team and would likely seem so to the public. Consideration should be given to determining whether this breakdown is needed/necessary or if other means or terminology would be more appropriate. From a federal perspective, an amendment has a defined meaning in regulation. Modification is also a frequently used term. The MPO is not precluded from specifying other terminology as part of their public involvement processes for TIP development and TIP amendments, but they should be clear and easily understandable to the public. The Federal Review Team recommends that the development of more definitive thresholds or criteria be considered to illustrate the parameters and elements that would determine a minor or major amendment.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Tampa Bay Area TMA, which is comprised in part by the Hillsborough MPO, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **June 2021.**

Part II: Forward Pinellas

Section I. Previous Certification Findings Status/Update

The following is a summary of the previous recommendations made by the Federal Review Team to Forward Pinellas in 2013. There were no Corrective Actions identified for Forward Pinellas in the prior report.

A. Recommendations:

1. <u>Agreements</u>: The Federal Review Team recommends that the MPO re-visit and revise, where necessary, the 2004 Interlocal agreement and at a minimum provide an updated date of the most recent review of the agreement.

Update: The MPO's Interlocal agreements were updated October 15, 2014 and substantially satisfy the federal requirements as outlined in 23 CFR 450.314.

2. <u>Transit</u> (<u>List of Obligated Projects</u>): The Federal Review Team recommends that the MPO staff coordinate with FDOT and public transportation operator(s) to ensure that transit projects are included in the Annual List of Obligated projects for the next update.

Update: The MPO coordinated with FDOT and public transportation operators and provided an Annual List of Obligated projects November 9, 2016 that substantially satisfy the federal requirements as outlined in 23 CFR 450.332.

3. Public Participation Plan: The Forward Pinellas PPP does not reflect all the MPO's current programs, services and activities. While the MPO's website is a useful tool for advising the public on many of the MPO's public engagement activities, there is not enough explicit information provided in the MPO's Public Participation Plan. The MPO should carefully examine this document to ensure that, at a minimum, it contains all the requisite information from 23 CFR 450.316, and that the plan is a useful roadmap for advising the public of its services. The Federal Review Team strongly recommends that in the next update of the Public Participation Plan, MPO staff give careful consideration to conveying information related to thoroughly engaging the public in the planning process. Attention should be given to clarifying how, when and where committees meet, how a member of the public can serve on committee, and how the public can get involved in the development of the public participation plan and other MPO planning products. The PPP should also include information on the amendment process for the MPO planning products, including the time frame for review and

how public comments will be received and addressed. Consideration should also be given to using visualization techniques to enhance the readability of the plan. Lastly, the plan should reflect the vibrancy of the MPO's efforts as detailed by the MPO during the certification review site visit discussions.

Update: The MPO updated the PPP on July 13, 2016, to satisfy federal requirements as outlined in 450.316 that address the planning process and how, when, and where the committees meet and how the public can get engaged in the development of Public Participation Plan and other MPO planning products (TIP, LRTP, CMP, and UPWP). The PPP includes information on the amendment process for the MPO planning products, a time frame for review, and how public comments will be received and addressed. The MPO provided the use of updated visualization techniques that enhance the readability of the plan, and on June 8, 2016, the MPO approved an amendment to the CAC bylaws establishing an application process for the appointment of new Committee members.

See this link: http://forwardpinellas.org/wp-content/uploads/2016/07/PPP.pdf

4. Public Participation Plan (Measures of Effectiveness): In accordance with 23 CFR 450.316(a)(1)(x), the Forward Pinellas County MPO needs to develop a plan which more adequately measures the effectiveness of the strategies contained in their PPP. This document should not only outline the techniques used but should also document the effectiveness of strategies used from year to year. While the MPO has made significant progress related to Measures of Effectiveness there still appears to be some apprehension related to how to measure specific techniques outlined in the Public Participation Plan, as indicated by the number of techniques that do not have a measure assigned to it in the measures of effectiveness report. The Federal Review Team remains available to assist the MPO is developing measures for the techniques outlined in their current Public Participation Plan as well as providing feedback for any future updates.

Update: In 2015, the MPO conducted an evaluation of the effectiveness of MPO public participation strategies and evaluation. The MPO updated the PPP on July 13, 2016, as a result of the evaluation. Also, the MPO is in the process of developing a public awareness strategy to align with transportation and land use functions within the agency.

5. <u>Public Participation (Citizen's Advisory Committee)</u>: In the previous certification review the Federal Review Team recommended the MPO staff continue their efforts to achieve citizen representation on the MPO's advisory committees that reflects the composition of Pinellas County. While the Federal Review Team acknowledges the effort of the MPO staff in achieving this goal, due to significant growth in the Hispanic population, the Federal Review Team encourages staff to continue actively seeking Hispanic representation on the Citizen's Advisory Committee (CAC).

Update: The MPO added one Hispanic member to the CCC. The MPO also developed an application process for the appointment of new members in 2016 that will assist in identifying the national origin in accordance with bylaws of the agency and Title VI Plan.

http://forwardpinellas.org/wp-content/uploads/2016/07/PPPEvaluation.pdf

- 6. <u>Title VI (Nondiscrimination Program):</u> Forward Pinellas annually reviews its Title VI/Nondiscrimination Program documents for sufficiency and to ensure nondiscrimination in its programs, services and activities in compliance with 23 CFR 200.9(b)(5) and (6). The MPO will shortly undertake its review of the program for 2013. As it does so, FHWA recommends that the MPO ensure that its program documents contain:
 - a. The name and contact information for the employee designated the Title VI/Nondiscrimination Coordinator. At a minimum, the employee should be listed by name on Title VI/Nondiscrimination Policy.
 - b. An organization chart that shows direct, dotted line access from the Title VI/Nondiscrimination Coordinator to the Executive Director of the MPO.
 - c. Consistent use of correct nondiscrimination language and the protected classes wherever the MPO references nondiscrimination. The MPO may wish to consider developing a standard nondiscrimination statement that contains a link to the full policy and complaint filing procedure. The MPO may then ensure optimum access by placing the language and link on all documents meant for the public.

Update: The MPO website has addressed name and contact information for Title VI Specialist/Coordinator.

http://forwardpinellas.org/wp-content/uploads/2017/02/Title-VI-Plan-Spring-2016.pdf.

An organization chart has been updated to reflect the direct line from the Title VI/Nondiscrimination Coordinator to the MPO Executive Director see the attached link below:

http://forwardpinellas.org/wp-content/uploads/2017/03/org-chart.pdf.

The MPO has consistent, correct language and protected classes referenced wherever nondiscrimination is referenced. Also, the MPO website includes the contact information on all MPO committee agendas, publications for LRTP, TIP, and UPWP.

http://forwardpinellas.org/get-involved/nondiscrimination-information

7. <u>Title VI (Nondiscrimination Program)</u>: Forward Pinellas has placed a direct link to its Title VI and DBE information on the homepage of its website. This is a strong practice that shows clear commitment to the program. However, 'Title VI' is not readily identifiable to the public and DBE information, while important, may not be of much interest to most visitors. The MPO may wish to consider changing the link to 'Nondiscrimination Information' which takes the user to a list of clearly labeled documents, including its Limited English Proficiency (LEP) plan, complaint forms, assurances, etc. Ideally, the page should describe the MPO's

nondiscrimination policy and provide the name and contact information of the Nondiscrimination Coordinator. Note, 23 CFR 200.9(b) (12) requires nondiscrimination information to be translated into alternate languages, as appropriate. Thus, the MPO should consider offering all its nondiscrimination documents in Spanish.

Update: The MPO updated the heading link to 'Nondiscrimination Information' that directs the user to a list of clearly labeled documents, including its Limited English Proficiency (LEP) plan, complaint forms, assurances, and the Nondiscrimination documents are translated into Spanish. http://forwardpinellas.org/get-involved/nondiscrimination-information/

8. Environmental Coordination: The planning regulations require that long-range transportation plans be developed in "consultation" with State, tribal, and local agencies responsible for: Land Use Management; Natural Resources; Environmental Protection; Conservation; and Historic Preservation. The term, "consultation" as defined by 23 CFR 450.322(g) involves the comparison of transportation plans to State and Tribal conservation plans or maps, if available, and the comparison of transportation plans to inventories of natural or historic resources if available. The federal review team recommends that the MPO expands its current efforts of consultation to include the comparing and the consideration of plans of various resource agencies, while fully involving them in the development of the next LRTP update.

Update: The LRTP includes a discussion of the MPO's environmental coordination efforts. They worked closely with PSTA, FDOT, Technical Coordinating Committee, other stakeholders, Southwest Florida Water Management District, and local government agencies during the development of the LRTP.

9. Transportation Improvement Program: The Federal Review Team recommends that the MPO include information in the executive summary of the TIP, which details for the public the procedures for revisions, amendments and administrative modifications, actions or adjustments made to the TIP, in accordance with CFR 450.326. The MPO is encouraged to coordinate and align the inclusion of this information with information included in the public participation plan. Providing this information in the executive summary of this planning document ensures that a member of the public is fully aware of the amendment/modification process without having to refer to another document to get the information.

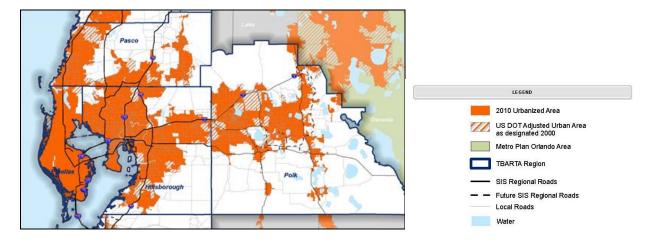
Update: The MPO TIP was adopted June 8, 2016, and amended November 9, 2016, and included information in the executive summary of the TIP, which details for the public the procedures for revisions, amendments and administrative modifications, actions or adjustments made to the TIP, in accordance with CFR 450.326. http://forwardpinellas.org/wp-content/uploads/2016/07/TIP1617.pdf

Section II. Boundaries and Organization (23 CFR 450.310, 312, 314)

A. Description of Planning Area

Pinellas County is located on Florida's central west coast, and at 280 square miles, is the smallest of the three counties of the Tampa-St. Petersburg urbanized area. It is a peninsula county bounded by Pasco County to the north, Hillsborough County and Tampa Bay to the east, the Gulf of Mexico on the west and Tampa Bay to the south. In 2010, Pinellas County's population was 916,542, and has since experienced a significant growth in the Hispanic population.

Pinellas County shares three major bridge connections that are located to the east with Hillsborough County, and four major roadway connections to the north with Pasco County. Over the last decade, the countywide population has been relatively flat as the county is 95% "built out," which means there is limited vacant developable land.



B. Metropolitan Planning Organization Structure

Forward Pinellas Board is comprised of 13 voting members representing 25 local governments and Pinellas Suncoast Transit Authority (PSTA). The voting structure is one vote per member. The voting members are: County Commissioners (3), City of St. Petersburg (central city) (2), City of Clearwater (1), City of Largo (1), City of Pinellas Park (1), City of Dunedin (1), the Cities of Oldsmar, Safety Harbor & Tarpon Springs (1) (shared seat rotated every 2 years), the Cities of Belleair, Belleair Bluffs, Gulfport, Kenneth City, Seminole and South Pasadena (one shared seat rotated biennially), Indian Rocks Beach (1), Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian

Shores, Madeira Beach, North Redington Beach, Redington Beach, Redington Shores, Treasure Island and St. Pete Beach (shares one seat rotated periodically pursuant to the agreement among the ten local governments). The Pinellas Suncoast Transit Authority (PSTA) is the primary provider of transit services.

The MPO regulatory process for coordinating transportation and land use decisions in Pinellas County was enhanced in 2014 by establishing common board membership for both Pinellas Planning Council (PPC) and Forward Pinellas while remaining two separate legal entities. The primary responsibility of the MPO is to develop plans, policies and priorities that guide local decision making on transportation issues. This team compliments each other well, and provided a wealth of information that was extremely helpful for this review.

Forward Pinellas has several standing committees including: The Technical Coordinating Committee (TCC), Citizen's Advisory Committee (CAC), Bicycle Pedestrian Advisory Committee (BPAC), Local Coordinating Board (LCB), School Transportation Safety Committee (STSC), Transportation Mobility Management Advisory Committee (TMMAC), and Pinellas Trail Security Task Force (PTSTF).

C. Agreements

The MPO's agreements were updated December 10, 2014, and substantially satisfy the federal requirements as outlined in 23 CFR 450.314 (a).

Section III. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors

23 CFR 450.306 requires that the metropolitan transportation planning process explicitly consider and analyze several planning factors that reflect sound planning principles. Forward Pinellas addresses the required planning factors throughout the planning process and in the development of transportation planning products such as the LRTP, TIP, and UPWP. The planning factors are incorporated into the Goals, Objectives and Policies of the LRTP.

B. Air Quality

The Forward Pinellas is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS). However, the MPO seeks out and attends courses related to Air Quality and Climate Change when available.

C. Bicycle and Pedestrian Planning Activities

The Forward Pinellas transportation planning process seeks to accommodate the needs of bicyclists and pedestrians by working with various stakeholder groups and partner agencies to identify and provide a robust network of trails, bicycle lanes, and sidewalks. The primary bicycle and pedestrian stakeholder group is the Bicycle Pedestrian Advisory Committee (BPAC). The BPAC also provides input on roadway design plans, proposed intersection improvements, and bridge replacement studies to ensure the needs of bicyclists and pedestrians are addressed. Forward Pinellas, the Pasco County MPO and the Hillsborough MPO all participate in the new regional Tri County Bicycle Pedestrian Advisory Committee.

Forward Pinellas updated its Bicycle and Pedestrian Master Plan in 2013. This update involved a comprehensive assessment of planned bicycle lanes and shared use paths. The primary objective of this effort was to improve connectivity and provide safer travel conditions between existing bicycle and pedestrian facilities and major trip destinations. Forward Pinellas also published the very popular Discover Pinellas bicycle and pedestrian guide and map, which includes destination information and safety tips. Approximately 35,000 copies of the map were published and distributed within two months and additional maps had to be published.

Forward Pinellas has partnered with the Florida Department of Health in Pinellas County to utilize grant funds for projects that increase access to physical activity. These projects included developing educational materials focused on safe walking and biking practices, implementing a demonstration bicycle and pedestrian wayfinding program for six county parks, installing bicycle repair stations along the Pinellas Trail, and expanding the use of automated trail counters. The Forward Pinellas and Health Department partnership activity on the Partnerships to Improve Community Health (PICH) program was highlighted by FHWA on their "Health in Transportation" webpage in June 2016.

Other types of bicycle, pedestrian, and trail projects have been and continue to be funded using various local, State, and Federal sources including Transportation Alternatives, transportation impact fees, the Penny for Pinellas infrastructure sales tax, and the Shared Use Non-Motorized Trail (SUNTrail) Program.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice pertaining to the Bike and Pedestrian Planning Activities. For more details about this item, please see Section X.

D. Transit

Pinellas Suncoast Transit Authority (PSTA) is the transit provider in Pinellas County. PSTA operates 160 fixed route buses and 2 commuter routes. PSTA provides ADA Paratransit service through Dial-A-Ride Transit (DART). According to the National Transit Database (2014), PSTA provides over 14.5 million transit trips annually and reports that its weekday ridership is growing, with approximately 46,567 riders per weekday; 29,568 on Saturdays and 16,005 on Sundays.

PSTA serves on the Forward Pinellas board and several advisory committees (Bicycle Pedestrian Advisory Committee, Technical Advisors to the Local Coordinating Board and the Technical Coordinating Committee). PSTA is closely involved in the MPO planning process with the development of LRTP, TIP, and UPWP and through the various subcommittees. According to the MPO, a major transit initiative (a.k.a., Greenlight Pinellas) calling for light rail and a substantially expanded bus system was the centerpiece of the draft 2040 LRTP before the Greenlight Pinellas referendum was denied by the voters in November, 2014. The above working relationships have established a high level of cooperation between PSTA and the MPO in the transportation planning process for the metropolitan area.

It is a common practice for PSTA and the MPO to coordinate on various major planning studies. A few of the studies include: premium transit service planning, the Central Avenue Bus Rapid Transit, Tampa International Airport to Clearwater Beach and downtown St. Petersburg to downtown Tampa services. The MPO also coordinated with PSTA in a Transit Suitability Analysis. Through the Local Coordinating Board, Forward Pinellas also has worked with PSTA to support transit use as an integral part of the Transportation Disadvantaged Program.

The MPO is the sub-recipient of FTA Section 5305(d) Statewide and Metropolitan Planning program funding awarded and passed through from FDOT. The FTA Apportionment for Section 5307 Urbanized Area formula funds is provided to the Tampa-St. Petersburg UZA, which includes HART, Pinellas Suncoast Transit Authority (PSTA), Pasco County Public Transit (PCPT) and the Tampa Bay Regional Transit Authority (TBARTA). HART, PSTA and PCPT are all FTA designated recipients. There is a funding split agreement in place that is applied to the UZA Apportionment to divide the funding between each transit agency. The split agreement is provided to FTA annually. After the funds are divided, each transit agency submits an application to FTA for the Section 5307 funds. Since 2013, TBARTA is also included in the annual split of 5307 funds as a Direct Recipient. Transit funding is also provided to PSTA by FDOT and the MPO is also a direct recipient of FTA funds.

E. Intelligent Transportation Systems

The regional ITS architecture is being used to guide the deployment of a countywide Advance Traffic Management System (ATMS) and related ITS strategies.

ITS activities in the MPO/TMA are coordinated at the local level, through the Forward Pinellas Transportation Mobility Management Advisory Committee (TMMAC, replaced the ITS committee) and through the mechanisms outlined in the 2001 ITS/ATMS Master Plan for Pinellas County. All ITS/ATMS master plan projects will be completed by 2018. At the regional level, coordination occurs through the TBARTA MPO Chairs Coordinating Committee (CCC). A formalized regional ITS committee is currently being established to enhance coordination in the TMA and the larger region. The MPO partners with FDOT, and other local government entities in traffic monitoring programs

following the Traffic Monitoring Guide (TMG) and uses Linear Referencing Systems (LRS) and other modern geospatial techniques such as Bluetooth monitoring.

Recommendation: The Federal Review Team offers one recommendation pertaining to ITS. For more details about this item, please see Section X.

F. Freight Planning

The MPO coordinates closely with the Florida Department of Transportation and local agencies to identify the transportation needs of freight providers. Forward Pinellas has been working with freight stakeholders through the Regional Goods Movement Advisory Committee (GMAC). The GMAC guides and informs the strategic freight planning process in the Tampa Bay Region. This committee includes representation from transportation and land use planning agencies, intermodal entities, economic development groups, and the trucking industry.

The 2040 LRTP contains a specific goal to promote freight movement, and multimodal freight needs and considerations are interwoven throughout the goals for improving system continuity and connectivity, increasing safety for the system users and promoting multi-modal solutions. The LRTP identified the freight activity centers, corridors, and distribution routes within the MPO area. The LRTP also used the results of an analysis – which identified freight flows, the routes various freight providers used, and freight concerns and potential improvements – to develop the Cost Feasible Plan.

G. Security Considerations in the Planning Process

The MPO's 2040 LRTP contains a safety goal that includes increasing the security of the transportation system for its users. This security element also incorporates the goals from the local transit provider's safety and security planning review process, plans and programs. Security considerations were used in the development of the 2040 LRTP and a UPWP task identifies activities to test and evaluate the MPO's Continuity of Operations Plan (COOP). The MPO's COOP is consistent with Pinellas County's Comprehensive Emergency Management Plan and was updated in March 2017. A test of the COOP was also conducted at that time during a staff meeting.

Security is listed as an explicit goal in the MPO's LRTP. Throughout the planning process and in developing the priorities for the LRTP, the MPO considers all critical facilities to the local, regional, and state transportation system. In addition to the Interstate and the Strategic Highway Network (STRAHNET) system, the MPO focuses on Evacuation Routes, and critical infrastructure needs.

H. Safety Considerations in the Planning Process

Forward Pinellas has an extensive safety element in their 2040 LRTP and is consistent with Strategic Highway Safety Plan (SHSP). Forward Pinellas also includes goals, objectives and policies that are consistent with, and supportive of, the SHSP. The MPO is committed to working with local governments to develop and implement safety strategies as part of their transportation planning process. For the 2035 LRTP, the MPO created a Project Safety Checklist. The checklist is used as an assessment tool for project review stages for local jurisdictions and transportation agencies to include safety early in the process of development. The checklist includes three (3) stages overall: preview considerations; implementation and post construction review of traffic plans; and performance measures.

There are numerous committees the MPO has created to assist staff in safety planning. One such committee is the School Transportation Safety Committee (STSC). The STSC is made up of local elected officials and school board members that meet to address school-related transportation access and safety issues. The STSC aims to improve communication and coordination between transportation agencies and the Pinellas County School Board. (http://forwardpinellas.org/about-us/advisory-committees/school-transportation-safety-committee-stsc/)

The MPO has also been working with FDOT, Pinellas County and the Pinellas Sheriff's Office bicyclists and pedestrian safety initiatives. They also participate in an annual Safety Summit to discuss safety topics, and an MPO board member participated as a guest speaker for the Safety Summit last year.

In addition, associated webinars and sessions are held throughout the year at the FDOT District 7 office. In 2016, the MPO developed the Traffic Crash Trends and Conditions report. The report summarizes the crashes, injuries, and deaths that occurred on Pinellas County roadways during the 2015 calendar year. Data was obtained from several sources including the Pinellas County Crash Data Management System (CDMS), Florida Department of Highway Safety and Motor Vehicles (FDHSMV), Florida's Integrated Report Exchange System (FIRES), the National Highway Traffic Safety Administration (NHTSA), and other traffic crash data repositories. In most instances, 2015 data was utilized. However, in other cases, the latest available data is from 2014 and is so noted throughout the report. The report is very concise and easy for readers to review. The MPO plans to update this report in the near future.

Section IV. Unified Planning Work Program (23 CFR 450.308)

Forward Pinellas adopted their most recent UPWP in May 2016. The Forward Pinellas FY 2016/17 – 2017/18 UPWP covers transportation planning activities/products for two fiscal years and contains sufficient description of the costs and activities the MPO plans to complete.

In the development of the UPWP, Federal Funds and anticipated expenditures are clearly identified through an interactive process that involves staff, the public transportation agency, advisory committees and the Forward Pinellas Board, as well as FDOT, FHWA and FTA. Forward Pinellas also reaches out to local government staff for input into the UPWP on their transportation planning projects, including those that may involve local funding. Additionally, FDOT provides input on their priorities and planning projects, as well as guidance regarding potential changes to the UPWP. Forward Pinellas works with the transit authority during the development of the UPWP draft to identify transit planning tasks and the allocation of associated funding for the next two budget years.

Forward Pinellas also works closely with neighboring MPOs to identify and develop regional tasks for the UPWP. This coordination supports consistent reporting in the respective MPO UPWPs to ensure that regional coordination continues to occur. In preparation of the quarterly billing submittals for each of the grants (e.g., FTA 5305, FHWA PL, FHWA STP, Florida TD Trust Fund), all professional service scopes of work are approved by the MPO Board and payments are approved by the Executive Director for the quarter assigned to the appropriate UPWP task and grant. As funds are expended, they are identified in the grant invoice submittals prepared for FDOT review on a quarterly basis. Internal reviews by staff are conducted on the invoices prior to Executive Director review/approval and submittal to FDOT.

As part of this certification, the Federal Review Team conducted a financial review of Forward Pinellas. The primary objective of this financial review was to establish the level of reliability, effectiveness, and compliance with Federal requirements that can be placed on the MPO's internal controls in order to review, analyze, and submit reimbursement for federal funds. Primary emphasis was placed on determining the adequacy and completeness of management internal controls, documentation, and standard operating procedures.

The MPO has procedures that address timekeeping in maintaining adequate audit records to support compensation, approvals to timesheets, and quality control. Their Internal Control Structure Policy Manual provides an overview of internal control procedures that ensure a control environment, risk assessment, control activities, communication, and monitoring. The general guidelines are consistent with the U.S. Government Accountability Office (GAO) Green Book, and monthly financial reports are reviewed and approved by the Board. Payroll processing is submitted through Oracle Project Unified Solutions which provides for separation of duties, approvals, and transparency for data. The Executive Director of the MPO is authorized to make budget

line item transfers, but there is a dollar amount threshold that requires Board oversight and approval. Furthermore, there are appropriate purchasing requirements and procedures that identify approval limits and separation of duties.

The results of the financial review disclosed no instances of noncompliance or other findings that are required to be reported under FHWA standards or policies. Furthermore, the Federal Review Team has reasonable assurance that Forward Pinellas' financial processes and internal controls are compliant with applicable laws, regulations, policies and agreements to ensure general financial integrity.

Section V. Interested Parties (23 CFR 450 316)

A. Outreach and Public Participation

Forward Pinellas continues to be a role model for planning organizations nationally, particularly with regard to public involvement. Last year, the MPO filed a symbolic name application officially rebranding the MPO as 'Forward Pinellas' to better distinguish it from Pinellas County government as whole. At the same time, it is the first Florida MPO to combine governing boards so that land use and transportation planning decisions are consolidated under one board. A four-year effort, the result is an integrated, largely seamless organization that brings public focus not just to transportation, but to how it will serve the largely built-out area. As the MPO says, "while merging agendas and meetings took some time, now there is a unified agenda, and everyone is hearing how land use relates to transportation and transit choices."

Not surprisingly, merging and rebranding the MPO required exhaustive public outreach, something that the MPO achieved through expanded use of electronic tools. In addition to a new logo, Forward Pinellas has an excellent website that couples visual interest with clean, uncluttered fields. Visitors can navigate the site by clicking icons to get involved, shape the future or learn more about the area's transportation systems, to name a few. The site also contains blogs that offer a variety of topics from complete streets projects to economic development through the growth of microbreweries. Better yet, each blog is archived so that the public can access discussion topics dating to as early September 2015. Other links advise visitors of how to serve on advisory committees, attend a board or committee meeting, request MPO presentations or join the universal mailing list.

The MPO has also increased its use of social media, even seeking out a new provider when the engine for TellUsPinellas discontinued collection of essential data. The MPO relies on origination and other information from those accessing TellUsPinellas and its other media tools to not only measure the effectiveness of this aspect of public involvement, but to get a better idea of where public interest lies. Thus, in its 2015 evaluation, the MPO concluded that board and committee information received twice as many hits as did the actual planning products and five times as many as the Title VI/Nondiscrimination links. For PDF hits, the bike/ped master plan and related hits far outweighed public visits to other documents like the LRTP, traffic counts or even safety brochures. The MPO reported similar breakdowns for Facebook and Twitter use. The

MPO has also laid a foundation for further social media use through an MPO-specific social media policy that describes requirements and prohibitions without quashing its usefulness.

One attendee at the certification public meeting noted that social media tools limit the scope and breadth of information and can give the public an incomplete picture of important topics. The MPO appears to understand this and does not limit public involvement to smart tools. Print media, Pinellas County Community Television, ETown Hall Meetings, surveys, focus groups, charrettes and community events are all MPO tools frequently used to enhance and expand public involvement. For example, the MPO recently conducted 'Spotlight listening sessions' at various locations, including at one of the beach communities. Two of the sessions were well attended with useful public input, but one was not. Thus, the MPO learned that this method is less effective in the business communities along US 19, but successful in locations frequented by the public for leisure activities.

Finally, the MPO further ensures participation by minority and low income populations by partnering with health care and social service agencies, including community representatives on focus groups and other committees, and holding or attending outreach events in targeted communities. As with all MPOs, Forward Pinellas struggles with demographic representation on its advisory committees. To address this problem, the MPO created a committee application and changed the bylaws to allow the MPO to consider race, ethnicity, age, income and other factors when trying to fill open positions. The process has resulted in the addition of Hispanic representation to the CAC and a waiting list of applicants that wish to serve.

Noteworthy Practices and Recommendations: The Federal Review Team recognizes two noteworthy practices and offers two recommendations pertaining to outreach and public participation. For more details about these items, please see Section X.

B. Tribal Coordination

There are no federally recognized tribes located in this area that require formal coordination with the MPO.

C. Title VI and Related Requirements

Each of Florida's MPOs continues to make meaningful nondiscrimination efforts in planning products and other services, and Forward Pinellas is no exception. What sets this MPO apart is its willingness to discard methods that are unsuccessful in favor of those providing more useful data. For example, for the 2035 LRTP, the MPO ranked projects including point scores for those that benefited an environmental justice (EJ) or underserved community. However, the MPO believed that this method reduced benefits and burdens analysis to a matter of number of projects, oversimplifying the analysis and without taking into account expenditures. Thus, while the MPO still assists its local agencies with project ranking using protected class data, for its 2040 LRTP, the MPO layered expenditures over its community characteristics inventory maps, allowing

analysis of funding equity. The MPO then charted expenditures, showing in many cases that underserved areas were receiving a higher proportion of funding based on need. This is the essence of service equity. Nor is the LRTP the only product that includes an evaluation for nondiscrimination. The MPO also layers community characteristics data over transit routes, bike/ped maps, and any service or activity that tends to provide a clearer picture of the facilities and who uses them. It is this methodology that is in part leading the MPO away from more traditional Level of Service models to those that focus more on use and accessibility. Further, the MPO's integration of land use and transportation planning is giving the MPO a broader perspective on community needs, particularly those of vulnerable communities. Issues like heath care, emergency services, affordable housing, redevelopment and accessibility are juxtaposed with transportation planning, something that should result in stronger planning products with greater equity and diversity. More tools are now available from USDOT and FHWA for conducting equity analyses that should assist the MPO as it explores the best methods of ensuring nondiscrimination and service equity.

Pinellas County has a higher percentage of elderly residents than do Hillsborough and Pasco counites, meaning that accessibility along pedestrian rights of way is an important part of the MPO's bicycle pedestrian planning. In addition to integrating accessibility as part of its project priorities, the MPO has taken other steps to ensure that the needs of those with disabilities are considered. For example, after much consultation with board members, the MPO adopted a multimodal priority list independent of the Transportation Alternatives Program (TAP) list. The theory was that projects impacting safety, connectivity and accessibility system-wide should be considered a major project priority. Another example is the MPO's approach to complete streets. Rather than focusing on policy adoption, the MPO funneled money into those listed priority projects that furthered complete streets objectives. Finally, in consideration of waterborne transportation, the MPO held a technical forum of operators and partner agencies, at which a primary discussion topic was the Americans with Disabilities Act (ADA).

The MPO has a Title VI/Nondiscrimination Plan that was approved by FTA on May 19, 2016. It is sufficiently broad enough to meet minimum legal requirements, but mirrors heavily toward the FTA circular, sometimes narrowing the scope of nondiscrimination coverage to less than that demanded by FDOT and FHWA, potentially creating consistency issues in standard public nondiscrimination language. Similarly, the MPO adopts the Limited English Proficiency (LEP) 'safe harbor' affirmative defense, ostensibly because US DOT has done so. However, this adoption means that the MPO will have to translate all essential documents to any LEP language when the population reaches 1000 persons or 5%, whichever is less. This requirement could be an expensive and even wasteful proposition when the MPO might meet the requirements through targeted programs and services. That said, the MPO provides its nondiscrimination information in hard copy at the MPO offices and via an excellent and easy to locate webpage.

In previous years, FHWA required an annual review and update of recipient and sub-recipient nondiscrimination documents Now, FHWA is aligned with FTA in permitting TMAs to complete these updates every three years. This change means that the MPO will need to: 1) conduct its nondiscrimination program review and update by May 2019, including executing a new <u>Title VI/Nondiscrimination Sub-recipient Assurance</u>; 2) review and, if necessary again update, demographic data for its Community Characteristics Inventory and LEP Plan; and 3) ensure that nondiscrimination and Title VI contact information is broadly disseminated and in languages other than English, if appropriate.

Noteworthy Practice and Recommendations: The Federal Review Team recognizes one noteworthy practice and offers two recommendations related to Title VI and related requirements. For more details about these items, please see Section X.

Section VI. Linking Planning and Environment (23CFR 450.318)

Forward Pinellas staff support the Florida Department of Transportation's (FDOT) Efficient Transportation Demand Management (ETDM) program by providing comments from both staff and citizens regarding projects going through the ETDM process. The MPO staff is responsible for defining a project's Purpose and Need as part of the LRTP development. In addition, the ETDM process was used to evaluate each of the projects within the LRTP.

The MPO consulted state and local agencies/governments during the development of the LRTP. During the development of the 2040 Plan, staff met with environmental experts at the Southwest Florida Water Management District and LRTP Working group, which provided the MPO with some information related to wetland and seagrass impacts in relation to transportation projects. During the Needs Assessment process, this information was used to conduct an evaluation of the potential impacts to wildlife habitat, and wetlands, as well as an evaluation of the potential cost of environmental mitigation for each facility in the needs network.

According, to the MPO's LRTP, as projects move beyond the planning stage, specific environmental mitigation plans will be developed. Options typically include potential use of mitigation banking or on-site mitigation to restore, create, enhance and/or preserve the natural environment.

Section VII. Long Range Transportation Plan (LRTP) (23 CFR 450.322)

Forward Pinellas adopted the 2040 LRTP on December 10, 2014. The plan was developed by the MPO in collaboration with FDOT, PSTA, the Tampa Bay Area Regional Transit Authority (TBARTA), committees of the MPO and adjacent MPOs to address major transportation issues affecting the region. An LRTP Working Group comprised of City and County departments and environmental and community groups was created specifically to assist in the technical development of the LRTP plan that reached more than 12,000 people over two years at more than 120 public engagements. These public engagements addressed key areas of transportation,

scenario planning and funding transportation projects through focus groups and workshops, stakeholder interviews, innovative techniques such as eTownHall meetings and virtual online forums, TellUsPinellas, Design Charrettes and other public involvement activities. The LRTP is available on the MPO website and in the MPO office. Hard copies are available to the public upon request.

The 2040 LRTP is data-driven and multimodal. Forward Pinellas provided sufficient documentation to demonstrate how each planning factor is being considered in the LRTP, and the goals and objectives of the LRTP are consistent with local comprehensive plans and the Federal planning requirements.

Forward Pinellas uses performance measures as part of their metropolitan transportation planning process, and have dedicated an entire chapter to performance measures which they call Measures of Effectiveness in their 2040 LRTP. The MPO has been using performance measures for a while and is determined to develop more effective measures for their next update. The performance measures the MPO has developed look at crashes, level of service, state of the system, etc. Health is another consideration and the MPO is currently looking at unique ways they can measure health in their LRTP and TIP.

The MPO has done an outstanding job of focusing on goals for the 2040 LRTP. Staff, with the help of the transit operator and local elected officials, did an extensive review of goals and decided that the 2040 LRTP should focus on national goals, state goals and regional goals. They have also incorporated the top 5% crash goal from FHWA into the LRTP.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice pertaining to the LRTP. For more details about this item, please see Section X.

A. Travel Demand Modeling/Data

Forward Pinellas has on staff at least one person responsible for travel demand forecasting. However, considerable support is provided by FDOT District 7. This activity is conducted in coordination with other regional partners and FDOT District 7 System Planning staff in the Technical Review Team (TRT) process. The TRT consists of technical staff representatives from the FDOT District 7 Intermodal Systems Development (ISD) Planning staff, each of the four District 7 MPOs (Hillsborough, Pinellas, Pasco, and Hernando/Citrus), and other intermodal transportation and travel demand management agencies. The TRT meets bi-weekly and members provide input and review for overall technical guidance in the forecasting process. In addition, the members keep their respective bodies informed of the progress, results and decisions of this group.

The model used by Forward Pinellas in the transportation planning process is the District Seven Tampa Bay Regional Planning Model (TBRPM), which was developed in coordination with the other regional partners in the TRT. There is no formal agreement governing the TRT; however, decisions are made in consensus with the partners. The

MPOs are responsible for travel forecasting, however, FDOT operates the model on behalf of Forward Pinellas.

The current travel demand forecast model is the Tampa Bay Regional Planning Model (TBRPM), Version 8.1, last updated in October 2015. This model is a trip-based model and functions as a traditional four step model. The TBRPM is used for travel demand forecasting by the MPO.

B. Financial Plan/Fiscal Constraint

The Financial Plan section of the LRTP includes detailed analyses of the availability of funding from Federal, State, and local sources. The 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans provided the state and federal allocations attributable to Forward Pinellas. The traditional revenue sources and forecasted revenues anticipated for Forward Pinellas were evaluated and assessed to develop the projected revenues through the year 2040. Consistent with Federal requirements, revenues are shown in Year of Expenditure (YOE) dollars to reflect inflation.

The FDOT Costing Tool was the primary source for development of the roadway project cost estimates. Forward Pinellas' largest revenue source comes from Penny for Pinellas infrastructure sales taxes that allocated \$388.2 (40% of total sales tax revenue) for transportation projects. The Highway Cost Feasible Plan contains major capital improvement programs with an estimated cost of \$1.5 billion in YOE dollars. It also includes \$194.2 million for bicycle and pedestrian projects, and \$157 million for new bridge projects. The Transit Cost Feasible Plan outlines improvements to existing services and estimates total transit operating and capital costs equal to \$1.97 billion in YOE dollars. The current Forward Pinellas 2040 LRTP is fiscally constrained.

Section VIII. Congestion Management Process (23 CFR 450.320)

The CMP is continuously monitored (it was last updated in 2015, with an update currently underway) and adjustments are made as needed to respond to regulatory changes, as well as changes in local conditions. As an example, for many years Forward Pinellas' Congestion Management Process focused on hot spots and a few select corridors. The process was modified in 2014 to move toward a system wide approach, wherein all major roadways are screened for CMP strategy implementation.

The Forward Pinellas advisory committees play a critical role in the development and maintenance of the CMP. Additionally, the Technical Coordinating Committee (TCC) plays a critical role in coordinating communication with and input from representatives of Pinellas County local governments, the Tampa Bay Regional Planning Council, TBARTA, FDOT, Forward Pinellas, PSTA and the Pinellas County School Board. The TCC makes recommendations on a variety of planning issues based on their technical merit.

The Forward Pinellas CMP has always been an integral part of the MPO's planning process. However, adjustments to the organizational oversight and responsibility of the CMP were made to better integrate the CMP into the MPO's other operations and management programs. Specifically, primary oversight for CMP prioritization activities was formalized under the MPO's Transportation Mobility Management Advisory Committee (TMMAC). This committee is tasked with prioritizing areas for operations and management improvements. Performance Measures are used to measure the effectiveness of the CMP.

Section IX. Transportation Improvement Program (TIP) (23 CFR 450.324, 326, 328, 330, 332)

The Forward Pinellas TIP serves as a five-year financially feasible program of improvements for all modes of travel within Pinellas County, including sidewalks, transit improvements, bicycle facilities, and transportation enhancement activities to be funded by Title 23 USC and the Federal Transit Act. The TIP is adopted annually; the latest adoption was June 2016.

Financial constraint is demonstrated in the financial section of the MPO's TIP. The TIP includes a narrative that explains the tables of revenues and costs by fund type that are reasonably anticipated over the five-year period of the TIP. The revenue totals shown sufficiently cover the anticipated project costs.

The TIP is developed in coordination with the FDOT, PSTA, local governments, TBARTA, and in accordance with the Federal requirements. Forward Pinellas also works in close coordination with MPOs in the region to identify regionally-significant transportation projects and intermodal facilities for inclusion in the LRTP and TIP as funding becomes available. Regional connectivity and consistency with the Regional LRTP is among the criteria for selecting priority projects for the TIP. These projects include regional multi-use trails and those identified for Transportation Regional Incentive Program (TRIP) funding. Regional priorities are also advanced by the TMA Leadership Group and forwarded to each MPO board annually for inclusion in the TIP. Each MPO in the TMA, including Forward Pinellas, includes the TMA regional priorities in their respective TIP priority lists.

In 2016, Forward Pinellas adopted a multimodal priority list for the first time. In prior years, the main priority list identifying projects for Surface Transportation Program (STP) and other Federal and State revenue sources was primarily made up of road capacity projects. With the new multimodal priority list, transit, pedestrian and bicycle projects now have the opportunity to compete for funding on par with major road projects. Priority projects on the multimodal list are initially identified through the LRTP development process, and pulled from the top priorities of individual lists representing road, transit, bicycle/pedestrian and system management and operations projects. The multimodal priority list is reviewed by the MPO's advisory committees and the community through public outreach efforts prior to Board adoption and is updated annually to reflect changing priorities and completed projects.

Noteworthy Practice and Recommendation: The Federal Review Team recognizes one noteworthy practice and offers one recommendation pertaining to the TIP. For more details about these items, please see Section X.

Section X. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2017 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Forward Pinellas transportation planning process with federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective Actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends and best practices, and are intended to provide assistance to the MPO to improve the planning process. Noteworthy Practices highlight efforts that demonstrate innovative ideas for implementing the planning requirements.

At the conclusion of the Federal Review site visit, the Federal Review Team asked the MPO staff if they had any training or technical assistance needs. The Forward Pinellas identified accessibility based measures, transportation and land use, automated connected vehicles, and ITS. FHWA and FTA will work with the MPO to provide resources in these areas.

A. Noteworthy Practices

- 1. Bicycle/Pedestrian: The Federal Review Team commends Forward Pinellas for the development and publication of the very popular Discover Pinellas bicycle and pedestrian guide and map. Forward Pinellas published approximately 35,000 maps and they were all distributed in two months and additional maps had to be published.
- 2. Outreach and Public Participation: While the use of social media is laudable, the team was particularly impressed with the MPO's insistence that tools include sufficient data and reporting in order to measure effectiveness. The MPO even discontinued service with one provider when it was unable to provide origination and other information about those accessing the MPO. The team is very interested to see how the MPO will continue to collect and use this cutting-edge data, particularly when assessing how various communities participate and their particular interests in various MPO plans and activities.
- 3. Outreach and Public Participation: The review team has never encountered an MPO with a CAC application process that resulted in an actual waiting list to serve. Moreover, the team applicated the MPO in successfully obtaining applications from those in underrepresented demographics. This can be a difficult step for government entities, but a necessary affirmative measure in ensuring

nondiscrimination and inclusion. The MPO's process may provide solutions to other agencies that struggle to reach parity in public involvement.

- 4. Title VI and Related Requirements (ADA): The MPO continues its efforts to obtain better representation among underserved groups, including racial/ethnic minorities, those with disabilities, and younger system users on its committees and in its outreach. This includes use of an excellent CAC application form and coordination with service groups for BPAC services those have more regular contact with vulnerable and hard to reach communities. The Team applauds these efforts and encourages the MPO to liaise with schools, social service groups and community organizations when seeking committee members. Doing so provides broader, lasting representation that is not always possible when relying on individual community members.
- 5. Long Range Transportation Plan: The review team commends the MPO's efforts to build and implement performance measures for their LRTP. Their consideration of health equity as a performance measure in the 2040 LRTP and TIP is an excellent way to get local elected officials involved in transportation and publicize health officials' information on how the transportation environment effects public health. Forward Pinellas' efforts to build Performance Measures and to leverage ITS data in the Planning Process is also laudable. Additionally, the MPO is a leader in utilizing geospatial techniques to support Performance measures.
- **6. Transportation Improvement Program (TIP):** The Federal Review Team commends the MPO on their development and successful adoption of a single multimodal priority list that considers all modes and seeks to provide a level playing field for their consideration for funding and inclusion in the TIP.
- 7. TMA Regional Coordination: The Federal Review Team commends the Tampa Bay TMA MPOs and their regional transportation partners for their many regional coordination efforts. The consensus of the Federal Review Team and the participants of the certification review site visits is that regional coordination for this area is very strong. Although not currently a requirement in federal law, coordinating regionally with their nearby transportation partners is advantageous for highly populated and congested areas such as the Tampa Bay TMA to identify economies of scale and opportunities to leverage resources and efforts to advance mutual transportation goals and objectives. As this area continues to grow, robust regional coordination will be critical to further developing and maintaining the interconnectedness of the transportation system for residents living in the Tampa Bay TMA and surrounding counties.

B. Corrective Actions

There were no Corrective Actions identified during this review.

C. Recommendations

- 1. Intelligent Transportation Systems (ITS): ITS creates various data streams that can be leveraged in the Planning Process. The MPO is very involved in the region's ITS programs, but makes no mention of how ITS data can be collected and distributed to further enhance its travel monitoring, safety and other programs, and supplement traditional data collection methods that reflects real or near real time information. The Federal Review Team recommends that Forward Pinellas creates a program to leverage ITS data to further enhance its data programs.
- 2. Outreach and Public Participation: The Federal Review Team observed that the MPO appears to use the terms "public meeting" and "public hearing" interchangeably. From a federal perspective, these terms are very different. A public hearing must meet specific and more stringent requirements spelled out in law that may not apply to a public meeting. Federal law does not require the conducting of public hearings for planning activities. However, state law may dictate otherwise. Therefore, the Federal Review Team recommends that the MPO review and evaluate their processes and procedures to determine if a public hearing or public meeting is required/appropriate and revise language in their planning documents to reflect the interaction accordingly.
- 3. Public Participation Plan (PPP): The MPO last updated its PPP in 2016, better describing the MPO's public involvement process and improving descriptions of visualization tools and the manner in which the public can participate. The Federal Review Team recommends the MPO review the PPP paying particular attention to the following:
 - a. Ensuring that the PPP contains an adequate description of an MPO and its duties, something that is omnipresent on the website, but harder to locate in the PPP.
 - b. Including a distinct section on how the PPP was developed in consultation with all parties. This description is not limited to just review and commentary, but the MPO should document and describe the process by which the public, MPO partners and stakeholders helped to develop the plan.
 - c. Adding an appendix or other tool to describe the 'alphabet soup' of planning acronyms, i.e. LRTP, TIP, UPWP, LEP, ADA, Title VI, etc.
 - d. Verifying that how to participate in situations where proposed amendments to the TIP cannot be reviewed by the Citizens Advisory Committee before Board action due to timing constraints is adequately described.

4. Title VI and Related Requirements:

a. FHWA and FDOT have updated the Title VI/Nondiscrimination Subrecipient Assurance which includes expanded contract clauses that the MPO must insert and require its contractors to inset into all of contract instruments. Moreover, for consultant contracts, the MPO must also

- ensure that contracts include DBE Assurance Language from 49 CFR 26.13. The MPO should carefully review its procurement and contract documents, verifying that the correct nondiscrimination information is present and up to date.
- b. FTA Region IV and FHWA Florida Division, in cooperation with FDOT, developed a standard template program plan that assists sub-recipients with meeting the various nondiscrimination requirements. The MPO should consider using this document as a guide before submitting the 2019 updated program plan. Doing so will result in more consistent nondiscrimination language and provide one stop shop for US DOT Title VI program information.
- c. The MPO should clearly distinguish its DBE plan and goal as a direct recipient of FTA funding from the FDOT DBE program it must use as a sub-recipient of FHWA funds. Posting both is a strong practice that benefits both the MPO and the DBE program, however, unclear or incorrect information exposes the FDOT race-neutral program to constitutional challenge.
- 5. Title VI and Related Requirements (ADA): Under 28 CFR 35.105, all public entities, including MPOs are required to conduct a self-evaluation of programs and services for accessibility and where deficiencies are discovered, make necessary modifications for compliance. Though transition planning requirements under 28 CFR 35.150(d)(3) apply only to those entities with control over pedestrian rights of way, MPOs share a common minimum obligation; to ensure that all planning products include accessibility considerations and to involve the community with disabilities and their service representatives in the planning process. The MPO can continue to improve ADA compliance for itself and its local governments by coordinating survey/study activities; helping partners prioritize accessibility improvements; sharing pedestrian rights-of-way and condition data; identifying partners in need of training or technical assistance; and keeping FHWA and FDOT aware of innovative local programs or cost effective tools that might assist public agencies with meeting ADA requirements.
- 6. Transportation Improvement Program (TIP): Although it is noted in the TIP Executive Summary narrative that project costs and revenues are shown in year of expenditure (YOE) dollars, there is no footnote/notation on the tables provided later in the document that indicates this fact. The Federal Review Team recommends that a notation be added to the appropriate tables in the TIP document to clarify that YOE dollars are being shown.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Tampa Bay Area TMA, which is comprised in part by Forward Pinellas, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **June 2021.**

Part III: Pasco County Metropolitan Planning Organization

Section I. Previous Certification Findings Status/Update

The following is a summary of the previous findings made by the Federal Review Team to the Pasco County MPO in 2013. There was one Corrective Action identified for the Pasco County MPO in the prior report.

A. Corrective Actions

1. Public Participation - Measures of Effectiveness (MOEs): Despite a previous certification recommendation and the regulatory requirement found in 23 CFR 230.316(a)(1)(x), the Pasco County MPO has not sufficiently documented its performance measure evaluation with regard to the PPP. Although the MPO's current PPP adequately identifies public engagement evaluation measures, it appears that these measures have not been utilized to assess the MPO's current public engagement activities. The MPO needs to provide an evaluation summary report of the measures of effectiveness currently identified in the PPP prior to the development of the next PPP update. The report will provide useful feedback and input into the development of the next PPP update. The report should also summarize the effectiveness of current public engagement activities and describe how the evaluation of current public participation activities will be used to determine future ones. For example, by analyzing the effort of outreach for the 2035 LRTP, what changes will MPO staff make for the 2040 LRTP update? The MPO needs to conduct an evaluation and develop summary report of the measures of effectiveness currently identified in the PPP to the MPO Board for their consideration by November 1, 2013.

Update: An evaluation was conducted and a Summary Report was provided to the MPO Board on October 10, 2013, for their consideration and feedback. The request to review the MPO's actions and supporting materials was sent to FHWA/FTA on October 31, 2013 via email. FHWA/FTA found that this Corrective Action was satisfactorily completed in a December 3, 2013, letter addressed to the Pasco County MPO.

B. Recommendations

1. <u>MPO Agreements</u>: The Federal Review Team recommends that the MPO re-visit and revise, where necessary, the 2004 agreements and at a minimum provide an updated date of the most recent review of the agreement.

Update: This recommendation was completed on December 21, 2010. The MPO updated the staff service agreement which was approved by the board on March 7, 2017.

2. <u>Bicycle Pedestrian Advisory Committee</u>: The Federal Review Team acknowledges the MPO's creation of a Bicycle/Pedestrian Advisory Committee. During the review, questions about the anticipated make-up of this group could not be answered. The Federal Review Team recommends MPO staff consider adding the organization details of this committee to the MPO's bylaws because this will be a standing committee.

Update: The MPO amended their Bylaws on April 4, 2017, and signed by the MPO Board on May 11, 2017, that added the make-up of the organization details of the committee.

3. <u>Transit (List of Obligated Projects)</u>: The Federal Review Team recommends that the MPO staff coordinate with FDOT and public transportation operator(s) to ensure that transit projects are included in the Annual List of Obligated projects for the next update.

Update: The MPO Website (wwwpascompo.net) has a stand-alone link to the Annual Listing of Projects Obligated in Preceding Year. The MPO coordinates with the Pasco County Public Transportation (PCPT) Division and FDOT to ensure that the transit projects are included in the MPO's Annual List of Obligated Projects that was also approved by the MPO Board September 8, 2016. (http://www.pascocountyfl.net/index.aspx?nid=1697).

4. <u>Security</u>: The Federal Review Team recommends that the Pasco County MPO develop a standalone Continuity of Operations Plan (COOP) and perform a COOP exercise to identify any emergency processes that may need strengthening. At a minimum, the Federal Review Team recommends that the staff test the existing COOP that is housed within the County's operations.

Update: The MPO is coordinating with the newly appointed Director for Pasco County Office of Emergency Management (EOC), and updating a new template to reflect the changes for the additional two new MPO staff members. The MPO anticipates completing the next COOP exercise by the end of the calendar year 2017.

5. <u>Safety</u>: In the Federal Review Team's review of the MPO's Bicycle/Pedestrian Plan, it was noticed that the largest population of crashes occurred between the timeframe of 2006 – 2010, and occurred among those persons' age 10-29. Therefore, the team encourages the MPO to provide targeted outreach towards this population, in hopes that these numbers can be impacted positively by the MPO's planning efforts.

Update: The MPO staff is collaborating with several regional and local agencies to improve safety through implementation activities to educate bicycle and pedestrian target groups that are prone to high crashes, incidents or injuries along US 19 corridors. The MPO staff in conjunction with FDOT D-7 has also

participated in focused group meetings to address two high incident intersections to enhance safety on US 19 corridor for bike and pedestrians.

6. Public Participation (Website): While the Federal Review Team acknowledges that some changes to the MPO website may be difficult due to the site's hosting by the County, the Federal Review Team recommends that the MPO staff review the current site and make sure the information is current and that planning documents are easy to access and download. During the desk audit for the certification review site visit, many members of the Federal Review Team had difficulty downloading primary planning documents. For large documents, such as the Long Range Transportation Plan, we recommend that staff hyperlink chapters of the plan, in addition to the complete document so individuals are not dissuaded from attempting to download a file that takes a long time to load.

Update: The MPO Public Participation Website has been improved. The planning documents are enhanced for easy downloading, and both the 2035 and 2040 LRTP chapters are hyperlinked for easy access and are word searchable.

7. Public Participation Plan: While the Pasco County MPO's public participation plan is among the most complete the Federal Review Team has encountered, the MPO should ensure that it lists in the plan the name, title and contact information of the MPO representative responsible for administering the PPP (450.316(a). MPO staff should make sure that the plan remains current with what the MPO staff is actively engaged in, including what links are currently available for access on the website. Staff should also ensure that the Public Participation Plan includes a section or discussion for unplanned and/or emergency meetings, and the window of public notice that will be given in the event that these meetings are needed.

Update: The MPO updated the PPP on February 13, 2014, to reflect the name and contact information of the designated MPO representative responsible for administering the PPP. The MPO staff is involved with ensuring that the plan remains current with what the MPO staff is actively engaged in, and the most upto-date links are available for access on the website. The PPP includes a section for how the MPO addresses meetings that are unplanned and/or emergency, and the advertisement requirements for how notices are provided in the event these meetings are needed.

- 8. <u>Title VI (Nondiscrimination Program</u>): Pasco County MPO annually reviews its Title VI/Nondiscrimination Program documents for sufficiency and to ensure nondiscrimination in its programs, services and activities in compliance with 23 CFR 200.9(b)(5) and (6). The MPO will shortly undertake its review of the program for 2013. As it does so, FHWA recommends that the MPO ensure that its program documents contain:
 - a. The name and contact information for the employee designated the Title VI/Nondiscrimination Coordinator. At a minimum, the employee should be listed by name on Title VI/Nondiscrimination Policy.
 - b. An organization chart that shows direct, dotted line access from the Title VI/Nondiscrimination Coordinator to the Executive Director of the MPO.
 - c. Consistent use of correct nondiscrimination language and the protected classes wherever the MPO references nondiscrimination. The MPO may wish to consider developing a standard nondiscrimination statement that contains a link to the full policy and complaint filing procedure. The MPO may then ensure optimum access by placing the language and link on all documents meant for the public.
 - d. Translating its Title VI/Nondiscrimination Policy and complaint filing procedure into Spanish, to ensure compliance with 23 CFR 200.9(b)(12).

Update: This recommendation was completed in December 2013. The name and contact information for Title VI Specialist/Coordinator was added to program documents. The organization chart has been updated to reflect the direct line from the Title VI/Nondiscrimination Coordinator to MPO Executive Director. In addition, the MPO consistently uses correct nondiscrimination language and protected classes are referenced wherever nondiscrimination is addressed. The MPO has also translated their Title VI/Nondiscrimination Policy and complaint filing procedure into Spanish.

9. <u>Title VI (UPWP)</u>: Pasco County MPO's nondiscrimination policy is somewhat buried in the UPWP and not likely to be identified by the general public. The MPO should consider moving the information to a more visible location, perhaps developing a direct link to a nondiscrimination page.

Update: The MPO now provides a direct link to the Title VI/Nondiscrimination Policy on the website. The Pasco County Limited English Proficiency (LEP) and Title VI Discrimination Complaint Procedure was updated on March 9, 2017.

10. <u>Transportation Improvement Program (Fiscal Constraint)</u>: The Federal Review Team acknowledges that the Pasco County MPO includes broad language related to fiscal constraint within financial plan and financial summary sections of the 2012/2013-2016/2017 TIP. Although these explanations convey an understanding of fiscal constraint, the Federal Team recommends additional documentation to support the TIP in displaying fiscal constraint beyond the general statement that the TIP is constrained by year and the MPO adheres to the FDOT Work program. For example, through the use of additional text or

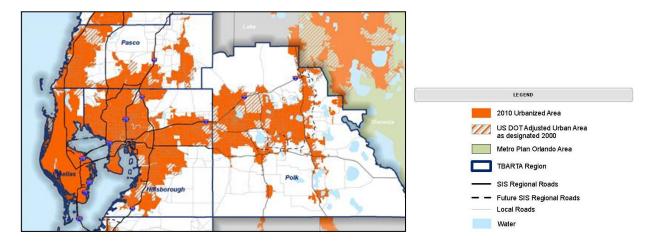
illustrative tools, such as tables or figures consistent with MPO statements, the MPO will be transparent to the public on the TIP's fiscal constraint.

Update: The MPO is in the process of updating the new TIP that will provide a funding summary for Federal and State to show fiscal constraint by December 2017.

Section II. Boundaries and Organization (23 CFR 450.310, 312, 314)

A. Description of Planning Area

Pasco County is located on Florida's central west coast spanning over 745 square miles. The largest city is New Port Richey. Pasco, together with Hernando, Hillsborough, and Pinellas Counties, comprise the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA). Pasco County's population was 464,697 based on the 2010 Census. Compared to the population estimates in 2016, the county supports a population of 497,909; an increase of 7% in a six-year timespan. Pasco County also consists of two incorporated areas: The City of New Port Richey represents the largest incorporated population, and the City of Zephyrhills represents the second largest incorporated population. The population growth in Pasco County continues to outpace the population growth for Florida, and will result in conglomeration or mixing of urbanized areas.



B. Metropolitan Planning Organization Structure

The Pasco County MPO's overall make up has not changed since the last Certification Review. However, the MPO has a New Chairman and Vice-Chairman as of February 9, 2017. The Pasco County MPO is still composed of publicly elected municipal and county officials and has nine voting members. The MPO membership is comprised of: five County Commissioners from Pasco County (one from each commission district); and one member from each of the cities of New Port Richey, Zephyrhills, Dade City, and Port Richey. With the exception of the five county commissioners from Pasco County who receive two votes per member, the rest of the members have one vote.

The Pasco County MPO has five dedicated staff members including the following positions: Transportation Planning Manager, Senior Transportation Engineer, Senior Planner, and Development Review Technician. Currently one MPO staff position is vacant. In addition, a Bicycle and Pedestrian coordinator (Active Transportation Planner) works with MPO staff and manages the bicycle/pedestrian planning program. The MPO also has five standing committees: the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), the Bicycle and Pedestrian Advisory Committee (BPAC), the Congestion Management Task Force, and the Transportation Disadvantaged Local Coordinating Board.

C. Agreements

The MPO's agreements substantially satisfy the federal requirements as outlined in 23 CFR 450.314. The MPO had one agreement for the BPAC Advisory Committee Bylaws that was amended February 28, 2017 and approved April 4, 2017.

Section III. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors

23 CFR 450.306 requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors that reflect sound planning principles. The Pasco County MPO addresses the required planning factors throughout the planning process and in the development of transportation planning products such as the LRTP, TIP, and UPWP. The planning factors are also incorporated into the Goals, Objectives and Policies of the LRTP.

B. Air Quality

Pasco County is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS).

C. Bicycle and Pedestrian Planning Activities

The Pasco County MPO is significantly engaged in bicycle and pedestrian planning. The primary advisory committee to the MPO board regarding bicycle and pedestrian activities and issues is the Bicycle Pedestrian Advisory Committee (BPAC). The BPAC's Mission statement is: "To promote cycling and walking in Pasco County by promoting public awareness, improving safety, extending connectivity, as well as encouraging a friendly and healthy lifestyle through everyday transportation alternatives." The Pasco County MPO, Forward Pinellas, and the Hillsborough MPO all participate in the new regional Tri County Bicycle Pedestrian Advisory Committee.

Since the last certification review, the MPO has obtained a dedicated Bicycle and Pedestrian staff position. The Pasco County penny sales tax is funding feasibility and alignment studies underway by the MPO. The MPO focus is on connectivity of trails. A number of trail studies and designs are underway including: the Anclote Coastal Trail,

the Starkey Gap and Tri-county Trail in conjunction with the Florida Coast to Coast Trail and a U.S. 301 connectivity study, the Withlacoochee Trail, the Northeast Pasco Rural Hills Multimodal Safety Study, the Northeast Multiuse Path, and the Orange Belt Trail. The MPO staff coordinated the update to Pasco County's Greenways, Blueways and Trails (GTB) map that sets a vision of future trails and multiuse pathways countywide. The GTB maps shows the MPO's trail network and shall be used as the guiding reference document for greenway/trail/blueway connectivity and access, consistent with the current MPO LRTP – Multiuse Trails Map.

One of the next steps identified in the LRTP states that the MPO will prepare a comprehensive bicycle/pedestrian master plan to better define specific projects and opportunities for nonmotorized transportation improvements. In addition, the master plan will include a comprehensive update to the inventory of sidewalks and bicycle facilities, which will assist in more easily performing spatial evaluation of future needs and opportunities.

D. Transit

Transit service in Pasco County is provided by Pasco County Public Transportation (PCPT), a division under the Pasco County Board of Commissioners. PCPT provides fixed route and ADA Para-transit services in Pasco County. PCPT operates 18 fixed route buses and 11 ADA Para-transit vehicles. According to the National Transit Database (2014), PCPT provides over 1,000,000 transit trips annually. PCPT also provides connectivity to Pinellas and Hillsborough County transit systems that are also located in the Tampa- St. Petersburg urbanized area.

PCPT serves on the MPO board and several subcommittees. PCPT is closely involved in the MPO planning process with the review of the LRTP, TIP, and UPWP through the various subcommittees. The above working relationships have established a high level of cooperation between PCPT and the MPO in the transportation planning process for the metropolitan area.

The MPO is the sub-recipient of FTA Section 5305(d) Statewide and Metropolitan Planning program funding awarded and passed through from FDOT. The FTA Apportionment for Section 5307 Urbanized Area formula funds is to the Tampa-St. Petersburg UZA, which includes the Hillsborough Area Regional Transit Authority (HART), Pinellas Suncoast Transit Authority (PSTA), Pasco County Public Transit (PCPT), and the Tampa Bay Regional Transportation Authority (TBARTA). PCPT, PSTA and HART are all FTA designated recipients. There is a split agreement in place that is applied to the UZA Apportionment to divide the funding between each transit agency. The split agreement is provided to FTA annually. After the funds are divided, each transit agency submits an application to FTA for the Section 5307 funds. Since 2013, Tampa Bay Area Regional Transit Authority (TBARTA) is also included in the annual split of 5307 funds as a Direct Recipient. The MPO and PCPT staffs work closely together on all transit planning activities.

The MPO coordinates with FDOT and PCTP in the development of the TIP and LRTP. The MPO relies on the adopted Transit Development Plan (TDP) for transit projects in the TIP. The MPO updates the TDP every five years for the transit operator. The MPO uses the TDP as the foundation for the next LRTP update.

The State of Florida also provides transit funding to PCPT. PCPT is a direct recipient of 5307 funds through FDOT for the small urbanized area of Zephyrhills that is located in the eastern part of the county. To date, flexible funds have not been appropriated/allocated for transit related projects. However, MPO staff is evaluating options for such transfers to occur in the future based on projects that will be identified in the update of the TDP that is currently scheduled for FY 2017-2018.

Pasco County has implemented a Tax Increment Financing (TIF) program as a source of transit capital and operating funds. Although a relatively new concept, this source of local funding has allowed for transit expansion of service including the new Moon Lake Route. The MPO provides policy guidance in this regard and assists in identifying eligible projects and ensures consistency with the adopted TDP.

Corrective Action: The Federal Review Team identified one corrective action pertaining to the Transit. For more details about this item, please see Section X.

E. Intelligent Transportation Systems (ITS)

The goal of the Regional ITS architecture is to ensure compatibility in ITS technology and user interface across the region. The MPO adopted the regional architecture in 2004 and updated their ITS improvement plan as part of the 2040 LRTP development process. In addition to the previously added traffic management center providing communication with the Advanced Traffic Management System (ATMS) project on U.S. 19, the MPO assisted the County in securing funds to create a traffic management center providing communication with the ATMS projects on U.S. 19, S.R.54, C.R.1, and Ridge Road.

Currently, 911 operations are also communicating with the Pasco County Office of Emergency Management to receive video displays of incidents. The goal is to connect all management centers in the region with FDOT's District 7 center, which is an ongoing effort as noted in the last TMA review.

Development of regional architecture was coordinated with ITS stakeholders in Pasco County, i.e. Public Transportation office and the Traffic Operations Division. The current regional ITS architecture was last updated December 2015. FDOT coordinates ITS activities that are regional in scope or when state and federal funds are used, such as existing or planned ITS projects on I-75, U.S. 19, and S.R.54, C.R.1 and Ridge Road. ITS is identified as one of the strategies in the local and regional Congestion Management Process (CMP). Any ITS project deployment on city or county maintained roads, within county or crossing county lines, will be coordinated with the affected MPO or local jurisdiction.

F. Freight Planning

The Pasco County area is an active hub of freight movement both in exports and imports. FDOT District 7 leads the regional planning efforts for goods movement and freight logistics in the Tampa Bay region. The MPO has been an active participant in the development of the Tampa Bay Regional Strategic Freight Plan serving on the Goods Movement Advisory Committee (GMAC), the MPO worked closely with FDOT District 7 and other stakeholders, mainly the Pasco Economic Development Council and County's Office of Economic Growth staff, to develop freight mobility needs/strategies and freight compatibility objectives for the Strategic Plan. The MPO has identified some freight related objectives that are integrated with the CMP that will be incorporated into the update of MPO's MOBILITY 2045 Long Range Transportation Plan.

According to the FDOT District Seven, the <u>Investment Strategy for Freight Mobility and Economic Prosperity in Tampa Bay</u> is a reference that is used by the MPO to address goods movement as part of the MOBILITY 2040 Plan. The MPO is also looking at ways to address hotspot truck related issues through a comprehensive data base for improvements to truck routes. The routes that are in need of improvement will be given a higher ranking weighted factor.

The 2040 LRTP contains a specific goal to promote freight movement, and multimodal freight needs and considerations are interwoven throughout the goals for improving system continuity and connectivity, increasing safety for the system users and promoting multimodal solutions. The LRTP identified the freight activity centers, corridors, and distribution routes within the MPO area. The LRTP also used the results of an analysis – which identified freight flows, the routes various freight providers used, and freight concerns and potential improvements – to develop of the Cost Feasible Plan.

G. Security Considerations in the Planning Process

The MPO's 2040 LRTP contains a security goal that includes increasing the security of the transportation system for its users. This security element also incorporates the goals from the local transit provider's safety and security planning review process, plans and programs. Security considerations were used in the development of the 2040 LRTP. The MPO's is coordinating with the Pasco County Office of Emergency Management to conduct a COOP exercise with the newly hired Director. The new COOP template and review of departmental staff have been initiated and anticipates having this update completed by the end of the calendar year. The MPO has a section on their webpage devoted to safety preparation to assist citizens in case there is a tornado or severe weather in the county.

Recommendation: The Federal Review Team offers one recommendation pertaining to security in the planning process. For more details about this item, please see Section X.

H. Safety Considerations in the Planning Process

Pasco County MPO has an extensive safety element in their MOBILITY 2040 LRTP, which is consistent with Strategic Highway Safety Plan (SHSP). The Pasco County MPO is dedicated to making safety a key priority within their metropolitan transportation planning process. Safety is considered in almost every aspect of the program and is evident by reviewing plans and programs on the MPO's webpage. There are safety performance measures in the Congestion Management Process and they also have developed performance measures for the LRTP. The performance measures established for the CMP are linked to those which are in the LRTP. This linkage is a good practice for the MPO and can assist the MPO in integrating safety into its transportation planning process.

The MPO also spotlights safety in work zones and has developed the Northeast Pasco (The Hills) Multimodal Safety Action Plan. The study was created to address current conditions, stakeholder concerns (which include bicyclists and local residents), commonly used bicycle routes, and priorities for the northeast area of Pasco County. The bicycle safety measures developed will consider engineering solutions, education strategies, and enforcement options. The MPO has been soliciting input from interested parties to provide insight into the areas that are of the most concern for all users. A public meeting was held on August 18, 2016, and a bicyclist outreach event was held on August 5 and 6, 2017, at the most popular ride locations. The MPO staff and their consultant have identified conditions and are in the process of creating action plans for recommended routes, which is planned to be completed by December 2017. (http://www.pascocountyfl.net/index.aspx?nid=323)

The MPO also utilizes safety as a key element in the ranking of their Transportation Alternatives projects. Transportation Alternatives projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historical, and environmental aspects of our transportation infrastructure. They are typically activities that are initiated from the Recreational Trails, Transportation Enhancements, and Safe Routes to School programs. As part of their project prioritization process, the MPO utilizes safety as one of their goals for sidewalks and trails. The MPO approved their latest listing of priority projects for 2017-2018 on September 8, 2016.

The MPO participates on a regional Crash Safety Team which meets every month. The team includes Florida Department of Transportation, other MPOs in the area, and local safety and operations specialists. The team looks at solutions for integrating safety into the statewide and metropolitan transportation planning process. They also review projects that have safety concerns within the Pasco area. The MPO is very supportive of the Crash Safety Team and has taken advantage of the team's technical expertise by getting their input to MPO plans and programs involving safety, specifically, the LRTP, CMP, and TIP.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice pertaining to Safety Considerations in the Planning Process. For more details about this item, please see Section X.

Section IV. Unified Planning Work Program (23 CFR 450.308)

The Pasco County MPO adopted their most recent UPWP in May 2016. The Pasco County MPO FY 2016/17 – 2017/18 UPWP covers transportation planning activities/products for two fiscal years and contains sufficient description of the costs and activities the MPO plans to complete. The County, via the staff services agreement, acts as the budget officer for the MPO overseeing the funding and expenditure budgets, including the annual County budget and annual audit. The MPO staff monitors the Federal funds and expenditures as shown in the adopted UPWP, including staff time/salaries per task, and coordinating departments' staff services charges, purchases, and consultant services. The MPO receives production support through various county departments through a charge back system based on eligible work in accordance with the adopted UPWP as authorized by the MPO Director/Manager. The MPO bills on a quarterly basis for their reimbursement requests.

Each MPO/TPO member of the Chairs Coordinating Committee (CCC) earmarks a portion of their UPWP budget to support regional tasks. For UPWP development, these regional tasks are developed jointly between the region's MPOs for consistent reporting in the respective MPO UPWPs to ensure that regional coordination continues to occur.

During the development of the UPWP, MPO staff coordinates with the Pasco County Public Transit staff in the identification of transit planning activities and end products. The staffs also work closely together through their continuing and cooperative efforts related to data-sharing, reviewing existing plans (transit accommodations), and jointly managing transit related planning projects.

As part of this certification, the Federal Review Team conducted a financial review of the Pasco County MPO. The primary objective of this financial review was to establish the level of reliability, effectiveness, and compliance with Federal requirements that can be placed on the MPO's internal controls in order to review, analyze, and submit reimbursement for federal funds. Primary emphasis was placed on determining the adequacy and completeness of management internal controls, documentation, and standard operating procedures.

Pasco County MPO adheres to Generally Accepted Accounting Principles and ensures that they are followed by both the county and by the MPO. With regard to source documentation, everything charged must have source documentation; for example, maintenance on the office machines, along with distribution of costs. Furthermore, the MPO stated that they maintain documents for a minimum of seven years and some documents up to 15 years.

Pasco County MPO has procedures for Payroll and Timekeeping. Payroll follows the county's procedures, and all MPO staff are employees of the county. Timesheets are submitted every two weeks and are required to be signed by both employee and supervisor. Timesheets are annotated by actual hours worked and are available upon request.

The results of the financial review disclosed no instances of noncompliance or other findings that are required to be reported under FHWA standards or policies. Furthermore, the Federal Review Team has reasonable assurance that Pasco County MPO's financial processes and internal controls are compliant with applicable laws, regulations, policies and agreements to ensure general financial integrity.

Recommendation: The Federal Review Team offers one recommendation pertaining to the Unified Planning Work Program. For more details about this item, please see Section X.

Section V. Interested Parties (23 CFR 450 316)

A. Outreach and Public Participation

Although the smallest of the Tampa TMA transportation planning organizations, Pasco County MPO is a strong proponent of and vehicle for extensive public involvement. As noted in past certifications, the MPO prides itself on its Public Participation Plan (PPP), a document that encompasses all the federal requirements along with charts, graphs, pictures and other visualization tools to facilitate readability. Pasco's PPP is a governing document that explicitly describes its public involvement rather than providing a more general policy document to guide outreach. In fact, the MPO uses notable activities from its scrapbook to give PPP readers not only a list of current strategies, but also to highlight noteworthy past events. For example, in describing its use of newsletters, the MPO provides an excerpt with pictures of the publication. Similarly, to explain how the MPO notifies Limited English Proficiency (LEP) populations of services, the MPO uses a past Spanish-language advertisement for Access Pasco. The MPO even includes a description of its website, complete with a helpful graphic and instructions on how to enlarge font, translate information into another language and access the various planning products.

At first read, the PPP appears to be a longer document than is strictly necessary, including repetitive information on various topics, such as board membership. However, the redundancy is intentional, as the MPO separates (and color coordinates) each PPP section with the understanding that the public may only want to access specific information, i.e. public notification requirements, or how the MPO engages the underserved. Because no one section is entirely stand-alone, the MPO includes salient information in each. The PPP is available online and at the government centers in New Port Richey and Dade City in hardcopy. Copies of the PPP are also available upon request to the County's library branches.

As part of its PPP, the MPO maintains a Community Characteristics Inventory to describe how it engages underserved populations, and to identify areas where an increase in population or change in diversity may require specific MPO focus. As with most Florida MPOs, vulnerable populations not only include racial/ethnic minorities and low income, but also the elderly and those that require language services. A new inventory and corresponding maps are developed in preparation for PPP and LRTP

updates, ensuring that considerations are timely and align with the most recent available census information. As such, the MPO will review its measures of effectiveness and the overall PPP before undertaking updates later in 2017.

Arguably the biggest accomplishment for the MPO's public involvement program since the last certification has been the improvements to the website. As a department of the Pasco County government, the MPO was historically unable to control the look and content of its webpage. While the site still lacks a distinct MPO brand, it is much more user friendly and logically organized, with links to document sections rather than entire planning products. In addition, the MPO has been able to advance its use of social media, even establishing a YouTube link.

Recommendations: The Federal Review Team offers two recommendations pertaining to Outreach and Public Participation. For more details about this item, please see Section X.

B. Tribal Coordination

There are no federally recognized tribes located in the MPO area that require formal coordination with the MPO.

C. Title VI and Nondiscrimination:

Each of Florida's MPOs continues to make meaningful nondiscrimination efforts in planning products and other services, and Pasco County MPO is no exception. For example, for its 2040 LRTP, the MPO layered expenditures over its community characteristics inventory maps, allowing analysis of funding equity. This is important, since denser, more vocal populations in west Pasco could potentially outweigh the less-involved, yet more vulnerable communities in the northeast part of the county. In addition, the MPO continues to rely on ETDM to screen capital improvement projects for disparate impacts, and also uses accessibility and other sociocultural effect considerations to rank Transportation Alternative Projects. More tools are now available from USDOT and FHWA for conducting equity analyses that should assist the MPO as it explores the best methods of ensuring nondiscrimination and service equity.

While the MPO has no specific examples of equity analyses impacting specific projects, it is clear that a heightened sensitivity to public needs and concerns has led to some notable decisions. One example is the so-called 'Pasco Fiasco', in which plans to elevate portions of the heavily congested SR 54/56 corridor met with such resistance that the MPO changed its approach, developing a multi-phased study to better include grassroots public input. Another example is transit service along this same corridor. In past years, there was limited east-west public transit opportunity along SR 54. Now, services are not only available, but the transit agency has shortened headway from two hours to one, and added connecting routes that serve both north Pasco and other low income, significantly minority communities. Another example is the completion of connected sidewalks along U.S. 19 within the borders of Pasco County. Though the

MPO is quick to assert that this accomplishment is the product of a much larger team, including FDOT and its municipalities, the result is a lighted pedestrian corridor along the most traveled roadway in the county, which is accessible to everyone, including those with disabilities. The project represents the nexus of public involvement, resource identification, community needs, and economic development.

Since the last certification, the MPO has taken active steps in furthering pedestrian and bicycle accessibility. Although trails are a community priority, the MPO has ensured that only projects that provide connections to existing sidewalks or other trails are advanced. Thus, the MPO remains steadfast in facilitating accessibility improvements, although the maintenance of older sidewalks presents a challenge. These efforts are important, in that under 28 CFR 35.105, all public entities, including MPOs are required to conduct a self-evaluation of programs and services for accessibility and where deficiencies are discovered, make necessary modifications for compliance. Though transition planning requirements under 28 CFR 35.150(d)(3) apply to those entities with control over pedestrian rights of way, MPOs share a common minimum obligation; to ensure that all planning products include accessibility considerations and to involve the community with disabilities and their service representatives in the planning process. The MPO continues to improve ADA compliance for itself and its local governments by survey/study prioritize coordinating activities. helping partners accessibility improvements, sharing Pedestrian Right of Way and condition data, identifying partners in need of training or technical assistance, and keeping FHWA and FDOT aware of innovative local programs or cost effective tools that might assist public agencies with meeting ADA requirements.

The MPO has a sufficiently broad nondiscrimination policy and complaint filing procedure, as well as a Limited English Proficiency (LEP) plan in compliance with 23 CFR 200.9 and related authorities. The link to the nondiscrimination page is prominently displayed on the MPO's website and it includes a firm and legally correct MPO statement explaining the law and encouraging the public to contact the Title VI Coordinator with questions or concerns. In previous years, FHWA required annual review and update of recipient and sub-recipient nondiscrimination documents. FHWA is now aligned with FTA in permitting TMAs to complete these updates every three years. This requirement means that the MPO will need to conduct its nondiscrimination program review and update by March 2020, including: executing a new (Title VI/Nondiscrimination Sub-recipient Assurance); reviewing and, if necessary again updating, demographic data for its Community Characteristics Inventory and LEP Plan; and ensuring that nondiscrimination and Title VI contact information is broadly disseminated, and in languages other than English, if appropriate.

Recommendations: The Federal Review Team offers two recommendations pertaining to Title VI. For more details about these items, please see Section X.

Section VI. Linking Planning and Environment (23CFR 450.318)

MPO staff has been supporting the FDOT's Efficient Transportation Decision Making (ETDM) process by providing comments from both staff and citizens regarding projects going through the ETDM process. The ETDM process was used to evaluate each of the projects within the LRTP. The MPO also coordinates with FDOT to provide input and comment on projects and takes the lead on the preparation of a Purpose and Need statement as part of the LRTP development for projects not on a Strategic Intermodal System (SIS) facility.

The MPO consulted state and local agencies/governments during the development of the LRTP. The Pasco County Economic Development Council (PCEDC), Southwest Florida Water Management District, FDOT, the MPO's Technical Advisory/Congestion Management Committees, and the LRTP Working Group, provided the MPO with GIS data of existing conservation areas. During the Needs Assessment process, this information was used to conduct an evaluation of the potential impacts to wildlife, habitat, and wetlands, as well as an evaluation of the potential cost of environmental mitigation for each facility in the needs network.

According to the MPO's LRTP, as projects move beyond the planning stage, specific environmental mitigation plans will be developed. Options typically include potential use of mitigation banking or on-site mitigation to restore, create, enhance and/or preserve the natural environment.

Section VII. Long Range Transportation Plan (LRTP) (23 CFR 450.322)

Pasco County MPO adopted the 2040 LRTP in December 2014. The plan was developed by the MPO in collaboration with FDOT, Pasco County, and the committees of the MPO. An LRTP Working Group comprised of City and County departments, and environmental and community groups, was created specifically to assist in the technical development of the plan. The MPO hosted a visioning workshop for the MOBILITY 2040 LRTP with the MPO Board, two public workshops, and twelve Working Group meetings. The MOBILITY 2040 is a data-driven, comprehensive and multimodal transportation plan that relied heavily on public contributions to help identify and prioritize transportation projects in the development of the LRTP. MOBILITY 2040 considers not only needed roadway improvements, but also public transportation, bicycle, pedestrian, multi-use trail, sidewalk, freight, and other transportation projects. The MOBILITY 2040 also includes considerations for land use compatibility, safety, security, congestion and mobility management, goods movement, environmental resources, and regional coordination.

The MOBILITY 2040 LRTP will provide a guide for future LRTP updates, for the TIP, the MPO's list of priority projects, UPWP, and for other county, city, and municipalities within the MPO planning area. The LRTP is available on the MPO website and in the MPO office. Hard copies are available to the public upon request.

The Pasco County MPO provided sufficient documentation to demonstrate how each planning factor is being considered in the LRTP, and the goals and objectives of the LRTP are consistent with local comprehensive plans and the Federal planning requirements.

The Pasco County MPO has had performance management as part of the transportation planning process for a few years now. In 2014, the MPO updated their LRTP and CMP by using performance measures. This process was implemented to get a head start on future requirements. The MPO is researching what other MPOs in the country are doing to meet this requirement, and continues discussions at a regional level to address consistency for transit targets.

A. Travel Demand Modeling/Data

FDOT manages consulting work through the Technical Review Team (TRT) to maintain and update the regional travel forecasting model. The TRT consists of technical staff representatives from the FDOT District 7, each of the four District 7 MPOs (Hillsborough, Pinellas, Pasco, and Hernando), Citrus County, and other area intermodal transportation and travel demand management agencies. During the LRTP development and process, the MPO staff had direct and frequent contact with FDOT and the modeling consultant.

The MPO staff participates in the District 7 Model coordination, and the Technical Review Team meets monthly to ensure the consistency of model applications, model refinements, and future coordination among all participants' meetings to receive the latest technical requirements for LRTP development. In addition, the members keep their respective bodies informed of the progress, results and decisions of this group.

B. Financial Plan/Fiscal Constraint

Assumptions for future federal and state revenues are provided to the MPO by the Florida Department of Transportation. In order to meet the Year of Expenditure requirements, FDOT estimates of revenues are provided in 5 year totals and reflect future year estimates. The Financial Plan section of the LRTP demonstrate fiscal constraint and includes detailed analyses of the availability of funding from federal, state, and county sources. The traditional revenue sources and forecasted revenues anticipated for Pasco County were evaluated and assessed in order to develop the projected revenues through the year 2040. The MOBILITY 2040 LRTP reflects a \$7.2 billion transportation program from 2020 to 2040.

In 2012, 70 percent of Pasco County voters approved the continuation of the one-penny Local Government Infrastructure Surtax, extending the effective period for 10 years, through December 2024. The MOBILITY 2040 Plan relies on the reasonable conclusion of extending the one-penny surtax beyond 2025 through the 2040 horizon of the plan under the provisions of the Charter County Surtax. This new revenue is applied to projects at a ratio of 75 percent for transit and 25 percent for roadways. The assumption

of this revenue is a replacement of the existing Penny for Pasco revenue that will sunset in 2024.

Section VIII. Congestion Management Process (CMP) (23 CFR 450.320)

The CMP area for the MPO includes all of Pasco County. The transportation facilities included in the Pasco County MPO CMP are documented in Chapter 4, finalized in March 2016. This multimodal network includes all functionally classified roadways in the adopted LRTP and/or the existing plus committed (E+C) five-year road network. The CMP includes information for all existing modes of travel including roadways, transit, bicycle, pedestrian, trails, goods movement, and transit.

The CMP has a performance monitoring plan documented in Chapter 6 that addresses system-wide performance. This performance monitoring plan is implemented in the State of the System report. The CMP State of the System report can be updated as often as annually, but is typically updated on a five-year cycle. The CMP State of the System report was last updated for 2014 conditions. The MPO's Congestion Management Process is supported by the CMP Task Force which is comprised of the MPO's transportation partners. The CMP Task Force is responsible for identifying issues and tracking progress of the MPO's annual priority list of projects.

Section IX. Transportation Improvement Program (TIP) (23 CFR 450.324, 326, 328, 330, 332)

The most recently adopted (June 2016) Pasco County MPO TIP (FYs 2016-17 through 2020-21) serves as a five-year financially feasible program of improvements for all modes of travel within Pasco County, including sidewalks, transit improvements, bicycle facilities, and transportation enhancement activities to be funded by Title 23 U.S.C. and the Federal Transit Act. The TIP includes projects and programs that can be implemented using current and proposed revenue sources based on the FDOT Tentative Work Program and local transportation revenues, as well as local projects receiving incentive grants such as TRIP and County Incentive Grant Program (CIGP) funds. The TRIP funds are used to fund regionally significant transportation projects developed in a coordinated manner with other MPOs in the region.

FDOT develops project costs for state and federally funded projects based on current trends and estimates. These costs are balanced against the budget of available revenues produced by FDOT, and provided to the MPO via the FDOT Tentative Work Program, which outlines the projects and costs that are programmed during the next five years. An estimate of federal and state funds is also provided to the MPO by FDOT. The TIP includes the results of the multi-modal project prioritization and selection process that is conducted in coordination with FDOT, the MPO, and the municipalities within Pasco County. The project priority list is largely based on the results of developing the MOBILITY 2040 Cost Feasible Plan and subsequent MPO Policy Board input. The higher the priority dictates which projects are selected to be programmed into

the TIP. The project selection and prioritization process is outlined in the TIP, which is approved by the MPO Board each year.

Corrective Actions: The Federal Review Team identified two corrective actions pertaining to the TIP. For more details about these items, please see Section X.

Section X. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2017 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Pasco County MPO transportation planning process with federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective Actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends and best practices, and are intended to provide assistance to the MPO to improve the planning process. Noteworthy Practices highlight efforts that demonstrate innovative ideas for implementing the planning requirements.

At the conclusion of the Federal Review site visit, the Federal Review Team asked the MPO staff if they had any training or technical assistance needs. The Pasco County MPO identified census assistance, capacity, safety performance measures, and traffic safety data management. FHWA and FTA will work with the MPO to provide resources in these areas.

A. Noteworthy Practices

- 1. Safety: The MPO is commended for the development and linkage of safety performance measures within the LRTP and CMP. This is an effective practice that strengthens the tie between transportation safety and planning. The Pasco County MPO should continue to use this process as they develop their transportation plans and programs.
- 2. Title VI and Related Requirements (ADA): The MPO continues its efforts to obtain better representation among underserved groups, including racial/ethnic minorities, those with disabilities, and younger system users on its committees and in its outreach. This effort includes coordination with service groups that have more regular contact with these communities. The Federal Review Team applauds these efforts and encourages the MPO to liaise with schools, social service groups and community organizations when seeking committee members. Doing so provides broader, lasting representation that is not always possible when relying on individual community members.

3. TMA Regional Coordination: The Federal Review Team commends the Tampa Bay TMA MPOs and their regional transportation partners for their many regional coordination efforts. The consensus of the Federal Review Team and the participants of the certification review site visits is that regional coordination for this area is very strong. Although not currently a requirement in federal law, coordinating regionally with their nearby transportation partners is advantageous for highly populated and congested areas such as the Tampa Bay TMA to identify economies of scale and opportunities to leverage resources and efforts to advance mutual transportation goals and objectives. As this area continues to grow, robust regional coordination will be critical to further developing and maintaining the interconnectedness of the transportation system for residents living in the Tampa Bay TMA and surrounding counties.

B. Corrective Actions

- 1. Transit: Annual Listing of Obligated Projects Upon review of the planning documents during the desk audit, and subsequent discussion with TPO staff, it was discovered that transit projects were not included in the annual listing of obligated projects. In accordance with CFR 450.332(a) "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." Based on this requirement, Pasco County MPO staff needs to coordinate with FDOT and the public transportation operator(s) to ensure that transit projects are included in the Annual List of Obligated Projects. An Annual List of Obligated Projects for transit projects must be completed by December 31, 2017, making it available in a manner consistent with the MPO's Public Participation Process for the TIP.
- 2. Transportation Improvement Program (TIP): No information is provided in the TIP as to whether project costs are presented in Year of Expenditure (YOE) dollars, as required in 23 CFR 450.324(h). The type of estimate is not footnoted nor mentioned anywhere in the TIP narrative. The MPO needs to verify that the funding amounts are shown in YOE and amend the TIP to document the use of YOE to meet this requirement. The TIP must be changed by November 30, 2017.
- 3. Transportation Improvement Program (TIP): While the Pasco County MPO's TIP (FYs 2016-17 through 2020-21) includes broad language related to fiscal constraint within the TIP, there is no discussion of revenues available, or funding estimates with which to compare revenues/expenditures by year. Additional documentation in the TIP to support and demonstrate fiscal constraint by year is needed beyond the general statement that the TIP is constrained by year and the

MPO adheres to the FDOT Work program. The MPO stated at the site visit that they would provide this information in a table in the next TIP (FYs 2017-18 through 2021-22). However, the table provided in the draft TIP did not display an adequate level of detail as required per 23 CFR 450.324 (h) and (i). **The MPO must amend the TIP by November 30, 2017, to provide a clear demonstration of fiscal constraint by year.**

C. Recommendations

- 1. Security: The Federal Review Team recommends that the Pasco County MPO develop a standalone Continuity of Operations Plan (COOP) and perform a COOP exercise to identify any emergency processes that may need strengthening. At a minimum, the Federal Review Team recommends that the staff test the existing COOP that is housed within the County's operations.
- 2. Unified Planning Work Program (UPWP): While it appears that the MPO addressed the previously submitted FHWA/FTA comments provided for the UPWP with the posting on the MPO's website of an administrative modification dated June 22, 2016, the posting does not provide all the amended pages that the comments related to. Additionally, the FHWA/FTA letter signature page shows an incorrect date. The most recent letter was dated April 14, 2016. The initial page of the post is from 2016, however, the signature page on the post is dated April 6, 2010. The Federal Review Team recommends that the MPO review this and other UPWP posted information to update as needed for accuracy and completeness.
- **3. Public Participation Plan (PPP):** As it updates the PPP in 2017, the MPO should pay particular attention to the following:
 - a. Ensuring that libraries are equipped with the web link or other method of providing hard copy access to the PPP to upon request. If the county libraries cannot be depended upon to share this or other MPO information, reference to them should be removed from the PPP.
 - b. Providing web links to specific information that is described or summarized in the PPP. For example, information on the TIP amendment process in the PPP should also be provided or at least linked to the appropriate TIP section. In addition, the Federal Review Team recommends the TIP Amendment Process be provided in the TIP or provide a link to the relevant PPP sections This will assist readers that want to learn more about a program or activity regardless of whether they are reading the product or the PPP.
 - c. Including a distinct section on how the PPP was developed in consultation with all parties. This description is not limited to just review and commentary, but the MPO should document and describe the process by which the public, MPO partners and stakeholders helped to develop the plan.

- 4. Outreach and Public Participation: The Federal Review Team observed that the MPO appears to use the terms "public meeting" and "public hearing" interchangeably. From a federal perspective, these terms are very different. A public hearing must meet specific and more stringent requirements spelled out in law that may not apply to a public meeting. Federal law does not require the conducting of public hearings for planning activities. However, state law may dictate otherwise. Therefore, the Federal Review Team recommends that the MPO review and evaluate their processes and procedures to determine if a public hearing or public meeting is required/appropriate and revise language in their planning documents to reflect the interaction accordingly.
- 5. Title VI and Related Requirements: FHWA and FDOT have updated the Title VI/Nondiscrimination Sub-recipient Assurance which includes expanded contract clauses that the MPO must insert and require its contractors to insert into all contract instruments. Moreover, for consultant contracts, the MPO must also ensure that contracts include DBE Assurance Language from 49 CFR 26.13. The MPO should carefully review its procurement and contract documents, verifying that the correct nondiscrimination information is present and up to date.
- **6.** Long Range Transportation Plan: The Federal Review Team recommends the MPO post the supporting LRTP technical documents which included with the hard copy of the plan, with the LRTP documents on the website.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Tampa Bay Area TMA, which is comprised in part by the Pasco County MPO, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C subject to the MPO satisfactorily addressing the Corrective Actions stated in this report. The MPO is encouraged to provide FHWA and FTA with evidence of satisfactory completion of the corrective actions prior to the deadline. This certification will remain in effect until **June 2021.**

Part IV: Tampa Bay TMA Regional Coordination

The concept of regional planning for the Tampa Bay TMA has been at work on many levels for quite some time, both formally and informally. For example, the West Central Florida Chairs Coordinating Committee (CCC) have been collaborating regionally on regional plans, data forecast, priorities, and public involvement since 1993. Recently integrated with TBARTA, the MPO directors, senior level staff and FDOT representatives have been meeting in the spirit of coordination and collaboration to discuss regional transportation solutions to transportation problems and to ensure a consistent planning approach among the member MPOs. The three MPOs of the TMA also collaborate via the TMA Leadership Group to focus on those transportation issues most important to the urbanized area.

Tampa Bay Area Regional Transportation Authority (TBARTA): TBARTA was established by Florida Legislature in July 2007 to develop and implement a regional transportation master plan covering seven counties: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota. In addition, the MPOs participate in meetings of TBARTA's Transit Management Committee. Over the past several years, the CCC and TBARTA have integrated their planning for the region more closely. In June 2015, TBARTA updated the Master Plan, (*Connected Region for Our Future*), that identified freight, transit and roadway needs by 2050, with financial support from the CCC MPOs for a cost-feasible regional component.

Chairs Coordinating Committee (CCC): The CCC is comprised of representatives from Polk, Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota counties. The CCC members and TBARTA staff collaborate on regional plans, data forecasts, priorities, and public involvement. The CCC annually reviews and updates priorities for major regional projects, candidates for the State's Transportation Regional Incentive Program, and multi-use trail project priorities. The priorities are also reviewed by other TBARTA committees as part of the regional public participation process, and approved by the TBARTA board.

TMA Leadership Group: The TMA Leadership Group is an informal group consisting of three board members from each of the Tampa Bay TMA MPOs (Hillsborough, Forward Pinellas, and Pasco), and representatives of FDOT, TBARTA, the Tampa Bay Regional Planning Council, the Hernando/Citrus MPO, and local transit agency partners and adjacent MPOs are participants in the TMA Leadership Group activities. The TMA Leadership Group, meets five times a year to develop recommendations for adoption by the boards. The TMA Leadership Group strives to speak with one voice on regional transportation priorities. The TMA Leadership Group attended a kick-off workshop for the Regional Transportation Planning and Best Practices Study with key stakeholders in the Tampa Bay region on May 12, 2017.

The MPOs also work closely and support joint efforts among regional planning partners, such as the FDOT, MPO Advisory Council (MPOAC), Tri-County Local Coordinating Board Subcommittee, Technical Review Team (TRT), Community Traffic Safety Teams (CTST), land management agencies, community redevelopment agencies, law enforcement and emergency services.

During the Tampa Bay TMA Certification Review Site Visit and Public Meetings, several representatives from partner agencies, city governments, MPO committees, and environmental and interested citizen groups spoke highly of the increased coordination and involvement of the MPOs in regional transportation planning activities and processes.

Regional Long Range Transportation Plan: The Regional Transportation Master Plan was updated in 2015. It identified regional transit, freight, and highway needs through the year 2050. The Master Plan was based on an extensive analysis of transportation demand as well as public outreach across the region. These transportation needs were identified based on a long-term vision for the region created in cooperation with FDOT, MPOs, transit agencies and the public.

The MPOs also participate in discussions with the adjacent counties and regions and the regional element and individual MPO LRTPs are supported with technical information from the Regional Transportation Analysis Technical Review Team (TRT). The TRT is coordinated by FDOT staff and includes technical representatives of the four MPOs in FDOT's District 7 (Hillsborough, Forward Pinellas, Pasco County and Hernando/Citrus). The TRT has oversight responsibility for the periodic updates of the Tampa Bay Regional Traffic Demand Model and the Tampa Bay Urban Land Use Allocation Model within the Regional Transportation Analysis (RTA) Project. These models are subsequently used to develop the LRTP Updates of the individual MPOs and the regional transportation element of those plans.

Regional Priorities: The CCC speaks with one voice on top regional priorities. Representatives from eight counties, six MPOs and two FDOT Districts meet and determined projects to fund that are regionally significant projects under the State's Transportation Regional Incentive Program (TRIP) that benefits regional travel.

The TMA develops regional consensus priorities across Hillsborough, Pasco, and Pinellas counties, especially with respect to allocating federal and state funds, and makes recommendations to each MPO for consideration, public outreach, and action. This group meets approximately every other month with a professional facilitator from the Florida Consensus Center, who is sponsored by all three MPOs in proportion to their population size/grant budget.

Since the last certification review, the three MPOs coordinated regionally and have been able to leverage their resources and expand their partnering efforts. For example, the following regional projects have been undertaken:

- Howard Frankland Bridge Bridge replacement with transit envelope and express lanes (Hillsborough/Pinellas)
- 18th Avenue Expressway Gateway Expressway (Pinellas)
- Greenlight Pinellas Referendum in Pinellas County for funding of more transit service and facilities (Pinellas)
- I-275 and SR 60 Interchange modification (Hillsborough)
- I-275 from SR 60 to downtown Tampa construct express lanes with express bus service (Hillsborough)
- Westshore Intermodal Center Construct an intermodal center adjacent to I-275 in the Westshore area (Hillsborough)
- I-275 from Gateway Area to Howard Frankland Bridge Construct express lanes (Pinellas)

Intelligent Transportation Systems (ITS): In January of 2017, a registry of regional ITS stakeholders was compiled, which will ultimately become the membership of the regional ITS working group. Members include ITS professionals from FDOT, and representatives of the six MPOs of the West Central Florida region, University of South Florida (USF) Center for Urban Transportation Research, local governments within the region, Tampa/Hillsborough County Expressway Authority (THEA), PSTA, Hillsborough Area Regional Transit Authority (HART), Tampa Port Authority, and Hillsborough County Aviation Authority. The primary purpose of this group is to exchange ideas, maintain lines of communication among the various stakeholders, and maintain regional consistency among ITS applications.

Unified Planning Work Program (UPWP): For UPWP development, each CCC MPO includes a set of regional tasks in their UPWP to ensure that regional coordination continues to occur. These regional transportation planning tasks are developed jointly between the region's MPOs and identified in the UPWPs adopted by each of the MPOs in the CCC. Each MPO dedicates a portion of its UPWP budget to support the regional tasks. Under the interlocal agreement, a lead MPO for any regional task may be designated by the group to financially administer contracts using the funds approved by the other MPOs in their UPWPs for this work.

Congestion Management Process: The Regional Congestion Management Process plan was updated in 2012. The Regional Congestion Management Process is collaboratively developed and is used to track the performance of the regional transportation system and to develop congestion management strategies on selected corridors. It also provides benchmarks to compare the area's performance with other regions similar in size.

Regional Trails: The CCC and the Regional Multi-Use Trails Committee, consisting primarily of the region's bicycle/pedestrian coordinators, meets as needed to develop and maintain a Regional Multi-Use Trails Plan and project priorities.

Through TBARTA's coordination, the MPOs in the region continue to collaborate on the development and implementation of a regional Multi-Use Trails Element of the Regional Long Range Transportation Plan. This effort has led to coordinated funding requests for trail projects through the State of Florida's Shared Use Non-motorized Trail Network (SUNTrail).

Regional Public Involvement: The CCC, through the leadership of TBARTA, is also engaged in a Regional Public Participation Plan (RP3) Working Group, which is an ad hoc committee comprised of public engagement professionals from the metropolitan planning organizations of Pinellas, Pasco, Polk, Hillsborough, Hernando/Citrus, and Sarasota/Manatee Counties. The group currently meets quarterly, or as deemed necessary by TBARTA. They provide region-oriented advice to TBARTA on effective public engagement strategies, best practices and performance measures and targets. They also assist with coordination and the provision of resources required in the development and implementation of a single regional public participation plan for the

West Central Florida region and the bi-annual Public Participation Measures of Effectiveness Report which was updated this year by TBARTA with the financial sponsorship of the Hillsborough MPO. The working group evaluates proposed goals and recommendations for the next two-year public participation period, promotes public awareness and participation in the planning and implementation of the Regional Transportation Master Plan, and helps disseminate information to local citizen groups.

Regional Transit: The MPOs within the TMA are also required to develop a Locally Coordinated Public Transit Human Services Plan FTA Section 5310 funding. The Tampa Bay area plan, Tri-County Area Regional Mobility Needs, is developed collaboratively by staff from the Pinellas, Hillsborough, and Pasco County MPOs. The Tri-County Area Regional Mobility Needs Plan is focused on employee-related transportation for disadvantaged citizens within the three counties. Currently, HART is leading the development of a regional transit plan for the tri-county area of Hillsborough, Pinellas, and Pasco, and the three MPOs have committed to work together through the TMA Leadership Group.

APPENDIX A – Hillsborough MPO Site Visit Participants

Federal Highway Administration (FHWA)

Teresa Parker Lee Ann Jacobs Carev Shepherd Tameka Macon Doug Roberts (Desk Audit Only)

Federal Transit Administration (FTA)

Victor Austin (via conference call, filled in for Elizabeth (Parris) Orr)

Florida Department of Transportation (FDOT)

Stephen Benson Roger Roscoe Sandra Brendanl Chris Speese Jacqueline Paramore Mark Reichert

Hillsborough MPO

Beth Alden Rich Clarendon Lynn Merenda Gena Torres Wally Blain Johnny Wong **Bud Whitehead** Greg Colangelo Roger Mathie Lisa Silva

Hillsborough Area Regional Transit (HART)

Steve Feigerbrum

MPOAC

Allison Yeh Sarah McKinley Wade Renolds

Carl Mikyska

APPENDIX B - Hillsborough MPO TMA Certification Meeting Agenda

Hillsborough MPO TMA Certification Meeting Agenda

County Center Building in Downtown Tampa Manatee Rm, 18th Floor,

601 East Kennedy Boulevard, Tampa, FL, 33602

Tuesday	April 11, 2017	Day One
Federal Certification Team Members	 Teresa Parker (FHWA) Lee Ann Jacobs (FHWA) Carey Shepherd (FHWA) Tameka, Macon (FHWA) Parris Orr (FTA) (Joining via conference dial (813) 273-3775 and Conference ID 244108) 	
Time	Item	Lead
8:30 a.m.	Welcome / Introductions ➤ Purpose of the Certification Process ➤ Review schedule and close-out process	Federal Team
8:45 a.m.	Discussion of Previous Review Findings ➤ Federal TMA Certification ➤ State/MPO Annual	Federal Team, MPO, HART, FDOT
9:15 a.m.	Share Best Practices, Lessons Learned and Future Needs	MPO
9:45 a.m.	MPO Overview including changes within MPO since Last TMA Certification Demographics Boundaries Political MPO Structure Process Changes Agreements	MPO, FDOT
10:15 a.m.	Break	
10:30 a.m.	Priority Planning Activities	MPO

11:00 a.m.	MPO Plans: Long Range Transportation Plan Travel Demand Forecasting Financial Planning Transportation Improvement Program	Federal Team, MPO, HART, FDOT
11:45 a.m.	Lunch	
1:15 p.m.	 MPO Plans Continue: Unified Planning Work Program Congestion Management Process Intelligent Transportation Systems (ITS) 	Federal Team, MPO, HART, FDOT
1:45 p.m.	Performance Based Planning and Programming	Federal Team, MPO, HART, FDOT
2:00 p.m.	Freight	Federal Team, MPO, HART, FDOT
2:15 p.m.	Bicycle/Pedestrian	Federal Team, MPO, HART, FDOT
2:30 p.m.	Environment	Federal Team, MPO, HART, FDOT
2:45 p.m.	Break	
3:00 p.m.	Transit/Transportation Disadvantaged	Federal Team, MPO, HART, FDOT
4:00 p.m.	Adjourn Day 1	
Wednesday	April 12, 2017	Day Two
9:00 a.m.	MPO CAC Meeting Public Meeting	Federal Team, MPO
12:00 noon	Lunch	
1:30 p.m.	Questions and follow up discussion from Day One	Federal Team, MPO, HART, FDOT
1:45 p.m.	Public Involvement Title IV	Federal Team, MPO, HART, FDOT

4:45 p.m.	Conclude TMA Site Visit	
4:15 p.m.	Preliminary Findings	Federal Team, MPO, HART, FDOT
3:45 p.m.	Preliminary Findings Discussion	Federal Team
3:30 p.m.	Requests for Technical Assistance and Training	Federal Team, MPO, HART, FDOT
3:15 p.m.	Break	
3:00 p.m.	Security	Federal Team, MPO, HART, FDOT
2:45 p.m.	Safety	Federal Team, MPO, HART, FDOT

APPENDIX C – Forward Pinellas Site Visit Participants

Federal Highway Administration (FHWA)

Teresa Parker
Lee Ann Jacobs
Carey Shepherd
Tameka Macon
Joseph Hausman
Doug Roberts (Desk Audit Only)

Federal Transit Administration (FTA)

Elizabeth (Parris) Orr (participated via teleconference)

Florida Department of Transportation (FDOT)

Brian Beaty Alexander Gramovot Stephen Benson Elba Lopez Ed McKinnie

Forward Pinellas

Whit Blanton

Sarah Ward

Al Bartolotta

Susan Miller

Robert Feigel

Hilary Lehman

Sarah Caper

Rodney Chatman

Rebecca Stysly

Alicia Parinello

John Maroney-Commissioner

Lari Johnson-Board Member

Heather Sobush

Pinellas Suncoast Transit Authority (PSTA)

John Villeneuve

MPOAC

Carl Mikyska

APPENDIX D – Forward Pinellas TMA Certification Meeting Agenda

310 Court Street 1st Floor Conference Room, Clearwater FL, 33756

Wednesday	March 29, 2017	Day One
Federal Certification Team Members	 Teresa Parker (FHWA) Lee Ann Jacobs (FHWA) Carey Shepherd (FHWA) Joseph Hausman (FHWA) Tameka Macon (FHWA) Parris Orr (FTA) ((joining via conference call 727-582-2255 PIN 178008) 	
		-
Time	Item	Lead
9: 00 a.m.	Welcome / Introductions ➤ Purpose of the Certification Process ➤ Review schedule and close-out process	Federal Team
9:15 a.m.	Discussion of Previous Review Findings Federal TMA Certification State/MPO Annual Certification	Federal Team, MPO, PSTA, FDOT
9:45 a.m.	Share Best Practices, Lessons Learned and Future Needs	MPO
10:15 a.m.	MPO Overview including changes within MPO since Last TMA Certification Demographics Boundaries Political MPO Structure Process Changes Agreements	MPO, FDOT
10:45 a.m.	Break	
11:00 a.m.	Priority Planning Activities	MPO, PSTA, FDOT

11:30 a.m.	MPO Plans:	Federal Team,
11:30 a.m.	► Long Range Transportation Plan	MPO, PSTA, FDOT
	 Travel Demand Forecasting 	
	■ Financial Planning	
	Transportation Improvement Program	
12:15 p.m.	Lunch	
1:45 p.m.	MPO Plans Continue:	Federal Team, MPO,
-	Unified Planning Work Program	PSTA, FDOT
	Congestion Management Process	
	Intelligent Transportation Systems (ITS)	
2:15 p.m.	Performance-Based Planning and Programming	Federal Team, MPO, PSTA, FDOT
2:30 p.m.	Freight	Federal Team, MPO, PSTA, FDOT
2:45 p.m.	Bicycle/ Pedestrian	Federal Team, MPO, PSTA, FDOT
3:15 p.m.	Environment	Federal Team, MPO, PSTA, FDOT
3:30 p.m.	Break	
3:45 p.m.	Safety	Federal Team, MPO, PSTA, FDOT
4:00 p.m.	Security	Federal Team, MPO, PSTA, FDOT
4:15 p.m.	Break	
5:30 p.m.	MPO Public Meeting	Federal Team, MPO, PSTA, FDOT
Thursday	March 30, 2017	Day Two
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9:00 a.m.	Questions and follow up discussion from Day One	Federal Team, MPO, PSTA, FDOT
9:30 a.m.	Transit/Transportation Disadvantaged	Federal Team. MPO, PSTA, FDOT
10:30 a.m.	Public Involvement Title VI	Federal Team. MPO, PSTA, FDOT

11:30 a.m.	Request for Technical Assistance and Training	Federal Team. MPO, PSTA, FDOT
12:00 p.m.	Lunch	
1:30 p.m.	Preliminary Findings Discussion	Federal Review Team
2:00 p.m.	Preliminary Findings	Federal Team. MPO, PSTA, FDOT
2:30 p.m.	Adjourn TMA Site Visit	

APPENDIX E – Pasco County MPO Site Visit Participants

Federal Highway Administration (FHWA)

Teresa Parker
Lee Ann Jacobs
Carey Shepherd
Tameka Macon
Joseph Hausman
Doug Roberts (Desk Audit Only)

Federal Transit Administration (FTA)

Elizabeth (Parris) Orr (joined via teleconference)

Florida Department of Transportation (FDOT)

Brian Beaty Stephen Benson Alexander Gramovot

Pasco County MPO

Hughes Kristine
Jim Edwards
Manny Lajmiri
Mabel Risner
Ali Atefi
Justyna Busjewsk
Emie Monaco
Kurt Sheibel
Armstrong County

Pasco County Public Transportation

Kurt Scheirble

MPOAC

Carl Mikyska

APPENDIX F – Pasco County MPO TMA Certification Meeting Agenda

8731 Citizens Drive Suite 320 New Port Richey FL, 34654-5598

Monday	March 27, 2017	Day One
Federal Certification Team Members	 Teresa Parker (FHWA) Lee Ann Jacobs (FHWA) Carey Shepherd (FHWA) Joseph Hausman (FHWA) Tameka Macon (FHWA) Parris Orr (FTA) (joining via conference call 1-800-368-2411 Extension 7140) 	
Time	Item	Lead
1:00 p.m.	Welcome / Introductions Purpose of the Certification Process Review schedule and close-out process	Federal Team, MPO, PCPT, FDOT
1:15 p.m.	Discussion of Previous Review Findings ➤ Federal TMA Certification ➤ State/MPO Annual Certification	Federal Team, MPO, PCPT, FDOT
1:45 p.m.	Share Best Practices, Lessons Learned and Future Needs	MPO
2:15 p.m.	MPO Overview including changes within MPO since Last TMA Certification > Demographics > Boundaries > Political > MPO Structure > Process Changes > Agreements	MPO, FDOT
2:45 p.m.	Priority Planning Activities	MPO, PCPT, FDOT
3:00 p.m.	Break	
3:15 p.m.	Transit/Transportation Disadvantaged	Federal Team, MPO, PCPT, FDOT
4:15 p.m.	Bicycle/ Pedestrian	Federal Team, MPO, PCPT, FDOT

4:45p.m.	Break	
5:30 p.m.	MPO Public Meeting	Federal Team
Tuesday	March 28, 2017	Day Two
8:30 a.m.	Questions and follow up discussion from Day One	Federal Team, MPO, PCPT, FDOT
8:45 a.m.	MPO Plans: Long Range Transportation Plan Travel Demand Forecasting Financial Planning Transportation Improvement Program	Federal Team, MPO, PCPT, FDOT
9:30 a.m.	 MPO Plans Continue: Unified Planning Work Program Congestion Management Process Intelligent Transportation Systems 	Federal Team, MPO, PCPT, FDOT
10:00 a.m.	Performance-Based Planning and Programming	Federal Team, MPO, PCPT, FDOT
10:15a.m	Break	
10: 30 a.m.	Freight	Federal Team, MPO, PCPT, FDOT
10:45 a.m.	Environment	Federal Team, MPO, PCPT, FDOT
11:00a.m.	Safety	Federal Team, MPO, PCPT, FDOT
11:15 a.m.	Security	MPO, FDOT, Federal Team
11: 30 a.m.	Lunch	
1:00p.m.	Public Involvement Title	Federal Team, MPO, PCPT, FDOT
2:00 p.m. 2:15 p.m.	Requests for Technical Assistance and Training Preliminary Findings Discussion	MPO, PCPT, FDOT Federal Team
2:45 p.m.	Preliminary Findings	Federal Team MPO, PCPT, FDOT
3:15 p.m.	Adjourn TMA Site Visit	

APPENDIX G - Tampa Bay TMA Notice of Public Meeting

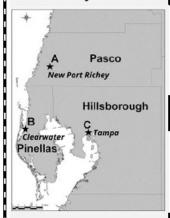
NOTICE OF PUBLIC MEETINGS

Review of Metropolitan Transportation Planning in Tampa Bay Region

Under federal law, Metropolitan Planning Organizations (MPOs) are responsible for bringing together local communities to create long-range plans and priorities for major transportation projects. In the federally-defined Tampa Bay Transportation Management Area, there are three MPOs serving Hillsborough, Pasco, and Pinellas Counties working together to address local and regional needs. Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review to certify that all MPOs are satisfactorily meeting the requirements for metropolitan transportation planning, as defined in federal laws and regulations.

The federal review team would like you to share thoughts on how transportation planning is conducted here.

Public Meetings will be held in each county as follows:



Not able to attend a meeting but would like to comment on how your MPO is doing?

Comments are being accepted by the federal review team for 30 days after each public meeting respectively.

Written comments may be submitted via mail, email, or fax. Comment forms are available on your MPO's web site.

Need a comment form mailed to you? Please call your MPO.

Pasco County MPO Monday, March 27, 2017 @ 5:30 p.m.

at location A on map

West Pasco Government Center BCC Board Room – 1st Floor, 8731 Citizens Drive, New Port Richey, FL 34654

For more information regarding this public meeting, please contact:

Manny Lajmiri – 727/ 847-8140 or mlajmiri@pascocountyfl.net

If you are a person with a disability who needs any accommodation to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. At least five business days before the meeting please contact the Customer Service Department at 272847-2411 in New Port Richey, 352/523-2411 x 8110, in Dade Cby, or via 800955-8771 if you are hearing impaired.

Forward Pinellas

Wednesday, March 29, 2017 @ 5:30 p.m.

at location B on map

Pinellas County Planning Department

310 Court Street, Clearwater, FL 33756 For more information regarding this public meeting, please contact:

Sarah Ward – 727/464-8225 or sward@forwardpinellas.org
Persons needing special accommodations under the Americans with Disabities Act,
or who require interpreter services (free of charge), should contact the
Pinellas County Office of Human Rights at 727/464-4880.

Hillsborough MPO

Wednesday, April 12, 2017 @ 10:00 a.m.

mmediately following 9:00 a.m. Citizens Advisory Committee Meeting

at location C on map

Planning Commission Board Room 601 E Kennedy Boulevard – 18th Floor, Tampa, FL 33602

For more information regarding this public meeting, please contact: Rich Clarendon - 813/273-3774 x368 or clarendonr@plancom.org

Persons planning to attend this public meeting in need of special accommodations under the Americans with Disabilities Act, or who require interpreter services (free of charge), should contact Michele Ogbile, 812727-3774 x317, or by emailing ogitviom@plan.com.org, at least 3 business days in advance.

ForwardPinellas.org 727/464-8225

PascoMPO.net 727/847-8140 PlanHillsborough.org 813/273-3774 x368

The MPOs representing Hillsborough, Pasco, and Pinellas Counties do not discriminate in any of their programs or services Public participation is solicited without regard to race, color, national origin, sex, age, disability, family, or religious status.

March 17 & 24, 2017

APPENDIX H: Summary of Public comments received for the Tampa TMA and responses to public comments:

The FHWA and FTA would like to thank everyone who provided comments during the public comment period for the Tampa Bay TMA Federal Certification Review. These public comments are an important element of the certification review, as they allow citizens to provide direct input on the transportation planning process for the transportation planning area. The comments received during the public meeting were complimentary, some were transit related, with the most common themes relaying a message of cooperation and coordination on the behalf of the Tampa Bay TMA staff. Additional public comments were received during the 30-day comment period either via public meeting, MPO staff and website, FHWA email, or FHWA mailing address. We have reviewed all of the comments received and have taken them into consideration throughout the writing of this report.

A Summary of the public meeting comments received during the certification review site visit public meeting is provided below, including responses offered to members of the public that had specific questions related to the planning process.

Please note: these verbal comments were recorded by a member of the Federal Review Team and may not reflect comments verbatim.

Hillsborough County MPO Public Meeting Comments and Subsequent Public Comments – April 12, 2017

Edward Mierzejewski - Over the course of my 50-year career I've had many opportunities to observe MPOs in action. This included three years as the Staff Director of the MPO for the Norfolk-VA Beach-Portsmouth MPO in the mid-1970s. In addition, during my 22 years at the USF Center for Urban Transportation Research, I had the opportunity to perform detailed reviews of all Florida MPO plans. During the last seven years, while I've been back in private consulting, I've had the opportunity to review numerous Hillsborough MPO planning documents. In short, the MPO does an amazing job of fulfilling the federal planning requirements, and in fact serving as a nation model of good planning practice. The MPO programs are characterized by one of the most aggressive programs of public outreach, which allows all citizens to have their voices heard. The most recent LRTP was highly innovative and has been recognized nationally for its scenario planning approach. More recently, the MPOs Vision Zero Program is demonstrating their attention to important community concerns. In short, I would say that the Hillsborough MPO is not only one of the best in Florida, but is also frequently recognized at the national level. Great job! Continue the good work. (via email April 6, 2017)

Bobby Ann Loper - Bus rider in town for 30 years. Friend said tell them that 45 must stop at spruce and sterling again. He says it takes him to long to get around. Lived here over 30 years because I have poor eye sight and can't drive. People told me at that time that the bus system used to be fabulous. I've seen it gradually change and it doesn't work as well. Things I hear about bus ridership:

- Doesn't fit schedules
- Doesn't go where it should go
- It's dirty and germy
- I have a car
- I rode school bus and won't do it again.
- I can't understand the schedule

HART has helped with phone app and putting stuff on computer so that has helped. Sometimes someone at the stop has the app and tells the rest of us. Don't ever get rid of the paper schedule, use it all the time. We need lots more shuttle buses and it's totally great to just get on and go directly somewhere. Voters recognize the need but you need stories to tell the public.

My advice for those in charge is to use the bus for two weeks and try to have you have your regular lifestyle. Here are some things you'll have to think of:

- To and from work is the usual
- Grocery shopping (no trunk to fill up)
- Can't buy the things you need
- Don't have the strength to take advantage of bogo specials
- Moms and baby carriages
- Weekly dry cleaning carrying or pillow case sack of laundry.
- Workers with their own equipment (window cleaners)
- Stand up the whole time where there are wheelchairs or those requiring seating
- Don't forget you might need items people carry in their cars sweater, bags, umbrella, books – riders have to carry everything drivers don't think about.
- Going to and from the thrift store donate and buy.

You see, there is all this real-life stuff that we have to do. Doctor and dentists may not be accessible depending on insurance. Take a day and try it. 'Busticate' your whole day. Here are some things you'll have to do:

- Try closest stores
- Keep bus schedule in mind while shopping
- Can't go to your choice locations without waiting so you have to be flexible

So, take two weeks of riding including weekends and you will get some great clear ideas and you can share them with our voters. Because, we need:

- More routes
- More buses
- More info

Those three things will equal more riders. You can convince voters if you can't convince yourself. Get out of your car and get going. (applause) (via verbal comment April 12, 2017 and via FHWA mailing address April 24, 2017)

Jim Davidson - I'd like to talk about readiness to incorporate innovation into the LRTP.

Thank god for the fed legislation for MPOs. Thank the MPO staff. I've seen seven LRTPs and read them. One thing I've never seen is and since we've been here since 77. I've never seen how accurate the previous LRTPs were. I recall the 2010 and 2015 plans years and years ago. The predictions were way off. Underrepresented population by 10% which has a great deal of impact. Predicting the future is very difficult, as a physician I know that.

Fed government has a great deal of ability to encourage MPOs and I would encourage recommendations to establish a subcommittee no matter where, or its own committee dealing with innovation because no one can deny this will be affecting us and if we aren't prepared we have a financial stake in what is going to happen if we don't plan then the Feds have to pay, we have to pay. We need to slow down. Number 2, the participation rates of our ridership studies, they are heavily populated with motivated, activated riders. That is the not the true representation, not the true makeup of the county. It is important to find out how to

get drivers better involved. There is an association of neighborhoods in Tampa and that would make a great addition to the MPO. You could have meetings on skype or other ways. Greater participations of neighborhoods in gathering input from them. It's concerning.

Lastly, the state statute that deals with innovative techniques coming up. TBX was mentioned in today's discussion of the CAC. Has the building of that been looked at from an autonomous vehicle (AV) point of view since the life expectance will be 40 to 50 years of use. What if there are mandates for AV? Has that project been studied for the inclusion of AV and other innovative technology? You won't be ready if you don't look at it now. If you need to add two more feet to the road, now is the time to do it. Carnegie Mellon University and Texas A&M did a study on AV. We should look at HOV – the best thing to happen to transit in the future.

Let me give you a Scenario for 2030 – 12 years down road. More folks have died for texting than the war in Vietnam. Government says you can't have cars that allow phones. What will millennials do? Addictive folks do? It might cost thousands more to get ACV, but they'll buy them because you can phone and text inside it. Transit will increase because you can use these tools inside transit. It all goes hand in hand. If we await, it will happen without us and we'll be reacting. Encourage the city of Tamp to get the 5G tech into its infrastructure and the state look at how to implement vehicle to vehicle, vehicle to infrastructure studies – we'd appreciate it. The Future is here and I'm encouraged by what I see. Thank God for the MPO. (via verbal comment, April 12, 2017)

Vance Arnett - I live in Channel District of Tampa. It is close to assisted living as I' will get. I wanted to reduce my dependence on individualized transportation. For five years, both me and wife are still working. We can't use the car more than once a week each. The rest of the time we walk and depend on PT or downtowner.

By way of disclosure I am an active CAC member. Chased that job to be caught twice. I serve on the Trans Committee for Downtown. I stay on top of safety issues and transportation issues. I worry more about pedestrian bike fatalities and sharing the road than anything else. Five things the MPO adds. They communicate. And I 'm an unapologetic fan of MPO and staff. Trust is a huge issue and disconnection has never been higher than it has been.

We have examples. The past two years, the board had to listen to a disgruntled public. Before that, it was easy to forget who you are working for. Staff here, have been those folks who have remembered that mission greatly. This MPO is very good at direct input. I listen to that input monthly and it's surprising that we don't have more public comment today than usual. We've had a full room and no time there's been so many meetings. The CAC can listen, ask question and participate. Direct input is huge and this MPO does it greatly.

Trust – outreach missions, website and every time they talk in public and their ability to recruit people who are vocal, in tune with communities. I just published a book on aging urban and wish I'd known you (first speaker). There is an adjustment public makes to make from A to B that the never made before. This MPO does a great job of listening and considering.

Incorporating reality into a conversation is something the MPO does. Process is that the answer to your question is only a phone call or email away and someone explains it to you. All the committees – whether tech or not, is a free exchange of ideas and discussions. All you have to do is sit in a meeting. It is huge, diversified and changing fast. You can only keep up by a strong MPO. The way we've done it we incorporate more cars. Is it on that committee by a diverse background? That is the only place it occurs unless you are at lectern. 90% of the testimony given is mostly against rather than for. Thank you for letting me speak for something. I am an unapologetic fan of MPOs, of this MPO in particular. (via verbal comment April 12, 2017)

Tracy Wisneski - The Hillsborough County MPO is doing an excellent job of focusing on the county's transportation needs. In my year on the CAC, I observed great attention to communication with the community, bringing their concerns to the MPO, organizing meetings so that interested parties could voice their opinions and ask questions and so their best to be sure that the needs of the community and groups within the community are addressed fairly. In addition to regularly schedules and advertised meetings, other events were promoted and the promotional practices of other groups were held to a high standard to be sure that all interested parties were aware of events with as much notice as possible. In my opinion, the MPO and CAC do an excellent job of representing and communicating with the community. (via MPO staff and website May 5, 2017)

Ray Chiaramonte (Hillsborough County (former MPO director) TBARTA Director) - Trying to incorporate more integration among the areas five MPOs. TBARTA merged the western chairs organization along with advisory committees but they cannot vote. That is up in Tallahassee right now and hopefully will go through. TBARTA works with all the MPO directors and meet monthly to discuss regional issues. We accomplished having a single plan for the whole region instead of having disjointed plans. Over the last few years there have been a lot more coordination for the region. I'm sure you are familiar with TMA that the three MPOs (core counties) and TBARTA sits on that board as well. Feels there is much better regional cooperation among the counties but also among the eight transit agencies. Looking to do one fare card for all transit in the region and the one bus away app that can be used by all the transition agencies to tell where the bus is. One regional technology. Not sure whether Tallahassee will change that or change the participating eight counties. They might drop us to five counties but we still want to include the three other non-core counties. (via of verbal April 12, 2017)

Forward Pinellas Public Meeting Comments - March 29, 2017

Bill Jonson (Councilmember City of Clearwater) - Involved for so many years beginning with open houses long before I got involved as a councilmember. My comments have always been welcome though not sure how they are always sorted out. Then I was chair and vice chair from the county and it was so interesting to learn how things were going from the county side. We also have TBARTA and I was involved in their CAC and had a chance to visit to all the surrounding counties – Sarasota to Citrus. Lot of driving. As part of that I sat on the CAC to the CC Board which was how the MPOs were linked together. From that standpoint, we have a lot of closer coordination than some of the newspaper reports that you may have seen here recently. As far as a couple of experiences, I was on the PSTA Board from 2001 – 2007 and at the time there was very definite disconnect between the MPO and the transit authority. We argued back and forth over the Medicaid transit numbers. It was fixed and we had a good alignment between PSTA and the Board. If there is one disappointment, the MPO and the LRTP have incorporates as part of that the County road plan. But that is really the county's priorities as part of capital improvements and that is different than the way the MPO works. But things get moved up and moved back or moved out. (via verbal comment March 30, 2017)

John Tornga (Commissioner City of Dunedin) - In the past years there is so much opening of residents and stakeholders and visitors input but the input isn't so revealing. The MPO knows most of it. We still ask for it and still do spotlights on big issues, so they are aware of what we are aware, but it helps to validate they are correct which keeps information from going out incorrect. Our biggest issues are if we don't ask, it isn't just money, it's also projects. So, a lot of open conversation. Lot of response to in the area to make sure MPOs in the area are all tied together. They meet and it is evident they are working together. I'm real proud of what staff has done to make that happen and what the whole TMA has done to make that happen. It is a matter of us just getting the projects and being able to complete the projects. (via verbal comment March 30, 2017)

Kasy Cursey - I'm a resident of Pinellas county – safety harbor for 30 years and Taylor is also a resident of St. Pete. I sat on the advisory committee for eight years and understand how valuable the different perspectives of the advisory committee. Social media is so frustrating because it reduces the lines of communication, reduce messages, reduce attention span and space but social media does provide a lot of information. It's a blessing our roads are busy because that gives us something to work with, but it's a

challenge. I'm proud of this county and proud of what we are doing. That's why I've been a resident for so long. (via verbal comment March 29, 2017)

Pasco County MPO Public Meeting Comments – March 27, 2017

Marilyn de Chat - Has been a CAC member for 20 years and understands the roles and responsibilities of the MPO and TBARTA and other planning related areas. This is supposed to be primarily citizen input and I'm looking around and I don't see anyone but government (FHWA and county). It grieves I me because what ultimately happens is when something hits the news then people get all excited and upset about things being dropped on them. For as long as I can remember I have been asking our county to try to figure out how to get the info out to the public out in a better form. This isn't a dig at the MPO, they have a lot to do. I think it is the required legal advertising is not written for human consumption with the alphabet strewn throughout. I've been going on and on about this and Manny knows. I at a loss at how this can happen.

I keep involved in all the local media: Examples 1) Smart Transit – thank you to Senator Ballah for bringing attention to our region. TBX is another example of planners trying to push something that the neighborhoods don't want because it will divide communities. Bay area needs more transit. I read this all the time. Whatever the Florida Highway Commission does, we need better communication on how we can do it better. (via verbal comment March 27, 2017)

Randall Stovall - I'm a past president of DC COC and Zephyrhills COC. I'm an east Pasco guy and I both agree and disagree with the former speaker. I don't think it's just communication – we get an email blast to all members and we know when they are going to be. When we have meetings that pertain to our part of the county we get a better turn out. I have recently been part of BPAC – I've been on it six months now. We have very responsive group trying to make bike riding safer. We do have joint BPAC meetings with the other counties and they are very productive. They help us to do more in our own areas at home. My message is upbeat. I think it's working well but the population growth is so great that it is a challenge to keep up. There are projects that have been on the list a while but you should deal with where people are moving. We all should take responsibility for public involvement. (via verbal comment March 27, 2017)

Appendix B. Evaluation of the Measures of Effectiveness in the MPO's Adopted Public Participation Plan (PPP) (November 2013)



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Federal Transit Administration Region 4 Office 230 Peachtree St, NW, Suite 1400 Atlanta, Georgia 30303 (404) 865-5600

January 10, 2018

Mr. Jim Wood Chief Planner Florida Department of Transportation 605 Suwannee Street Tallahassee, FL 32399-0450

Dear Mr. Wood:

Over the past few months, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have worked closely with the Florida Department of Transportation (FDOT), the Metropolitan Planning Organization Advisory Council (MPOAC), and Florida's MPOs to clearly identify and document our expectations related to meeting federal requirements for the Long Range Transportation Plans (LRTPs) currently underway or being initiated within the next year or so. As a result of this coordination, we have developed the enclosed Federal Strategies for Implementation Requirements for LRTP Updates for the Florida Metropolitan Planning Organizations (MPOs).

Please share this information with other FDOT and MPO partners as deemed appropriate. We wish to thank FDOT and MPOAC, serving as the coordinating body for MPO input, for their assistance in this effort. The input received was considered and integrated into the final document and specifically addressed in the comment response document that will be released shortly. We look forward to our continued partnership to further the transportation goals of the MPOs and FDOT during the coming years.

If you have any questions, please do not hesitate to contact Ms. Karen Brunelle at (850) 553-2218 or karen.brunelle@dot.gov.

Sincerely,

FOR: James Christian, P.E.

Division Administrator Federal Highway Administration

Enclosure: Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs

cc: Ms. Carmen Monroy, FDOT (MS-28)

Mr. Keith Melton, FTA (Region IV)

Mr. Carl Mikyska, MPOAC (MS-28B)

Mr. Mark Reichert, FDOT (MS-28)

Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs January 2018

The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), developed this document to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding our expectations for meeting some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively.

Addressing Current Requirements

The following information is presented to highlight notable areas for improvement, as well as those of potential concern, in order to proactively assist the MPOs in meeting federal planning requirements. These topic areas were selected based on a past history of issues observed with them through our general stewardship responsibilities, or through the oversight responsibilities via the Transportation Management Area (TMA) certification reviews. FHWA and FTA would be pleased to work with FDOT and the MPOs to discuss interpretation examples and/or statewide templates as appropriate to support implementation consistency. Additional areas of concern may be addressed on an individual MPO basis as needed throughout the LRTP development process. Citations noted refer to regulations published in the May 27, 2016 Federal Register.

Stakeholder Coordination and Input

Specific Public Involvement Strategies: MPOs are required to develop a written plan that documents and explicitly describes the procedures, strategies, and outcomes of stakeholder involvement in the planning process for all the MPOs products and processes, including, but not limited to, the timing of and timeframe for public/stakeholder input on the LRTP and its amendments. The MPOs should take the time to ensure their LRTP outreach strategies in their public participation plan (PPP), whether documented in an overall MPO PPP or one specifically for LRTP outreach, are clear, transparent, and accurately describes when and how their stakeholders can be involved in the process. To this end, having non-transportation professional(s) review the document and provide their understanding of when and how long the public comment periods occur for the various planning products can be helpful to ensure the information is being interpreted as intended. {23 CFR 450.316(a)(1)}

<u>Public Involvement/Tribal/Resource Agency Consultation:</u> Consultation on the MPO's planning products (including the LRTP) with the appropriate Indian Tribal governments and Federal land management agencies (when the planning area includes such lands) is required to be documented. The interaction documentation with these stakeholders needs to outline the roles, responsibilities and key decision points for consulting with other governments and agencies. MPOs should ensure that their plans and/or documentation include such procedures.

Additionally, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the

LRTP. This consultation consists of comparisons of state conservation plans/maps, and inventories of natural or historical resources with transportation plans, as appropriate and if available. This consultation process is also required to be documented, ideally in the public participation plan. Note that the Tribal governments and resource agencies mentioned above are also required to be involved in the development of the various consultation processes with these agencies. {23 CFR 450.316(a)(1), (c), (d), (e); 23 CFR 450.324(g)}

Measures of Effectiveness: Many MPOs have what appear to be very successful strategies for reaching out and incorporating public comment into their products and processes. However, there is no systematic confirmation or validation that the strategies are indeed working. MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update. {23 CFR 450.316(a)(1)(x)}

Fiscal Constraint

<u>Project Phases:</u> Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. For a project in the cost feasible plan, the phase(s) being funded and the cost must be documented. Additionally, the source of funding for each phase must be documented in the first 10 years of the LRTP. The phases to be shown in LRTPs include Preliminary Engineering (PE), Right of Way (ROW) and Construction. PE includes both the Project Development and Environment (PD&E) and Design phases. FHWA and FTA support the option of combining the PD&E and Design phases into an overall PE phase for these long range estimates. Boxed funds can be utilized as appropriate to document the financing of smaller projects, such as sidewalks, or early phases of projects, such as PD&E. However, the individual projects utilizing the box need to be listed, or at a minimum, sufficiently described in bulk in the LRTP (i.e. PD&E for projects in Years 2020-2025). {23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)}

Full Time Span of LRTP (1st 5 Years): Plans are required to have at least a 20-year horizon. The effective date of the LRTP is the date of the MPO adoption of the plan. As such, the MPO is required to have an LRTP that includes projects from the date of adoption projected out at least 20 years from that date. The LRTP is a planning document that describes how the proposed projects will help achieve the regional vision. The Transportation Improvement Program (TIP), however, is a reflection of the investment priorities which are established in the LRTP. When adopting an updated LRTP, the projects in the previous LRTP are assessed and revised to acknowledge projects that have: 1) moved forward (these are typically removed from the updated LRTP), 2) shifted in time (these could be moved forward or back in implementation in the updated LRTP), and 3) been added or deleted based on the MPO's current priorities. The TIP is only a resource for determining which projects have moved forward. The TIP, which is based on the previous LRTP, is not a substitute for the first 5 years of the updated LRTP. Additionally, the TIP is a 4-year programming document that, in Florida, is adopted every year and thus expires annually. When LRTPs "include the TIP", it is a reference to a static and outdated document once the next TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which occurs annually in Florida Therefore, the MPOs will need to show all of the projects, phases, and

estimates from the adoption date through the horizon year of the LRTP, which is considered the entire time period of the LRTP. In addition, funding sources need to be shown for all projects from the adoption date through the first 10 years. {23 CFR 450.324(a); 23 CFR 450.326(a)}

Technical Topics

SHSP Consistency: We have come a long way from "What is the Strategic Highway Safety Plan (SHSP)?" to having LRTPs address the safety of all users throughout the planning process. We have proactively and successfully encouraged the MPOs to include a safety element in their LRTPs and be consistent with the Florida SHSP. The changes to the planning regulations now require the goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the SHSP, to be integrated into the LRTPs either directly or by reference. However, the specific priorities, strategies, countermeasures and projects of the HSIP are not required to be integrated. We continue to strongly encourage their incorporation where appropriate. {23 CFR 450.306(b)(2), (d)(4)(ii); 23 CFR 324(h)}

The link to FDOT's 2016 SHSP is: http://www.fdot.gov/safety/SHSP2012/FDOT 2016SHSP Final.pdf

<u>Freight:</u> Florida's MPOs have been proactive in assessing and incorporating their freight needs. Freight shippers and providers of freight transportation services have been required to be incorporated into the stakeholder outreach that the MPO uses throughout the planning process and the LRTP to address the projected demand of goods transportation on the network. Changes to the planning requirements now also encourage the consultation of agencies and officials planning for freight movements. With the National Highway Freight Program a core funding category of federal funds, having a solid basis for incorporating freight needs and projecting the freight demands will be key to the LRTP's success for meeting its regional vision for the goods movement throughout the area. Additionally, the planning regulations now require the goals, objectives performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference. While freight is one of the planning factors, it deserves special emphasis, and will need to play a more prominent role in future LRTPs. The MPOs need to show a concerted effort to incorporate freight stakeholders and strategies into the next LRTP. {23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324 (b), (f)(1), (f)(5)}

Environmental Mitigation/Consultation: For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. The LRTP discussion can be at a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used when these environmental areas are affected by projects in the LRTP. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might take advantage of later. MPOs should be aware that the use of ETDM alone is not environmental mitigation. The use of ETDM is considered project screening and is not a system-wide review of the planning area. Documentation of the consultation with the relevant agencies should be maintained by the MPO. {23 CFR 450.324(f)(10)}

Congestion Management Process: The management of congestion has played an increasing role in the operations of transportation networks. One of the key activities of the process is to evaluate the effectiveness of the strategies the process produces. The MPO must demonstrate that the congestion management process is incorporated into the planning process. The process the MPO uses can be documented separately or in conjunction with the LRTP. The process is required to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP. The new planning requirements provide for the optional development of a Congestion Management Plan (CMP) that includes projects and strategies that will be considered in the TIP. This optional plan is different than documenting the processes that the MPO uses to address the congestion management. The CMP, if used, needs to 1) develop regional goals, 2) identify existing transportation services and commuter programs, 3) identify proposed projects, and 4) be developed in consultation with entities that provide job access reverse commute or jobrelated services to low-income individuals. {23 CFR 450.322}

Americans with Disabilities Act (ADA) Transition Plans: Government agencies with 50 or more employees that have control over pedestrian rights of way (PROW) must have transition plans for ADA. Agencies with less than 50 employees that have control over PROW must have an ADA Program Access Plan, describing how they provide access for those with disabilities to programs, services and activities. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. However, all MPOs play an important role in ADA compliance by assisting agencies with sidewalk inventories, gap studies, etc. MPOs can also go a good deal further, but should at a minimum serve as a resource for information and technical assistance in local government compliance with ADA. {28 CFR 35.105; 28 CFR 35.150(d)}

Administrative Topics

LRTP Documentation/Final Board Approval: The date the MPO Board adopts the LRTP is the effective date of the plan. The contents of the product that the MPO adopts on that date includes at a minimum: 1) the current and projected demand of persons and goods; 2) existing and proposed facilities that serve transportation functions; 3) a description of performance measures and targets; 4) a system performance report; 5) operational and management strategies; 6) consideration of the results of the congestion management process; 7) assessment of capital investment and other strategies to preserve existing and future infrastructure; 8) transportation and transit enhancement activities; 9) description of proposed improvements in sufficient detail to develop cost estimates; 10) discussion of potential environmental mitigation strategies and areas to carry out the activities; 11) a cost feasible financial plan that demonstrates how the proposed projects can be implemented and includes system level operation and maintenance revenues and costs; and 12) pedestrian walkway and bicycle transportation facilities which are required to be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. FHWA and FTA expect that at the time the MPO Board adopts the LRTP, a

substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public, should have periodically had opportunities to review and comment on products from interim tasks and reports that culminated into what is referred to as the final Plan. Finalizing the LRTP and its supporting documentation is the last activity in a lengthy process. All final documents are required to be made readily available for public review and to be made available electronically. The final document(s) should be posted online and available through the MPO office no later than 90 days after adoption date. The MPOs' schedules for this round of LRTP development are expected to allow ample time for the Board to adopt the final LRTP product no later than 5 years from the MPOs' adoption of the previous LRTP. These adoption dates have recently been confirmed with each MPO. {23 CFR 450.324 (a), (c), (f), (k)}

LRTP & STIP/TIP Consistency: The STIP and TIPs must be consistent with the relevant LRTPs as they are developed. FHWA and FTA staff will be checking for this consistency during the STIP approval process. The results of previous reviews indicate that emphasis is still needed to ensure that projects are accurately reflected in both the TIP and STIP and that these projects are flowing from and are found to be consistent with the MPO's LRTP. Additionally, when amendments to the STIP/TIP are made, the projects must also be consistent with the LRTP from which they are derived. When STIP/TIP amendments are received by FHWA and FTA, they will be reviewed for consistency with the applicable LRTP. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed. {23 CFR 450.330; 23 CFR 450.218(b)}.

New Requirements

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. However, they will be required to be addressed for the next LRTP.

New Planning Factors: The MPO is required to address several planning factors as a part of its planning processes. The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area. Efforts should be made to think through and carefully consider how to address each factor. There are two new planning factors that need to be considered in the next LRTPs: 1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and 2) enhancing travel and tourism. Florida has a strong history of proactively addressing these transportation areas. These experiences can be drawn upon to incorporate the new factors into the planning processes. {23 CFR 450.306(b)9, (b)(10), (c)}

<u>Transportation Performance Management:</u> As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system and the resources that build and maintain the system. As such, a performance-based approach to transportation decision making will be required for the FDOT and MPOs. As the MPOs and FDOT are aware, the performance measures required to be addressed in the LRTPs are documented in final rules that were published in the Federal Register on March 15, 2016 and January 18, 2017. The MPOs will set their targets

in accordance with the schedule established in these final rules. FDOT and the MPOs have flexibility as to the documentation and process used for setting the targets, as long as the targets are made publicly available once they are set. The next LRTPs (when updated or amended after May 27, 2018) will be required to describe the performance measures and the targets the MPO has selected for assessing the performance of the transportation system.

A system performance report will also be required to be included in the LRTPs. The report is a tool that evaluates and updates the condition of the transportation system in relation to the performance measures and targets. While guidance is still being developed, the report would include for each performance measure information such as: the target set; the baseline condition at the start of the evaluation cycle; the progress achieved in meeting the targets; and a trend-type comparison of progress with previous performance reports. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available. We recognize that these initial LRTPs will be developed during a transition period, and commit to working with the MPOs to ensure that the regulations are reasonably being addressed. {23 CFR 450.306(d)(4); 23 CFR 450.324(f)(3), (f)(4)}

For more TPM information and the tools tailored for Florida partners, please go to: https://www.fhwa.dot.gov/fldiv/tpm.cfm

<u>Multimodal Feasibility:</u> The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. {23 CFR 450.324}

<u>Transit Asset Management:</u> The MPO is required to set performance targets for each performance measure, per 23 CFR 450.306(d). Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class. Planning for TAM/Roles and Responsibilities for MPOs and State DOTs can be found on the FTA website: https://cms.fta.dot.gov/sites/fta.dot.gov/files/planning-tam-fact-sheet.pdf

Emerging Issues

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. These issues are receiving considerable attention in national discussions. Each MPO has the discretion to determine whether to address these emerging topics in their LRTP at this time and the appropriate level of detail. Beginning to address these issues early on may potentially minimize the level of effort needed to achieve future compliance.

<u>Mobility on Demand (MOD)</u>: Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system- of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model.

ADS (also known as self-driving, driverless, or robotic) are vehicles in which some aspect of vehicle control is automated by the car. For example, adaptive cruise control, where the vehicle automatically speeds up, slows down, or stops in response to other vehicle movements in the traffic stream is an automated vehicle function. Connectivity is an important input to realizing the full potential benefits and broad-scale implementation of automated vehicles. The preliminary five-part formal classification system for ADS is:

- Level 0: The human driver is in complete control of all functions of the car.
- Level 1: A single vehicle function is automated.
- Level 2: More than one function is automated at the same time (e.g., steering and acceleration), but the driver must remain constantly attentive.
- Level 3: The driving functions are sufficiently automated that the driver can safely engage in other activities.
- Level 4: The car can drive itself without a human driver

CV includes technology that will enable cars, buses, trucks, trains, roads and other infrastructure, and our smartphones and other devices to "talk" to one another. Cars on the highway, for example, would use short-range radio signals to communicate with each other so every vehicle on the road would be aware of where other nearby vehicles are. Drivers would receive notifications and alerts of dangerous situations, such as someone about to run a red light as they're nearing an intersection or an oncoming car, out of sight beyond a curve, swerving into their lane to avoid an object on the road.

Rapid advances in technology mean that these types of systems may be coming on line during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.

Resources for additional information:

Mobility on Demand: https://www.its.dot.gov/factsheets/pdf/MobilityonDemand.pdf

Autonomous Vehicles: https://www.its.dot.gov/research areas/pdf/WhitePaper automation.pdf

Connected Vehicles: https://www.its.dot.gov/cv_basics/index.htm

Transportation Planning Capacity Building Connected Vehicle Focus Area:

https://planning.dot.gov/focus connectedVehicle.asp

Proactive Improvements

This section describes topics that are not currently required by federal laws and rules to be addressed in LRTPs nor are they required by the May 27, 2016 regulation changes. As such, MPOs are not required to include these considerations in their current planning processes and plans. These areas are intended to be a proactive change in the LRTPs to help Florida continue to make positive strides in long range planning.

<u>New Consultation:</u> There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction. These consultations are a natural evolution of implementing the new planning factors for which Florida has experience in doing. {23 CFR 450.316(b)}

Summary of Public Involvement Strategies: Seeking out and considering the needs of traditionally underserved populations is a key part of any public involvement process. When the MPO carries out stakeholder involvement, they may use a variety of strategies. These strategies ultimately demonstrate that their planning process is consistent with Title VI and other federal anti-discrimination provisions in the development of the LRTP. In order to clearly demonstrate this consistency, the MPOs should summarize the outreach information. This information should be derived from the MPO's public involvement plan elements. The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP. {23 CFR 450.316(a)(1)(vii)}

Impact Analysis/Data Validation: In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan. Where some MPOs struggle in using data to assess likely impacts, other MPOs attempt to use data to assess the needs. Some look at a dollar spread among minority/non-minority areas to determine equity. This approach is probably not the best method to use, since higher dollar amounts might indicate capacity projects when the community needs more pedestrian connectivity, for example. We suggest using the data tools found at https://www.fhwa.dot.gov/environment/environmental justice/resources/data tools/. Additionally, as time passes it becomes more important to validate the 2010 census data being used. School Boards, emergency service agencies, tax rolls and staff knowledge are all good sources to ensure data quality. {23 CFR 450.316(a)(1)(vii); 23 CFR 420.324(e)}

<u>FDOT Revenue Forecast:</u> To help stakeholders understand the financial information and analysis that goes into identifying the revenues for the MPO, we recommend the MPO include FDOT's Revenue Forecast in the appendices that support the LRTP. {23 CFR 450.324(f)(11)(ii)}

<u>Sustainability and Livability in Context</u>: We encourage the MPO to implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. MPO policies and practices that support an integrated surface transportation system for all users that is efficient, equitable, safe, and environmentally sustainable will improve transportation choices and connectivity for all users especially those walking and bicycling. Building partnerships with traditional and nontraditional stakeholders will facilitate the development and implementation of transportation projects that improve integration, connectivity, accessibility, safety and convenience for all users. The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users. {23 CFR 450.306(b)}

<u>Scenario Planning:</u> The new planning requirements describe using multiple scenarios for consideration by the MPO in the development of the LRTP. If the MPO chooses to develop these scenarios, they are encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario. {23 CFR 450.324(i)}

Appendix C. LRTP Expectations: Federal Strategies for Implementing Requirements for LRTP Update for Florida

Florida Planning Emphasis Areas-2018

The Florida Department of Transportation Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Metropolitan Planning Organizations should consider the following topics when updating their Unified Planning Work Plan.

Rural Transportation Planning

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. Some rural communities in Florida face significant development pressures and need transportation investments to handle growing populations and economic activities. Others simply struggle to maintain their existing transportation system and with providing services to a spread-out community. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

Transportation Performance Measures

FHWA has finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestions, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. Progress towards meeting the targets will be reported through new and existing mechanisms. MPOs need to account in their UPWP for the effort necessary to satisfy the federal requirements. As MPOs and Florida DOT venture into this first round of target setting and adopting performance measures into our planning products, more emphasis will be placed on this topic area. The cooperative efforts of Florida's MPOs and DOT to insure this new planning tool will be effective and well-coordinated will need to be shown in the upcoming UPWPs.

ACES (Automated/Connected/Electric/Shared-use) Vehicles

According to the Federal Highway Administration, "Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/ AV usage."

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

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Appendix 4.4

Resilient Tampa Bay: Transportation Pilot Program Project



Resilient Tampa Bay: Transportation Pilot Program Project

Resiliency & Durability to Extreme Weather

prepared for

Tampa Bay Regional Planning Council
Resilient Tampa Bay Transportation

prepared by

Cambridge Systematics, Inc.

Resilient Tampa Bay: Transportation Pilot Program Project

Resiliency & Durability to Extreme Weather

prepared for

Tampa Bay Regional Planning Council Resilient Tampa Bay Transportation

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date

December 2019

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Executive Summary

Located on the west coast of Florida and near the Gulf of Mexico, the Tampa Bay region is an important state hub for the tourism, higher education, commercial shipping, medical services, business/financial services, defense/national security, and agricultural sectors. The region is also one of the most vulnerable areas in the country. Extreme weather events such as storm surge, flooding, and heavy precipitation events are threatening transportation facilities across the region, creating potential risks of damages in infrastructure, increases in repair and maintenance costs, and disruption to normal operations of transportation systems. Due to climate trends, this region faces additional threats from increasing temperatures, intensifying precipitation events, and rising sea levels.

As the Tampa Bay region continues to face these weather and climate challenges, new federal requirements state that future Long Range Transportation Plan (LRTP) updates must address "improving the resiliency and reliability of the transportation system and reducing or mitigating the stormwater impacts of surface transportation ..." To assist in meeting the new federal mandate as well as support state, regional and local organizations to integrate appropriate strategies into their transportation planning process, this document reports on an assessment of the Tampa Bay region's exposure/vulnerability to potential extreme weather challenges and provides strategies to prepare for, respond to, and recover from those impacts. The information can be used immediately and over time to enhance the region's transportation facilities and operation.

The main objective of the assessment was to provide adaptation strategies, or projects, for inclusion in each MPO's LRTP. With that end goal in mind, steps were taken throughout the project to categorize and prioritize transportation infrastructure, namely roads. The following steps outline the analyses results for use in LRTP preparation as well as other purposes.

- To understand the potential impacts from extreme weather and climate change, eleven scenarios were
 developed to model hurricanes, sea level rise, and heavy precipitation events as well as their combined
 effects in the three-county Tampa Bay region². The resulting information is available to partner
 agencies for separate or supplemental analysis, such as by Local Mitigation Strategy working groups.
- To perform detailed transportation and econometric analysis, two scenarios were chosen: a Category 3 Storm plus a High (NOAA) sea level rise projection, and 9 inches of precipitation/rain over 24 hours (one day). High, moderate, and low scores (termed vulnerability throughout this report) were assigned to roads depending on the depth of potential inundation. Section 2.1.1 explains more about the scenarios and choices.
- To categorize roads by importance, a stakeholder survey was conducted to determine priorities among
 eleven different items, such as traffic volumes, population density, proximity to important facilities like
 hospitals and power plants, and access to vehicles (zero-car households). High, moderate, and low

¹ For the assessment, the region consists of Hillsborough, Pinellas, and Pasco Counties. The study was managed by the Hillsborough MPO, with Forward Pinellas, Pasco MPO, FDOT District 7, and the Tampa Bay Regional Planning Council as partners.

² This document is created as part of the Resilient Tampa Bay Transportation stakeholders' proactive effort to prepare for potential extreme weather risks and to ensure the transportation system's safety, mobility, and infrastructure security. The analyses of hazards/events should not be viewed as a prediction of occurrence.

criticality classifications were assigned based on a road's score (termed its criticality). Section 2.2 provides more details.

- There are nine combination of criticality and vulnerability (see Figure 2-11). High resilience projects are termed those with High or Moderate criticality and High or Moderate vulnerability. (The top three categories.) These classifications are used to assign adaption strategies and associated costs.
- An adaptation tool box (see Chapter 3.0) was created to identify various adaptation strategies and
 explain the benefits and constraints of each. The toolbox describes the strategies most appropriate for
 specific threats and conditions in which each works best. For example, enhanced drainage works well
 in areas with available median or shoulder clearance and less so in coastal areas with sheet flow into
 the Gulf or Bay.
- To determine how best to identify and cost estimate adaptation strategies for roads in the region, the MPOs identified six representative projects, two in each county, using criticality and vulnerability information. The purpose was to perform high level concept design for the six projects, develop planning level cost estimates for the projects, and then use the information to apply adaptation strategies with associated costs to all vulnerable roads in the region. (See Section 4.1.)
- To evaluate the benefits versus costs of implementing adaptation strategies, econometric analyses were performed. These analyses evaluated the impacts from the loss of each (individually) representative project as well as the impacts of all roads impacted by the Category 3 with High sea level rise and the 9-inch per day rain event. To evaluate the length of time an outage impacts the economy, modeling for 2-days, 1-week, 2-weeks, and a month was performed. For example, implementing adaptation strategies for Gandy Boulevard or Gulf Boulevard is beneficial should the asset unavailable for travel for as little as two days. Yet, it would be regionally beneficial to enhanced US 19 and Roosevelt Boulevard should they be out for a month. (Sections 4.2 and 4.3 provide details on the econometric analysis and cost/benefit tradeoffs, respectively.)
- To evaluate current short-term spending on maintenance, drainage, and coastal projects, the Capital
 Improvement Program (CIP) budgets for the counties, municipalities and FDOT were assessed. Fair
 amounts are spend on routine road maintenance and drainage, with beach nourishment and other
 coastal projects also being implemented. The drainage and coastal adaptation strategies identified
 here function like existing projects through local/regional programs. However, the enhancement to
 improve the roads (beyond maintenance) are beyond what is typically considered. (See Section 4.4.)
- Chapter six identifies recommendations for incorporating adaptation strategies into the LRTPs. It is
 recommended that high resilience projects be included because the adaptation costs outweigh
 replacement costs. However, these costs are substantial. By narrowing to projects for highly critical
 and highly vulnerable locations, or starting with drainage improvements, the investment needs can be
 scaled back. This chapter also identifies other recommendations for continued coordination and next
 steps.

This document consists of six chapters: introduction, needs determination, adaptation strategy toolbox, cost and benefit analysis, public and stakeholder engagement, and recommendations. Following the introduction in Chapter one, Chapter two describe the impact of eleven climate scenarios on the transportation network in Tampa Bay Region. Mobility, connectivity, socioeconomic, equity, and emergency operation factors were considered to identify areas where climate threads could cause the biggest impact. Transportation facilities were prioritized by their vulnerability and criticality, and locations of potential improvements were identified. Chapter three provides an overview of the adaptation strategies and identified potential improvements to candidate projects. Chapter four describes the estimated costs of implementing adaptation strategies, and compares them with the potential economic loses if infrastructure is inundated. Chapter five provides an overview of stakeholder and public engagement in the preparation of this report. Chapter six provides

recommendations for including resiliency strategies in the decision-making process of transportation planning.

This document is created as part of the Resilient Tampa Bay Transportation stakeholders' proactive effort to prepare for potential extreme weather risks and to ensure the transportation system's safety, mobility, and infrastructure security. The analyses of hazards/events should not be viewed as a prediction of occurrence.

1.0 Introduction

The Tampa Bay region is an important state hub for tourism, higher education, commercial shipping, medical services, business/financial services, defense/national security, and agricultural sectors. The region is also one of the most vulnerable areas in the country, experiencing frequent storm events and flooding. While it has not been directly impacted by a major hurricane in nearly 100 years, the region has experienced a series of close calls, most recently during the 2017 hurricane season. Due to climate change, the region faces additional threats from sea level rise and increasing frequency of severe inland flooding from heavy precipitation events.

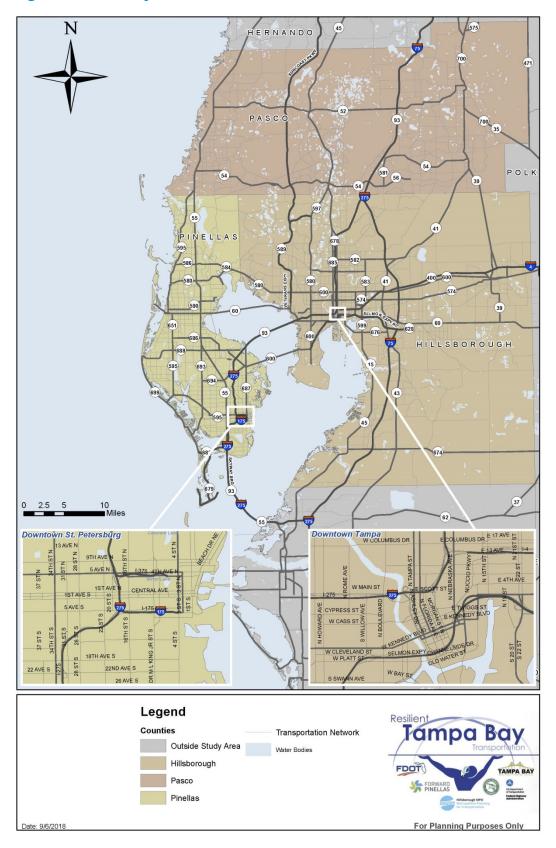
As the Tampa Bay region continues to face these climate challenges, understanding individual assets and overall system vulnerability to key climate hazards will allow state and local agencies to integrate appropriate measures and strategies into their planning process, project development, asset management, and day-to-day operations. New federal requirements state that future Long Range Transportation Plan (LRTP) updates must address "improving the resiliency and reliability of the transportation system and reducing or mitigating the stormwater impacts of surface transportation ..."

To assist in meeting the new federal mandate as well as inform the LRTP updates for Tampa Bay's three Metropolitan Planning Organizations (Hillsborough, Pasco, and Pinellas MPOs) and the regional LRTP, the Resilient Tampa Bay Transportation stakeholders, consisting of the three MPOs, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7, has conducted a regional climate vulnerability study in the three counties with the awarded FHWA *Resilience and Durability to Extreme Weather* grant.

The study assessed the potential climate vulnerability and risks on the transportation network due to storm surge, inland flooding, and sea level rise; screened and prioritized critical transportation facilities; identified adaptation strategies and candidate projects; compared potential economic impact and adaptation costs, and provided recommendations for the inclusion of resiliency strategies in the transportation planning's decision making process.

The study focused on roadway infrastructure in Hillsborough, Pinellas, and Pasco counties. The Tampa Bay regional travel demand model served as the base network for scenario development and evaluation. An indicator-based desk review approach was used in the quantitative analysis part of the study. Stakeholder input was obtained and incorporated regarding important (critical) roads, and it should be noted that the study should not be viewed as a predictor of occurrence(s).

Figure 1-1 Study Area



2.0 Needs Determination

A first step in identifying potential investments for the LRTPs was to identify infrastructure needs based on model projections of water-related weather and climate impacts. Storm surge, sea level rise, and precipitation events will create challenges to the transportation systems' infrastructure safety, operational efficiency, and emergency management. This section analyzed the impacts of coastal storms, sea level rise, and heavy precipitation events to identify potential at-risk transportation facilities in the Tampa Bay region.

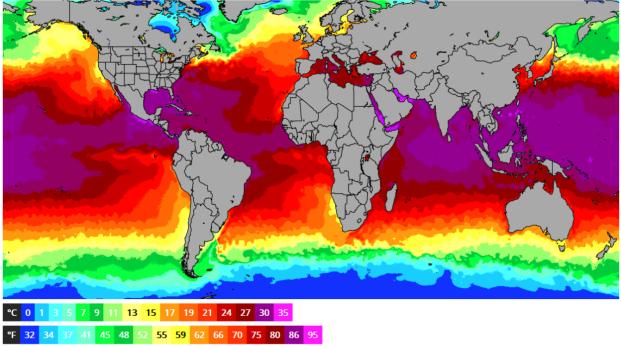
2.1 Climate Scenarios

Tampa Bay is no exception to threats from extreme weather events facing many coastal regions. While the region has not been directly impacted by a major hurricane in nearly 100 years, a series of close calls, most recently experienced during 2017's Hurricane Irma, indicates the looming threat of a major hurricane event to the region. Although the threat of destruction from storm surge flooding has not been in the forefront of citizen minds, the three counties have been planning for post-disaster redevelopment and hazard mitigation.

Due to climate change, the region faces additional threats from sea level rise and severe inland flooding. Approximately 39 percent of the region's population lives in areas at risk of flooding, and nearly 40 percent of the region's 1.1 million jobs are in zones susceptible to hurricane storm surge. In 2015, Karen Clark & Co., a risk management firm, stated in their "Most Vulnerable US Cities to Storm Surge Flooding Report" that the Tampa - St. Petersburg area is the most vulnerable US metropolitan area for flooding damage. A direct hit from a Category 4 storm with peak winds of 150 mph could result in potential losses of \$175 billion to the area.

Evidence has been mounting that conditions are becoming more commonplace to increasing storm frequency and higher precipitation rates. As these factors continue to appear, the probability for higher rates of precipitation events can't be ignored. In the early summer of 2019, the western Atlantic and Gulf of Mexico had astonishingly high surface temperatures. The Atlantic had areas greater than 80 degrees F and the Gulf had areas as high as 95 degrees F.

To fulfill the objectives set out in this project, several climate-based assessments had to be made. The team agreed upon the analyses of sea level rise, tropical storm events, and significant rain events. Tampa Bay's geographic location ruled out other infrastructure stressors such as snowfall/blizzards, earthquakes/tsunamis, and other location-specific hazards



The map above is updated daily and shows the ocean water temperature as recorded on 10th Jul 2019

Source: www.seatemperature.org

2.1.1 Scenario Development

Eleven scenarios were developed to model hurricanes, sea level rise, and heavy precipitation events as well as their combined effects in the three-county Tampa Bay region:

- Sea Level Rise High Projection (NOAA)
- Sea Level Rise Intermediate-Low Projection (NOAA)
- Category 1 Storm
- Category 1 Storm plus Sea Level Rise High Projection
- Category 1 Storm plus Sea Level Rise Intermediate-Low Projection
- Category 3 Storm
- Category 3 Storm plus Sea Level Rise High Projection
- Category 3 Storm plus Sea Level Rise Intermediate-Low Projection
- Category 5 Storm
- Precipitation 9 inches of rain over 24 hours (1 day)
- Precipitation 11 inches each day for 3 days (33 total inches)

Details about the modeling of scenarios are shown below. The bold scenarios were used for the detailed analysis presented throughout the remainder of this document, including in the identification of adaptation strategies and projects. A Category 3 storm plus High Sea Level Rise was selected as a moderate risk approach for protecting transportation assets. Traditional emergency management, focused on protecting people, would evaluate the worst-case scenario of Category 5³. A review of the Category 5 impacts showed a very large area of potential impact. This study is focused on identifying and ultimately enhancing transportation assets to avoid potential compromise of infrastructure and support rapid recovery. With this asset management lens, a more moderate scenario was chosen to prioritize the most critical and vulnerable facilities.

Sea Level Rise

Tampa Bay's geographic location and topography lends itself to rapid changes with slight variation in sea level. The combination of low slopes and low elevation add up to an increased vulnerability with sea surface

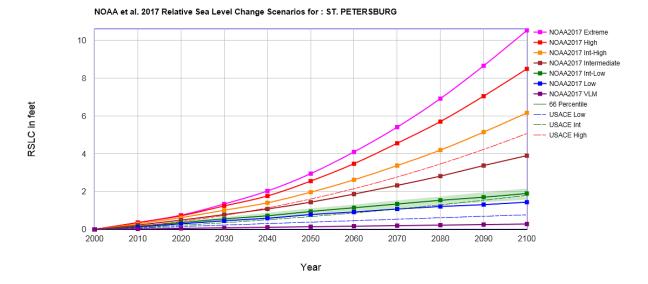
level changes. Based on elevation alone, the image shows a considerable area of Tampa Bay that is under 6 ft elevation. Additionally, coastline areas tend to have a more concentrated population.

This study will focus on the 2045 horizon due to the -LRTPs being developed by the MPOs of Hillsborough, Pasco, and Pinellas. The next variable needed to determine the sea level rise is the methodology to use for timeline horizon values. Three distinct methodologies that have curves for the surface level values over time can be used: Intergovernmental Panel on Climate Change (IPCC), U.S. Army Corps of Engineers (USACE), and National Oceanic and Atmosphere Administration (NOAA). The team chose the NOAA et al. 2017 SLR curves due to a past and updated document released for the Tampa Bay area by the Climate Science Advisory Panel (CSAP). Previously, CSAP has recommended using the NOAA curve from 2012.



Elevation 6ft or lower

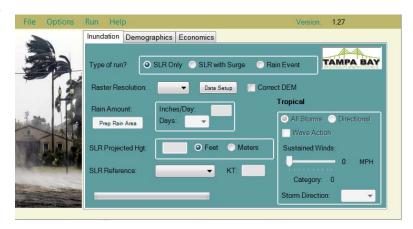
³ Category 5 inundation is extensive throughout the region. For efficiencies, scenarios that incorporated sea level rise were not prepared.

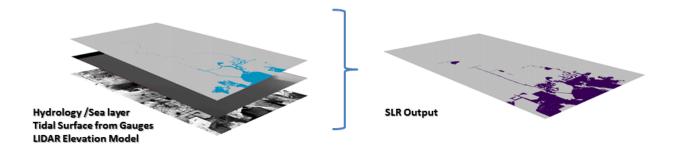


This The study launched before the updated CSAP recommendations. However, using the same logic expressed in the previous document, the team chose to use the 'High' curve for the upper limits of possible rise and the 'Intermediate Low' for the lower limit. These limits can be roughly translated into what is thought to be the result of continuing climate change at the current rate (or worse) for the upper limit and reducing or slowing down emissions for the lower limit. The team chose CSAP-recommended St. Petersburg tidal gauge for SLR due to the three counties involved in the Study are in and around Tampa Bay region. Counties north of Pasco County should use the Cedar Key tidal gauge.

For the modeling of the sea level inundation at the 2045 horizon, a model was built using GIS. The model consisted of an application created by Tampa Bay Regional Planning Council which can model tidal-based sea level rise depending on parameters selected by the user. It is important to not use bathtub model with a single level surface to depict sea level rise. Using a single constant level surface (just adding inundation based on a certain shoreline elevation value) would not depict the true nature of the new shoreline. Current and future shorelines are a result of tidal variations and the sea surface is not level. The tool is agnostic in terms of what data the projected rise will use. Whatever the projected value for the horizon becomes, it can be inputted into the model.

The model uses tidal gauges to distribute the sea surface according to the variations found in the gauges over the entire area of concern. The best elevation available is used, which is a LIDAR digital elevation model. The resulting output is a polygon inundation layer that simulates the coverage of the sea surface for that horizon year chosen.



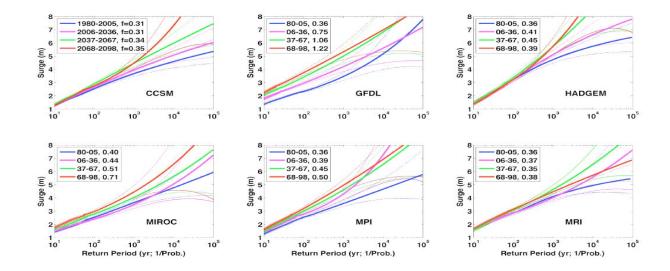


At the 2045 horizon, it appears there is not much inundation from sea level rise alone looking at the regional scale, even at the 'High' curve. However, sea level intrusion can be noticed in certain areas within the Tampa Bay area. The three images below depict the High Curve affecting mostly low-elevation areas.



Storm Surge

Current evidence points to increasing frequency of tropical storms with more environmental moisture trapped in the atmosphere due to warmer ocean surfaces. There is also indication, through observation and modeling, that the strength of the storms will increase as well.

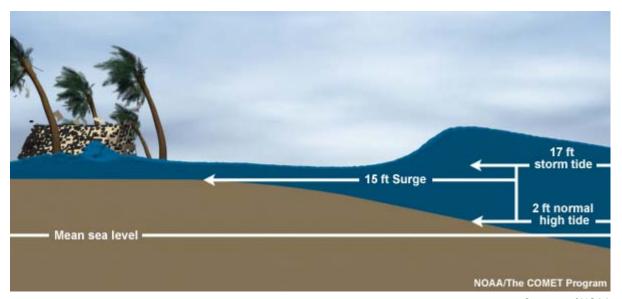


N. Lin, K. Emanuel 2015

The above graphs show storm surge height as a function of return period for Tampa Bay. These were projected using each of the 6 climate models from the IPCC AR5 RCP8.5 scenario, which is considered 'business as usual' without reducing the climate change rate. The bright blue lines depict the well-documented past. It is important to pay attention to the bright green and bright red lines, as these are functions of the climate projected to those horizon years with respect to surge height and strong storm frequency. In all models, the surge height is greater for any given return period but increases the longer a return period becomes.

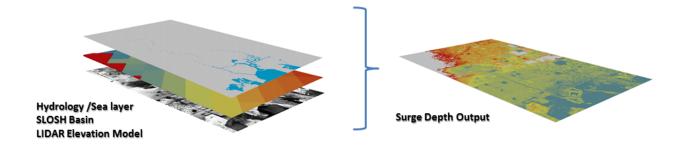
Since Tampa Bay is on the west coast of Florida, the bathymetry of the Gulf of Mexico and Tampa Bay is generally shallow compared to the east coast of Florida. This presents more opportunity for surge buildup with any given wind speed. To approach assessment modeling for this study, hurricane storm tide⁴ inundation was modeled first with current conditions (current sea level) of today. Three storms were modeled: Category 1, Category 3, and Category 5. The models use the Maximum of Maximums (MOM) from tens of thousands of simulated storms from the National Hurricane Center's (NHC) SLOSH model. Simulated storms moving from all forward directions retain the highest surge values and represent a worst-case scenario for the storm category modeled.

⁴ The combination of storm surge and existing tide level gives the total surge height of Storm Tide

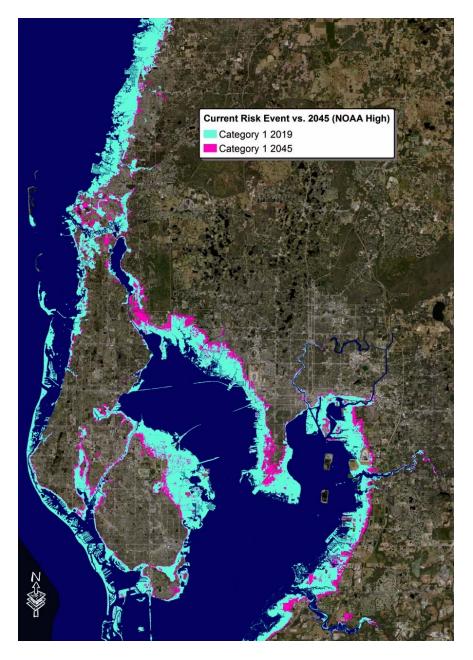


Courtesy of NOAA

The project modeling uses the same tool mentioned previously with the only difference in the input parameter being 0.0 ft SLR. The results were modeled for the counties when the new SLOSH (Sea, Lake, Overland, Surge, from Hurricanes) basin from the NHC replaced the existing basin in 2016. Counties updated their evacuation zones based on those results. To assess the inundation for the future time horizon of 2045, both the High Curve and Intermediate Low Curve were modeled with storm surge. We did not model Category 5 surge with future sea level rise because the storm's high magnitude is already significant. A one to two feet higher sea surface would not make much difference to a 29 to 39 feet— 39ft of storm tide. It should be noted that the methodology used for this study processed the SLOSH data and the SLR data analyzing them as a single surge layer rather then simply overlaying one layer of data over another. This results in a more integrated representation of the interaction between storm surge and SLR. It should be noted that the methodology used for this study processed the SLOSH data and the SLR data analyzing them as a single surge layer rather then simply overlaying one layer of data over another. This results in a more integrated representation of the interaction between storm surge and SLR.

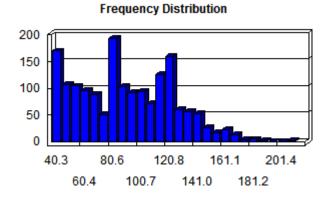


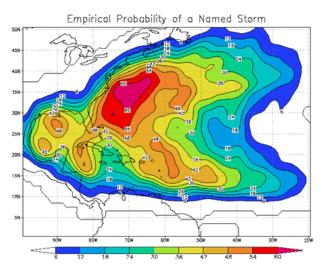
Higher sea levels are giving future tropical storms more fuel for producing surge in coastal areas. It also lowers the tipping point for breaching landmass by having any natural or man-made barriers appear smaller due to the sea level being higher.

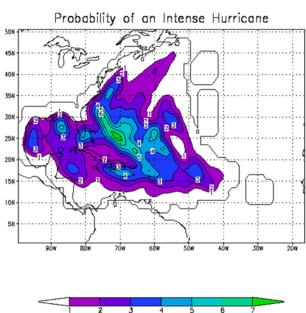


The above image demonstrates the additional inundation that can be expected in 2045 due to surface sea levels being 2.165 ft higher. Modeling is run in reference to Mean Sea Level (MSL) due to the surge model using MOM surge values, which already have high tide built into its output. Modeling in reference to Mean Higher High Water (average of the highest tide per day) would make results artificially higher.

The team chose Category 3 storm models as the representative tropical storm threat. The other two category scenarios (1 and 5) solely added reference and scale to the chosen category. Currently, the Tampa-St. Petersburg area has an 11 percent chance of feeling the impacts of a hurricane in any given year. In the 1,703 recorded storms that had winds over 40 mph, only 42 were Category 5 storms. The remaining storms numbered at 208 in Category 4, 286 in Category 3, 247 in Category 2, and 355 in Category 1.







Graphics courtesy of NOAA Atmospheric Lab

With the statistical data as guidance, two storm categories had a higher probability amongst the five—Category 1 and Category 3. The team chose Category 3 to represent a significant event that could have a

likely chance of occurring within the next two decades. Reinforcing the decision was the general assumption of more frequent and stronger storms in the future (alluded to with 6 model graphs previously). The inundation from a Category 3 storm was modeled for the present sea level and the 2045-projected sea level. The 2045 inundation was inserted into the transportation analysis of surface network infrastructure for the three counties of this study.

Precipitation

Resiliency towards future climate changes does not just involve threats from the sea. As mentioned earlier, evidence seems to suggest that higher moisture in the atmosphere increases the chance of more frequent and longer duration of all storms, not solely tropical.

Heavy precipitation events in most parts of the United States have increased in both intensity and frequency since 1901 (*high confidence*). There are important regional differences in trends, with the largest increases occurring in the northeastern United States (*high confidence*). (Ch. 7; Fig. ES.6)



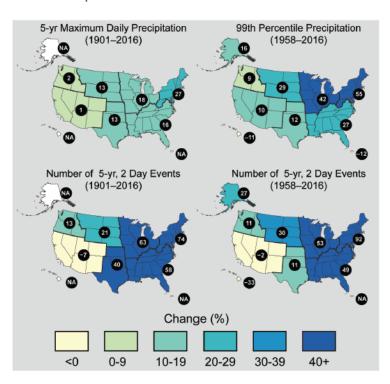
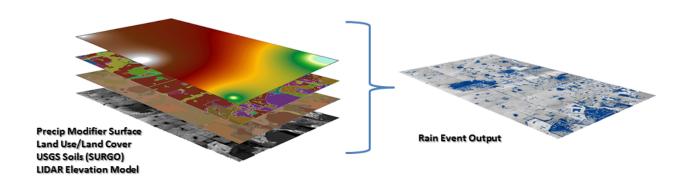


Figure ES.6: These maps show the percentage change in several metrics of extreme precipitation by NCA4 region, including (upper left) the maximum daily precipitation in consecutive 5-year periods; (upper right) the amount of precipitation falling in daily events that exceed the 99th percentile of all non-zero precipitation days (top 1% of all daily precipitation events); (lower left) the number of 2-day events with a precipitation total exceeding the largest 2-day amount that is expected to occur, on average, only once every 5 years, as calculated over 1901–2016; and (lower right) the number of 2-day events with a precipitation total exceeding the largest 2-day amount that is expected to occur, on average, only once every 5 years, as calculated over 1958–2016. The number in each black circle is the percent change over the entire period, either 1901–2016 or 1958–2016. Note that Alaska and Hawai'i are not included in the 1901–2016 maps owing to a lack of observations in the earlier part of the 20th century. (Figure source: CICS-NC / NOAA NCEI). Based on figure 7.4 in Chapter 7.

The graphics above from the Global Change Climate Science Special Report essentially show that precipitation events and their intensity are increasing.

For our study to express a more thorough picture of future climate threats, we needed to include inland flooding events that affected the road networks not directly connected to coastal roadway infrastructure. We chose to go beyond using FEMA flood zones found in the FIRM data and maps. The FEMA flood zones, namely zones A and AE, represent a 1-in-100 year chance to arrive at the depicted inundation. This 1% annual event could be fluctuating due the climate moisture levels referenced earlier. We wanted to approach the inland flooding threats based on what-if scenarios. For example, "What if we had X amount of rain in Y days?". To answer such questions, we had to model the rain with chosen parameters.

The model we chose was a ponding and flow accumulation model. It is strictly a surface topography model and does not involve public works drainage infrastructure and facilities. In high volume rain events, the storm drains and outflow will be saturated mimicking a closed system. Data from around the county show that drainage pipes, culverts, and outflow pipes created decades ago are often inadequate with the increase in rain duration and frequency⁵. For a study of the three counties, the magnitude of such a detailed model would prevent results within the allotted timeframe of the project. The model uses four GIS layers and calculates the ability for precipitation to flow into lower areas based on soils and runoff coefficients of land types.



The team decided to model two scenarios for the inland flooding events. One scenario would be chosen as the representative rain event for the roadway surface infrastructure and one would be a substantial event. Historical data for Tampa Bay (Tampa airport back to 1940) goes back to 1891. The biggest 1-day storm recorded was 11.45 inches in 1979. In recent years, the most rain in one day has been around 4 inches — with 4.39 inches (officially) on August 3, 2015. The amount can vary in other areas but can be more. During the 1921 hurricane, the amount recorded was 5.02 inches. Based on this data, the likelihood of 9-inch rain in 24 hours is not inconceivable, especially with the addition of a tropical storm event. This became the representative scenario. and the substantial scenario would align more with a 'Harvey-type' event with 11 inches per day for 3 days — or 33 inches.

After running the representative scenario, we had recent events that the model could test. One such event was the August 2-4, 2015 whereby a low-pressure rain front that stalled over Tampa Bay. Just below it is an example of flooding on Kennedy Blvd. looking towards the west.

⁵ https://www.climate.gov/news-features/climate-case-studies/extreme-rainfall-analyses-can-point-right-size-culverts



Kennedy Boulevard, Tampa. August, 2015. Photo: imgur.com



During that event, one single day did not exceed more than 5 inches. However, the combined days left inundation varying from the equivalent of 4 - 11 inches in various spots around the region. The model output

above is for the 9-inch scenario. You can see that the inundation (in red) has captured the locations of real-world flooding in the same location.

The rain event modeling is not an exact science. However, it does use historic precipitation data from the PRISM Climate Group for the precipitation modifier layer in the model. This layer modifies rainfall input data slightly based on past summer season averages. This would consider any natural or made-made real world modifiers such as vegetation and heat island effects that spatially present themselves in past precipitation amounts. Our aim was to present areas that have a distinct possibility to flood in high volume rain events. The ponding and accumulation have a direct effect on the surface infrastructure, the focus of analysis in this study.

2.1.2 Impacted Transportation Facilities

In each of the above scenarios, a surface representing the height of water surface from storm surge, sea level rise, or rain was produced by the respective models. The height of the water surface was then compared to the elevation of the ground or roadways using data from the digital elevation model (DEM). Areas of inundation and impacted transportation facilities were identified when the elevation of the ground or roadways were lower than the water surface.

Figure 2-1 summarizes the length of transportation facilities impacted by each scenario in Hillsborough, Pinellas, and Pasco counties. Figure 2-2, Figure 2-3, and Figure 2-4 illustrate the percentage of transportation facilities being impacted by each scenario in Hillsborough County, Pinellas County, and Pasco County respectively. The impacts of sea level rise alone are relatively small to the three-county region's transportation network, with less than one percent of the roadways projected to be affected. However, the effect grows quickly when sea level rise is combined with storm events. Over 400 centerline miles, or 12% of roadways are projected to be impacted by a Category 1 storm in the three-county region. Category 3 storms and Category 5 storms will impact over 25% and 42% of the roadways in the region. About 100 centerline miles of additional roadways will be impacted when the storms are combined with high sea level rise. The heavy precipitation events could also put the transportation network at risk. Over 10% of each county's roadways are vulnerable in the 9-inch precipitation scenario. In the scenario of 33 inches of rain over three days, close to half of the region's transportation network would be inundated.

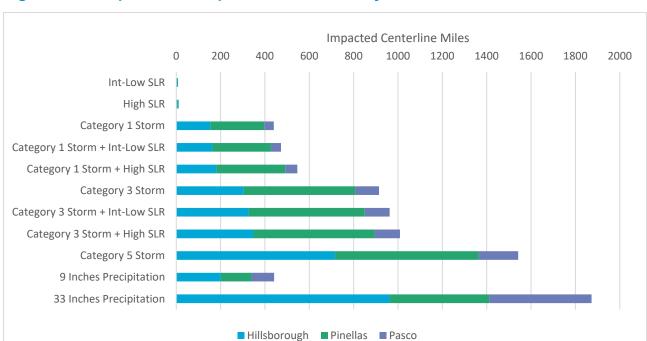
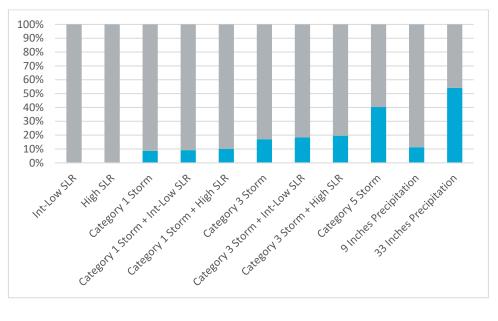


Figure 2-1 Impacted Transportation Facilities by Scenario





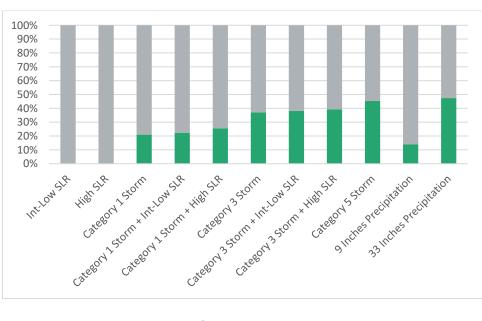
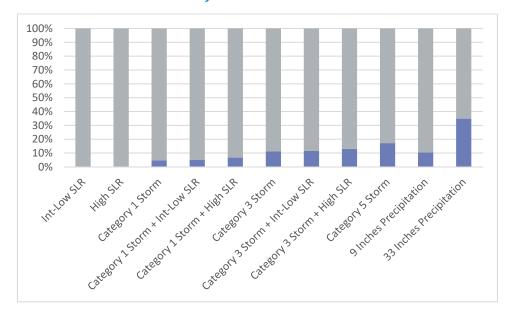


Figure 2-3 Percentage of Transportation Facilities Impacted by Scenario

Pinellas County

Figure 2-4 Percentage of Transportation Facilities Impacted by Scenario

Pasco County



2.1.3 Transportation Network Vulnerability

Coordinated with the RTBT stakeholders, the study team decided to focus on two scenarios when estimating each transportation facilities' vulnerability: Category 3 storm plus high sea level rise projection, and a precipitation event of 9-inch of rain over 24 hours. The vulnerability of transportation facilities was categorized into "high", "moderate", and "low" based on the maximum inundation depth in either of these two

scenarios. The inundation depth was calculated by subtracting the elevation of ground or roadway surfaces from the water surface height.

Figure 2-6 and Figure 2-7 show the vulnerability of transportation facilities in Hillsborough, Pinellas, and Pasco counties for Category 3 storms plus a high sea level rise projection scenario, and 9-inch precipitation scenario, respectively. Areas color-coded in blue represent locations of water surface being higher than the ground or roadway surface.

In the scenario of Category 3 storm plus high sea level rise projection, vulnerable transportation facilities are located along the coastline of the three-county region, including the gulf coast of Pasco County, both western and eastern coasts of Pinellas County, and areas near coastline and further inland areas along rivers of Hillsborough County.

In the precipitation event of 9-inch of rain over a 24-hour scenario, the impact is much more extensive across the whole region, although the depths of inundation are smaller. It should be noted that due to the lack of unified digital elevation model source, the hydrology model is not able to produce meaningful results for the eastern part of Pasco County.

Each roadway segment is color-coded by its depth of inundation in three categories. Segments that are inundated by greater than or equal to 11feet are considered having high vulnerability; segments that are inundated by 6 to 10 feet are considered having moderate vulnerability; segments that are inundated by less than or equal to 5 feet are considered having low vulnerability. Figure 2-5 summarized transportation vulnerability in Hillsborough, Pinellas, and Pasco counties.

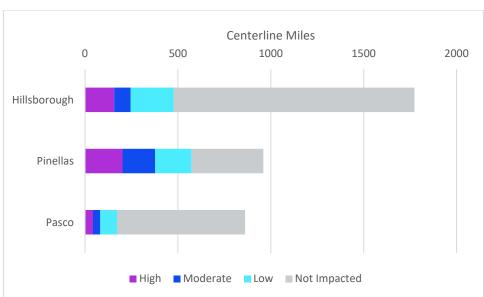


Figure 2-5 Transportation Vulnerability by Counties

Figure 2-6 Transportation Vulnerability – Based on Category 3 Storm plus High Sea Level Rise Scenario

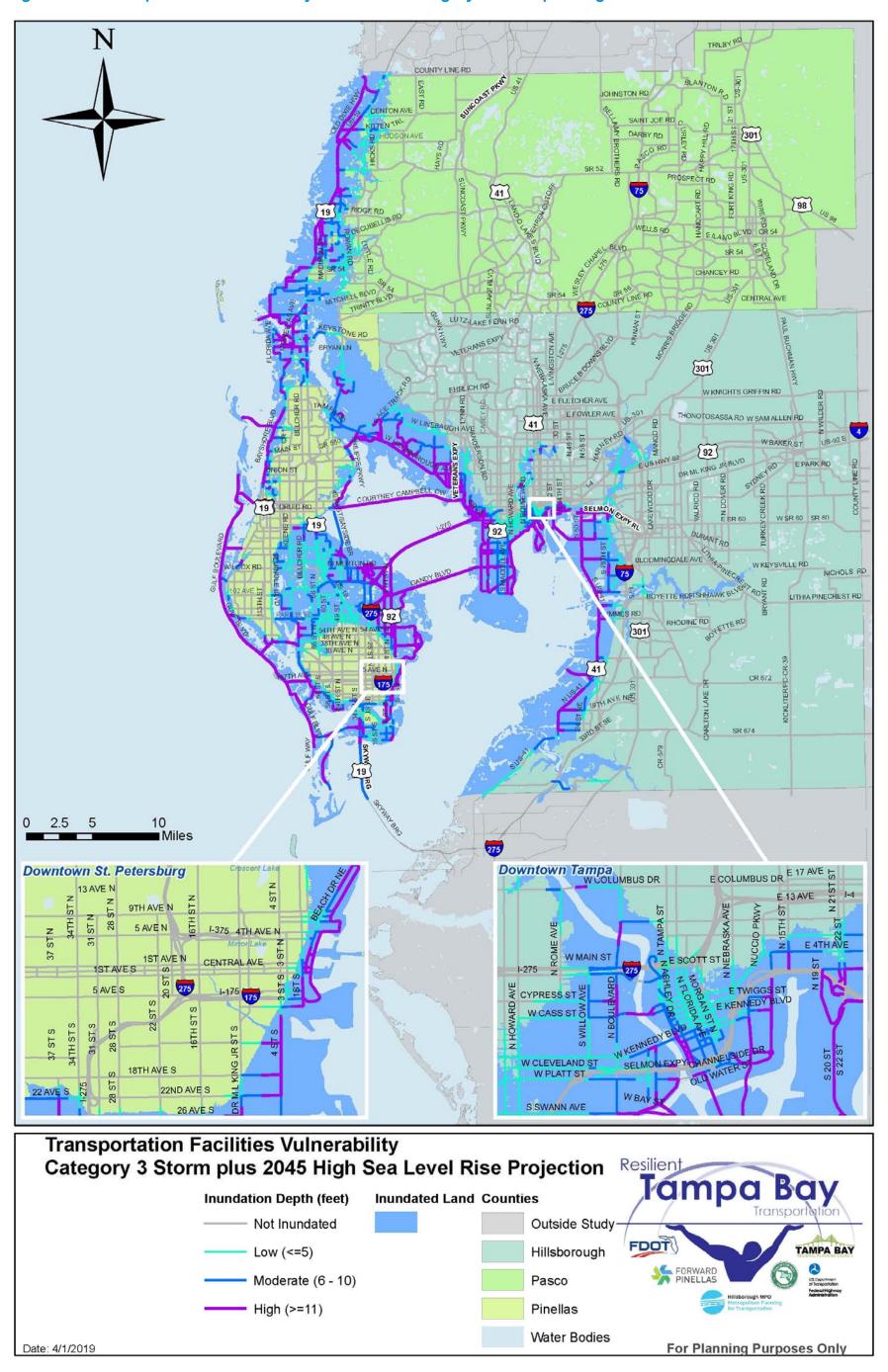
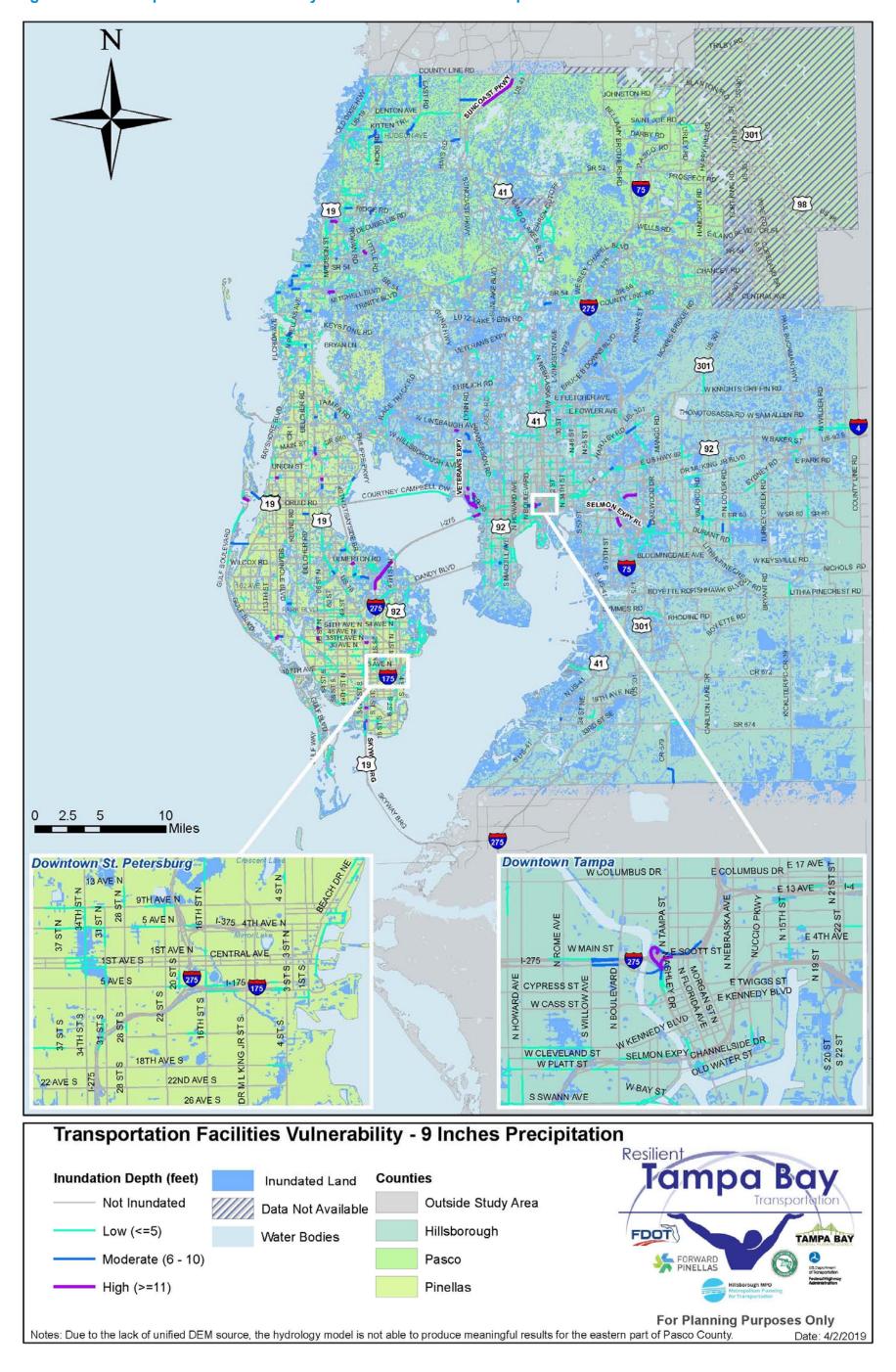


Figure 2-7 Transportation Vulnerability – Based on 9 Inches Precipitation Event Scenario



2.2 Critical Transportation Facilities

This section documents the screening process for prioritizing critical transportation links based on mobility, connectivity, equity, and emergency operations along with socioeconomic factors. The screening process consists of two parts: stakeholder engagement and quantitative analysis. As part of the Resilient Tampa Bay Transportation initiative, the project team reached out to agencies and government stakeholders to learn what they believe are the most important factors influencing the identification of critical transportation infrastructure. The participants of the survey include staff from county planning agencies, county public works departments, city agencies, economic development agencies or chambers, regional organizations, state agencies, transit agencies, and non-profit agencies.

Based on the stakeholder outreach results, 11 factors were selected to determine the criticality of transportation facilities. Each factor has a maximum score reflecting its relative weighting of importance among other factors, as shown in Table 2-1.

A criticality score was calculated for each facility by summing scores from all factors. As shown in Table 2-2, facilities with criticality scores greater than or equal to 14 are considered to have high criticality; facilities with scores lower than 14 and greater than or equal to 11 are considered to have moderate criticality; facilities with scores less than 11 are considered to have low criticality.

Figure 2-8 summarizes the transportation network centerline mileage in Hillsborough, Pinellas, and Pasco counties. Figure 2-9 shows the criticality of transportation facilities in the Tampa Bay region.					

Table 2-1 Criticality Determination Factors

Factor	Max Score	Scoring Method	Description
Evacuation Route	3	3, if Yes; 0 otherwise	Whether it is an evacuation Route;
Projected 2040 Traffic volume	3	High - 3, Medium- 2, Low - 1	Projected 2040 Traffic volume, categorized into "high", "moderate", and "low" using natural breaks
Connectivity to major economic and social activity centers 3 High - 3, Medi Low - 1		High - 3, Medium- 2, Low - 1	Distance to the nearest Hospitals, Shelters, and Power Plants, categorized into "high", "moderate", and "low" using natural breaks
Transit Corridor	2	2 if Yes; 0 otherwise	Whether it is a Transit Corridor
Part of the LRTP Cost Affordable Projects	2	2 if Yes; 0 otherwise	Whether it is part of the 2040 LRTP Cost Affordable Projects
Intermodal Connectivity	1	1 if Yes; 0 otherwise	Whether it is a SIS Port/Rail connectors
Freight Connectivity	1	1 if Yes; 0 otherwise	Whether it is part of the FDOT D7 Tampa Bay Regional Freight Transportation Network (Limited Access Facilities and Regional Freight Mobility Corridors only)
Projected Population density	3	High - 3, Medium- 2, Low - 1	Projected 2040 Population density, categorized into "high", "moderate", and "low" using natural breaks
Projected Employment density	2	High - 2, Low - 1	Projected 2040 Employment density, categorized into "high" and "low" using natural breaks
Percentage of Zero- Car Households	2	High - 2, Low - 1	Percentage of Zero-Car Households, categorized into "high" and "low" using natural breaks
Equity areas	1	1 if Yes; 0 otherwise	Whether it is within Environmental Justice Zones as identified by the metropolitan planning organizations
Max Total Score	23		

Table 2-2 Criticality Determination

Total Score	Criticality
5 to 10	Low
11 to 13	Moderate
14 to 20	High

Figure 2-8 Summary of Transportation Network Criticality by Counties

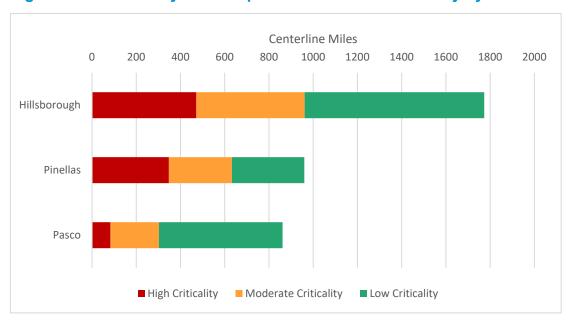
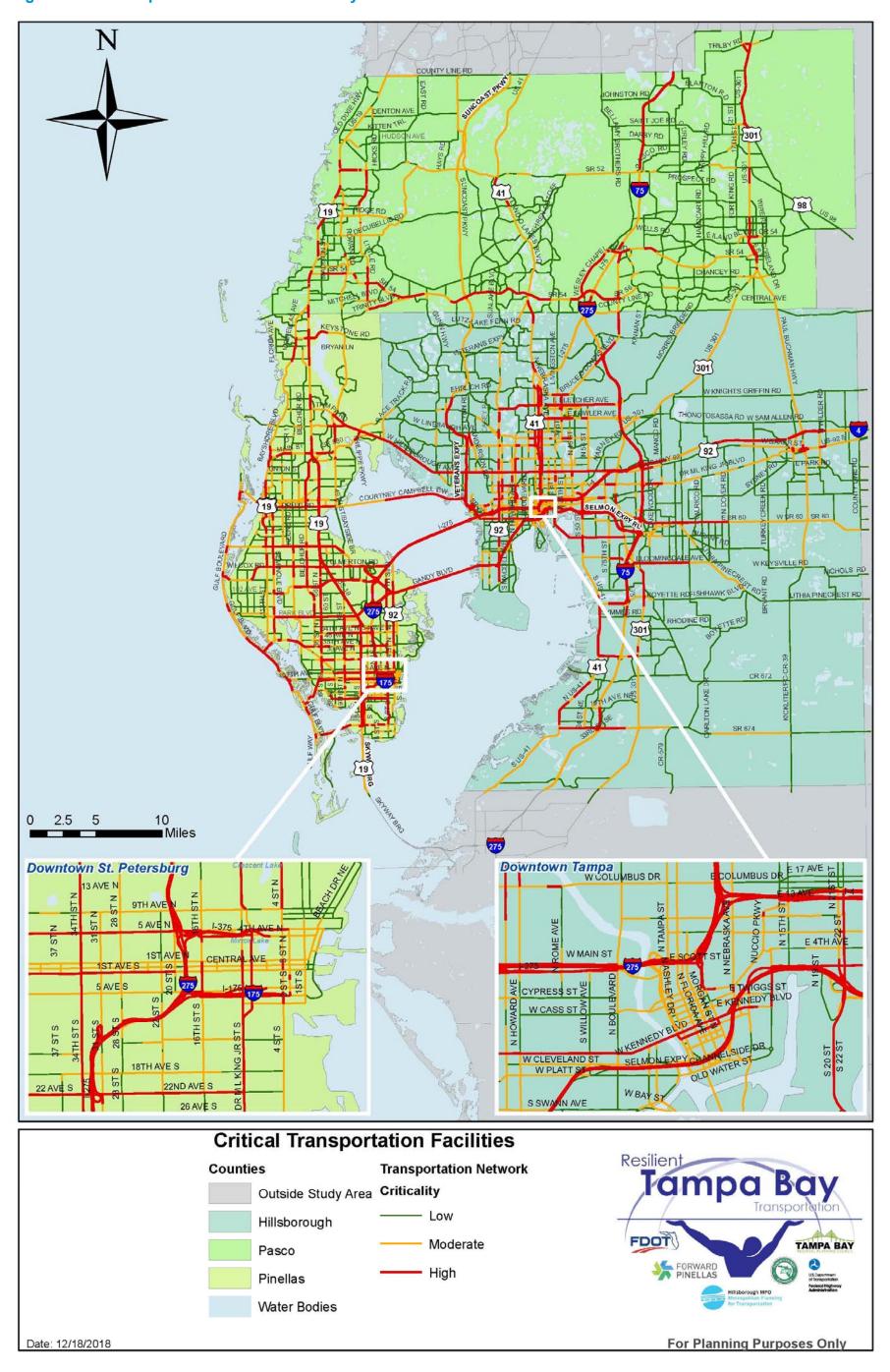


Figure 2-9 Transportation Network Criticality



2.3 Prioritization

A composite analysis was conducted to evaluate each transportation segment's resilience priority, which considered a transportation segment's vulnerability and criticality, as shown in Figure 2-10.

Working with staff in the RTBT, high resilience priority facilities are defined as transportation segments with high criticality and high or moderate vulnerability in either a Category 3 storm plus high sea level rise scenario, or a 9-inch precipitation event scenario.

Figure 2-11 and Figure 2-12 show the composite of vulnerability and criticality of transportation facilities in the Category 3 storm plus high sea level rise scenario, or the 9-inch precipitation event scenario, respectively. Facilities with both high vulnerability and high criticality are color-coded in dark purple with thick lines, these include many short segments located near the coastline, and longer segments such as US 19 in Pasco County, Gulf Boulevard and Roosevelt Boulevard in Pinellas County, Gandy Boulevard, I-275, West Hillsborough Avenue, and US 41 in Hillsborough County.

Figure 2-10 Composite Analysis: Vulnerability and Criticality

	High	High Vulnerability, Low Criticality	High Vulnerability, Moderate Criticality	High Vulnerability, High Criticality		
Vulnerability	Moderate	Moderate Vulnerability, Low Criticality	Moderate Vulnerability, Moderate Criticality	Moderate Vulnerability, High Criticality		
	Low	Low Vulnerability, Low Criticality	Low Vulnerability, Moderate Criticality	Low Vulnerability, High Criticality		
		Low	Moderate	High		
	Criticality					

Table 2-3 summarizes the centerline miles of transportation facilities by their vulnerability and criticality in Hillsborough, Pinellas, and Pasco counties. A detailed list of facilities with high or moderate vulnerability and high criticality can be found in Appendix D.

Table 2-3 Summary of Transportation Facilities by Vulnerability and Criticality

Centerline Miles

		Transportation Facilities (Centerline Miles)			
		Hillsborough	Pinellas	Pasco	
	High-High	66	80	5	
	High-Moderate	35	60	13	
<u> </u>	Moderate-High	30	62	2	
/ - Criticality	High-Low	57	61	24	
	Low-High	59	79	5	
	Moderate-Moderate	21	50	10	
	Moderate-Low	37	64	27	
rab	Low-Moderate	69	49	21	
Vulnerability	Low-Low	103	68	63	
n >	Not Impacted-High	320	128	72	
	Not Impacted-Moderate	362	125	176	
	Not Impacted-Low	615	134	442	

Note: Centerline miles

Figure 2-11 Composite Analysis: Vulnerability and Criticality

Vulnerability based on Category 3 Storm Plus High Sea Level Rise Scenario

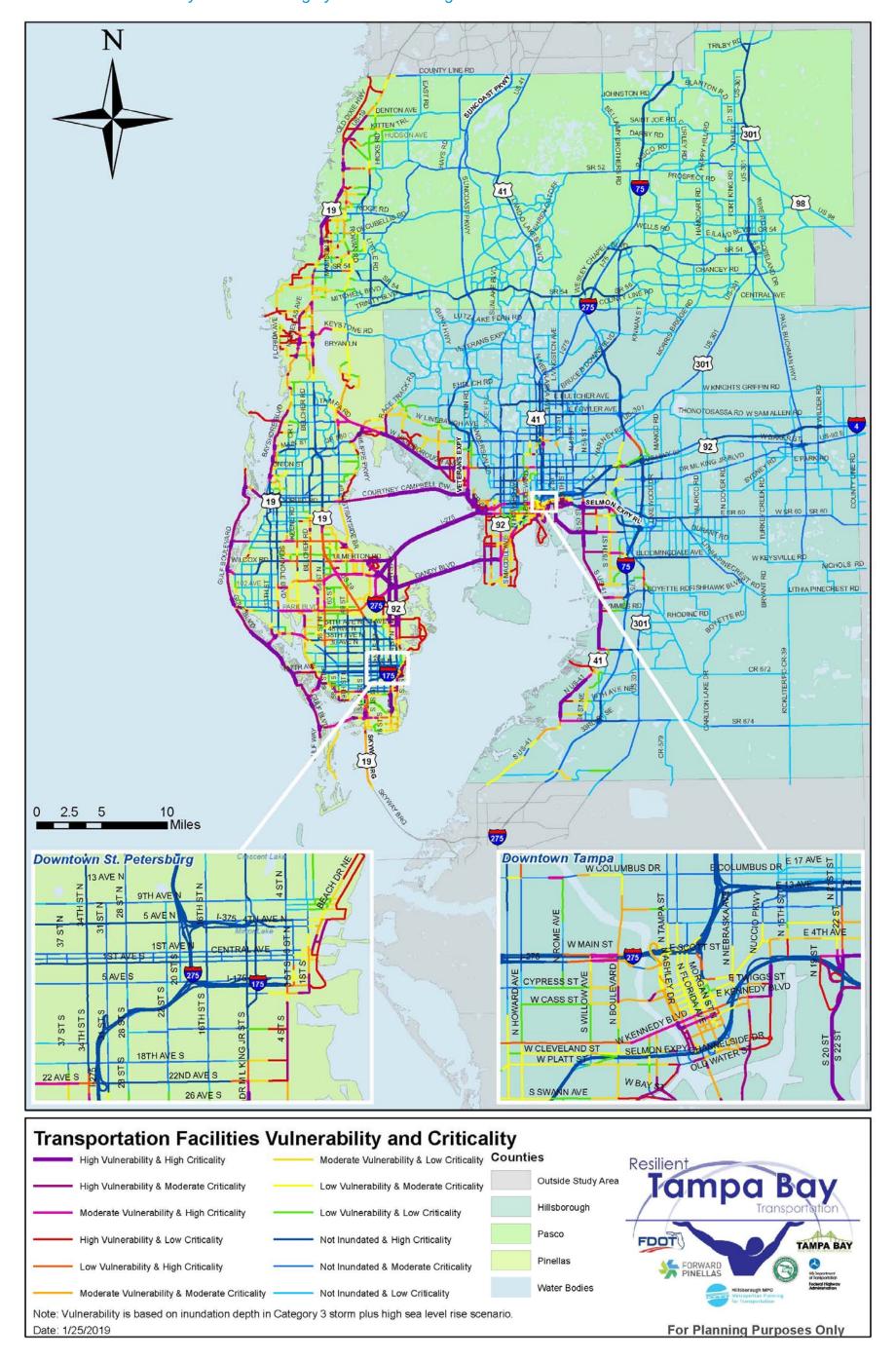
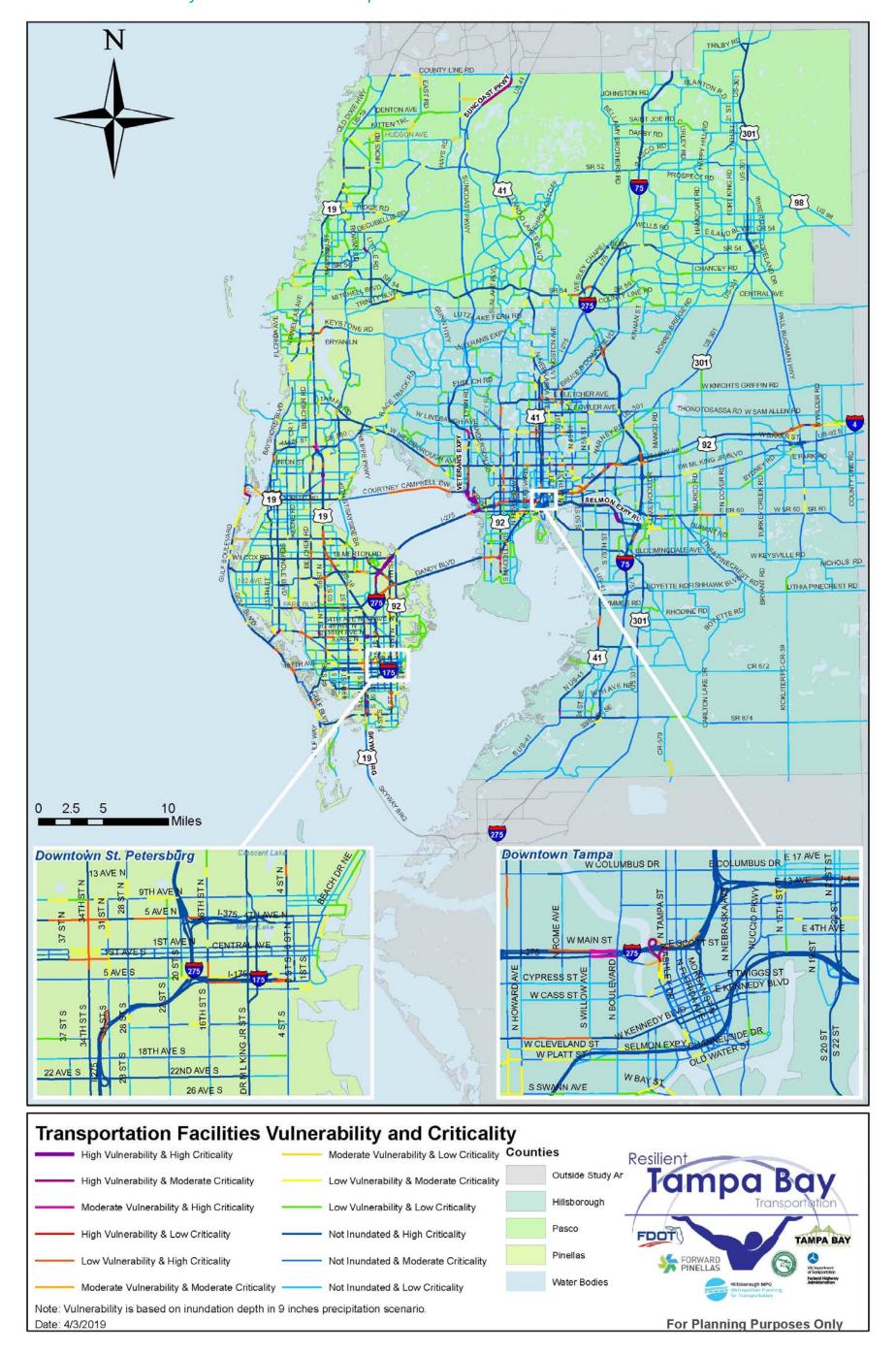


Figure 2-12 Composite Analysis: Vulnerability and Criticality

Vulnerability based on 9 Inches Precipitation Scenario



2.4 County Representative Projects

Understanding transportation asset criticality and vulnerability to key climate hazards will allow state and local agencies to integrate appropriate adaptation and mitigation measures and strategies into their planning process, project development, asset management, and day-to-day operation. To assist in meeting the new federal mandate as well as inform the LRTP updates for three MPOs and the regional LRTP, the Hillsborough MPO, Pinellas MPO, and Pasco MPO, in coordination with the Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7, selected two representative projects in each county. The selection of the representative projects considered both the corridors criticality to the region's mobility, connectivity, and emergency operations (Chapter 3), and their vulnerability to storms and heavy precipitation events (Chapter 2). Locations of representative projects in Hillsborough, Pinellas, and Pasco counties are shown in Figure 2-13. These locations will receive more in-depth analysis for adaptation strategies, economic impacts, as well as benefits and cost comparisons in the latter sections. They can serve as pilot projects and help inform project development and evaluation in other locations in the Tampa Bay region.

Hillsborough County:

- Gandy Blvd from 4th St to S Dale Mabry Hwy
- Big Bend Rd from US-41 to I-75

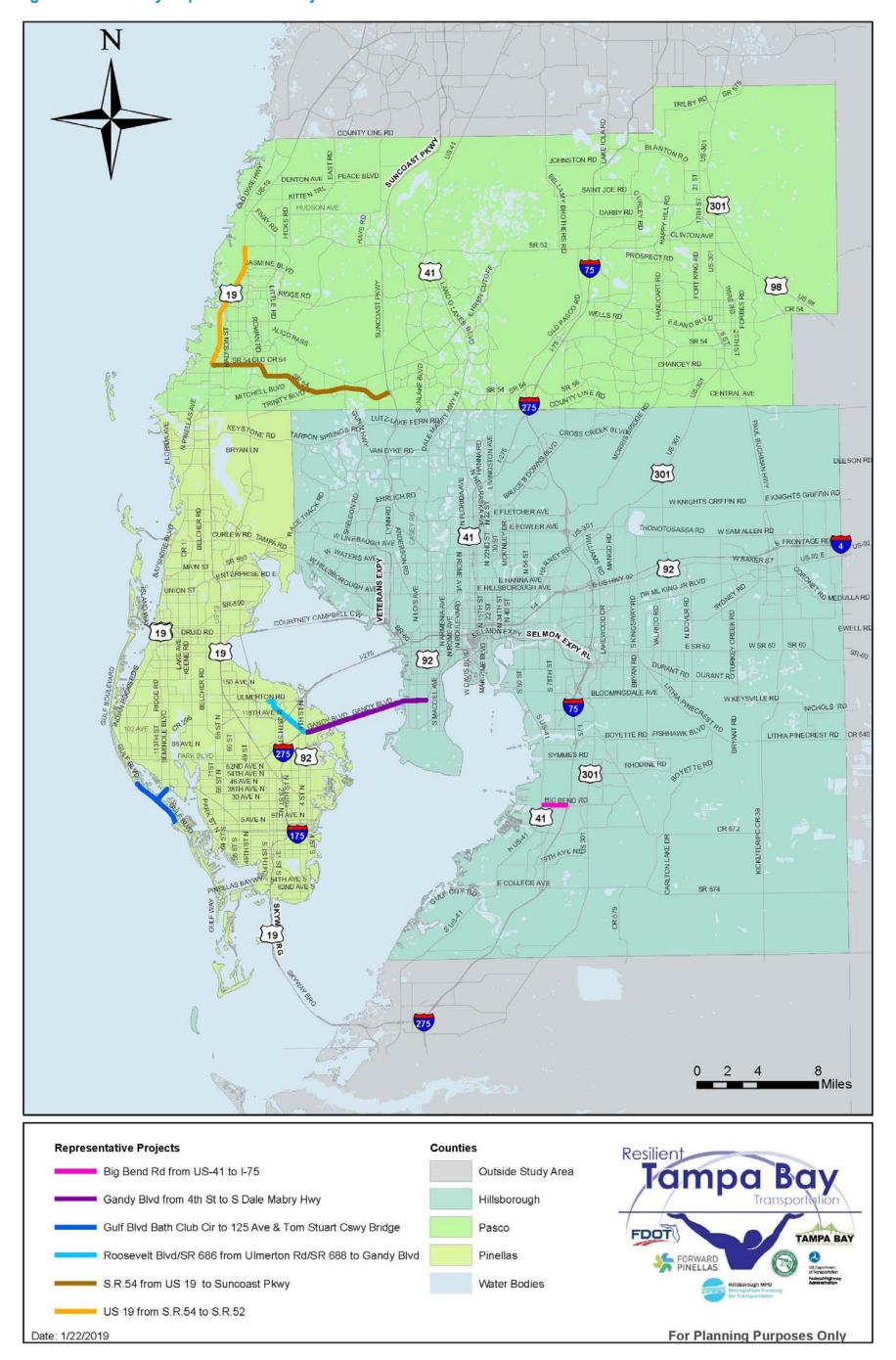
Pinellas County

- Gulf Boulevard from Bath Club Circle to 125th Ave & Tom Stuart Causeway Bridge
- Roosevelt Boulevard from Ulmerton Road to Gandy Boulevard

Pasco County

- US 19 from S.R.54 to S.R.52
- S.R. 54 from US 19 to Suncoast Pkwy

Figure 2-13 County Representative Projects



3.0 Adaptation Strategy Toolbox

The options available to designers and planners for adapting to climate change in the transportation sector are composed of options from enhanced drainage to pavement improvements to more nature-based strategies. The options selected for individual cases are dependent on factors including available budget, the topography, and exposure to the specific type of impact. The challenge for planners is determining the appropriate option given the situation that the asset is confronted with in a specific time period. The transportation adaptation toolkit is designed to support this decision-making process by providing the general circumstance under which the option may be appropriate and the vulnerabilities that a specific option may seek to mitigate.

The following sections introduce each option with the following structure:

- Adaptation Summary A brief description of the adaptation and the vulnerabilities it is usually
 used as a protection against.
- Appropriate Conditions The conditions under which the adaptation should be considered.
- Limitations A brief description of the limitations for a given solution that should be considered by a decision-making authority.

The toolkit is intended to support and guide decision-making activities. It is not intended to replace the advice and design expertise of an engineering firm. Detailed analysis of a given site may dictate that the initial toolbox recommendations may need to be altered due to restrictions of specific topography or cost considerations.

Choosing an Adaptation Option

The selection of an appropriate adaptation option(s) will depend on both budget and design parameters. In terms of budgetary considerations, adaptation options will vary considerably in terms of cost. For example, raising a road profile will potentially have a greater cost impact than enhancing the road surface. However, raising the profile may provide longer-term benefits and may be a preferred choice from a life-cycle costing perspective. In terms of design parameters, much of the selection of appropriate adaptation options will be based on the topography and surrounding development. For example, where development has occurred close to a road, the ability to widen swales or other drainage structures may be limited.

To assist in deciding between adaptation options, the table below provides the conditions under which an adaptation may be appropriate to consider, and which options may be less appropriate. In either case, the table should be used as a guideline and not as a design specification. Individual local conditions may overrule a recommendation.

The options table below lists the 12 options introduced in this manual. The table provides an indicator of which circumstance may be appropriate for each option. This does not imply that the options will be unavailable under other circumstances. Rather, it implies options where it might be preferred or practical as indicated.

Figure 3-1 Options Table

	Minimal Topography Changes	Available Median for Alteration	Minimal Clearance to the Side of the Road	Coastal or Beach Exposure	Existing Drainage Swales	Open Access on Side of Roadway	Residential or Commercial Properties
Swales or Ditches		0	X	X	0	0	
Retention or Detention Ponds			X	X		0	
Enhanced Road Surface			0				0
Enhanced Sub-Surface			0				0
Hardened Shoulders			X			0	
Raise Profile	0		X				
Permeable Pavements							0
Protected or Depressed Medians		0					
Revetments and Sea Walls				0			
Wave Attenuation Devices				0			
Beach and Dune Nourishment				0			
Vegetation (can be used in both coastal and inland scenarios)	0	0	0	0	0	0	0
O: Preferred	O: Preferred Circumstance X: Not Applicable						

The focus of this effort is to provide adaptation options for both inundation and storm surge threats to transportation assets. The adaptations described here assume that inundation and surge threats are transient in nature and do not represent a continuous condition over an extended period as would be the case for infrastructure affected by sea level rise. As introduced above, each option is detailed with the conditions under which it should be considered and the adaptation protection it provides.

NOTE: When implementing any of these options, it is necessary to have a detailed engineering analysis done for the specific site to determine appropriate designs and applicability.

3.1 Coastal Asset Protection

The protection of coastal road assets presents multiple options depending on the placement of the asset and the desired intervention location. In addition to the hardening approach, there are multiple options that can be employed that are removed from the asset itself including offshore solutions such as breakwaters, wave attenuation devices, and onshore solutions, of which the focused solutions are beach nourishment and natural shorelines. In each case, these solutions present an opportunity to protect assets against storm surge or wave action prior to the surge reaching full velocity or depth.

Conditions

Exposure to Surge – The existing or proposed roadway is exposed to storm surge forces, from its location on the coast and the projected surge, has a depth that places the road at risk for extended inundation or severe surge forces.

Threats

Storm Surge – Coastal protections are intended to protect a coastal asset from damage inflicted by a surge event. The protection may not be complete, but it is intended to be a significant reduction from the original possibility presented by the surge event.

3.1.1 Natural Shorelines

Where possible, a natural solution should be emphasized to combat storm surge from Category 3 storms. Natural shorelines are a broad category that includes options such as vegetation, edging, sills, beach nourishment, and a combination of vegetation with sand dunes⁶. The selection of each approach is dependent on several factors including exposure, wave action, and topography. The following sections highlight two of the more common applications of natural shorelines.

⁶ SAGE 2015. Natural and Structural Measures for Shoreline Stabilization, SAGE: Systems Approach to Geomorphic Engineering

3.1.2 Solution A1 – Beach Nourishment and Dune Restoration

A natural alternative to the sea walls and revetments introduced for storm surge protection is the use of sand dunes and beach nourishment. Sand dunes provide natural protection for coastal roads by providing a barrier between the roadway and the seaward ocean forces. Over time, natural processes slowly build sand dunes on coastal areas and then erode the sand dunes through storm surges and wave actions. This process continues an endless cycle if left without interference. However, coastal roads and the interference of human development to the natural processes requires this sand dune regeneration process to be increased through artificial means.

Although the design requirements for sand dunes is specific to the individual beach and road scenario, the process for restoring and creating sand dunes is standardized.

Specifically, the process requires a barge to be anchored offshore where a temporary pipeline can then be extended from the barge to the shore. A large pump is then used to pump sand from the sea bottom through the

https://commons.wikimedia.org/wiki/File:Beach_restor_ation_device.jpg
https://commons.wikimedia.org/wiki/File:Beach_restor_ation_device.jpg

Figure 3-2 Beach nourishment process.

Sand is being deposited on the beach from dredging operations offshore.

pipe onto the beach where front-end loaders are then used to distribute the sand appropriately on the beach and where required into sand dunes.

Costs for this approach can vary widely, however a series of case histories established by coastal states⁷ and coastal dune restoration guidelines⁸ provide general guidelines. Specifically, these studies have

⁷ California (2002). California beach restoration Study, Department of Boating and Waterways and State Coastal Conservancy, January 2002.

⁸ Fournier, M., undated, 'Standards for Creating and Restoring Sand Dunes: from Massachusetts to North Carolina (ed. by Miller & Skaradek, Cape May Plant Material Center, and RPS, USDA, NRCS).

found a cost of over \$700,000 per 0.25 miles of coastline. However, this approach provides a natural alternative to the other methods and can provide auxiliary benefits to the local community. These benefits are estimated at over three times the initial cost with a potential reduction of risk of 30% - 50%9.

A recent option that is being introduced by The Netherlands is a sand engine approach that provides longer-term nourishment¹⁰. Further study and analysis would be required to determine the effectiveness of this approach.

Benefit: The benefit of utilizing a beach nourishment approach is that it relies solely on natural materials and enhances the natural conditions and barriers that beaches provide for flooding. The extension of the beach through beach nourishment provides and extended barrier between the shoreline



(Credit: Ann Tihansky, USGS. Public domain.)

Figure 3-3 Artificial sand dunes create a barrier between coastal flooding and properties.

and populated areas. The enhanced dunes raise the profile of the barrier and provide extra protection against wave and tidal action. The combination of the solutions enhances the natural ecosystem by providing additional areas for wildlife nesting and the expansion of protected areas.

From a cost perspective, beach nourishment is relatively costly from a life-cycle perspective. The \$2.8 million per mile is a cost that will be incurred on a regular basis as beach nourishment must be replenished. The frequency of this replenishment will vary depending on the frequency of storms, tidal conditions, and the extent of the beach nourishment. A planning window between 5-10 years is reasonable for incremental replenishment of the beach. However, the protection that beach nourishment provides can far outweigh these costs as many properties will gain protection as well as increasing the amount of beach available for tourism.

3.1.3 Solution A2 – Vegetation as Erosion Control

A second natural approach to reducing erosion on the seaward side of a road in scenarios where there is only minor to moderate wave or overtopping actions in conjunction with storm surge is to use vegetation as binder on the seaward slopes. Specifically, grassy vegetation and shrubs can be used to combat erosion in slight to moderate conditions. Dune grass and marsh grass have proven to be effective in

⁹ Reguero, B. G., Beck, M. W., Bresch, D. N., Calil, J., & Meliane, I. (2018). Comparing the cost effectiveness of nature-based and coastal adaptation: A case study from the Gulf Coast of the United States. *PloS one*, 13(4), e0192132. doi:10.1371/journal.pone.0192132

¹⁰ Fast Company (2013). "This Dutch "Sand Engine" uses nature's Destructive Power to Protect From Flooding," Fast Company May 9, 2013.

reducing erosion as well as shrubs appropriate to local conditions¹¹. Typically, this approach is combined with sand dune restoration to provide an additional level of stability to the sand dune structures. This approach also is locally dependent on conditions and soils that may not be appropriate for inland areas.

Benefit: Vegetation has always been a natural barrier against flooding and the effects of water flow or wave action. The root systems of plants help to bind together soils and reduces the amount of erosion that takes place during flooding events. The vegetation also helps to filter water that is entering the drainage system. The combination of these benefits serves to create a natural filtration and holding system in many different geographic conditions.

The cost-benefit for vegetation is very favorable for locations that choose to follow this path. Once the vegetation is mature, there is little maintenance that is required for the community. However, there is a period when the vegetation is first put in place that protection of the area will be required. Specifically, protection is needed using barriers to protect the vegetation and individuals to check on the plantings. This initial expenditure is offset by the long-term viability and affordability of the solution. Dunes supported by vegetation can significantly enhance the ability of the natural barrier to stay in place and better withstand tidal and storm surge forces at the coast.

Figure 3-4 Using beachgrass to control erosion of sand dunes.

3.1.4 Solution B – Revetments and Sea Walls for Direct Asset Protection

Coastal roads that are directly exposed to wave action and surge events can be extremely susceptible to erosion on the seaward side due to increased flows during surge events. The concept of hardening the seaward side is to provide protection against increased hydrologic action and specifically protect the roadbed from direct exposure to the elements. To accomplish this protection, the seaward side of the

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¹¹ Western Carolina (2009). Principles of Property Damage Mitigation, Western Carolina university, http://www.wcu.edu/coastalhazards/Libros/, Last reviewed, November 2009.

road embankment will be hardened using a revetment or seawall that is placed along the slope where exposure to water may occur¹².

The distinction between revetments and seawalls is one of functional purpose. Revetments are layers of protection on the top of a sloped surface to protect the underlying soil. Seawalls are walls designed to protect against large wave forces. They are rigid structures or rubble mound structures specifically designed to withstand large wave forces. Some types of larger seawalls such as the Galveston Seawall also protect against overtopping. These larger structures are not common in the US because they require extensive marine structural design. Rubble mound seawalls are much more common in the US. They look like revetments but contain larger stones to withstand larger waves. Because of their similarities in function, the Federal Highway Administration (FHWA) uses the two terms seawall and revetment interchangeably ¹³.



Figure 3-5 Example of seawall for coastal defense combined with a revetment in front to dissipate wave energy.

For revetments, the FHWA recommends a design approach based on determining a design wave and using Hudson's equation to estimate stone size for embankments subject to wave action. The fundamental philosophy is that the revetment will be efficient at absorbing non-catastrophic wave energy. Figure 5 shows a typical revetment design cross-section.

During a storm surge event, road embankments not ordinarily exposed to wave action may experience further erosion due to higher water levels. In order to prevent erosion during such extreme events, this embankment should also be armored according to a revetment design.

¹² FHWA, 2008. Hydraulic Engineering Circular 25

¹³ By Credit:Public Domain, https://en.wikipedia.org/w/index.php?curid=9889940

system is that it provides a time-proven solution to protecting coastal assets against many different conditions including storm surge, wave action, and tidal changes. Sea walls can also provide natural areas for sea life and protection for visitors to the shore. They have proven to be long-lasting and require minimum maintenance in comparison to other natural solutions. Seawalls are a technology that is well-studied and often the expertise that is required to construct the barriers can be found locally.

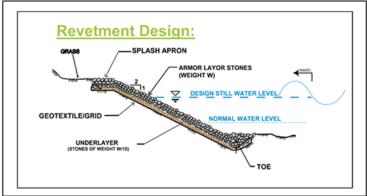


Figure 3-6 Typical cross-section of revetment after FHWA guidelines.

From a life-cycle perspective, revetments can be a significant benefit in that they require minimal maintenance over the design life if are constructed properly and built to a level that will withstand future risks. This second part is critical in terms of life-cycle costs. If the revetment is constructed to a level that does not anticipate future threats, then overtopping can start to occur and create damage to the top of the structure. Therefore, proper design analysis is required to ensure the seawall meets its required design life.

3.1.5 Solution C – Wave Attenuation Devices

In contrast to a revetment which is a direct-asset protection strategy, wave attenuation devices (WADs) can be used to protect on-shore infrastructure from an offshore location. WADs reduce the force of waves striking the coast by dissipating energy when waves encounter them. A field experiment was conducted at the Greenshores Coastal Restoration Inc. (CRI)¹⁴ wave-attenuation-device site in Pensacola, Florida in order to quantify the wave height and wave energy reduction achieved by wave attenuation devices. Wave height and wave energy measurements were taken from an offshore area and from various locations in the protected near shore area. The field measurements show that WADs can reduce the wave height and wave energy by over 80%.

There are two main commercial types of WADs. The first type is usually made with concrete and submerged to the ocean floor and can be seen in Figure 3-7. This type of WAD has minimal impact on the live bottom due to its small footprint. Additionally, they act as an artificial reef and facilitate local fish populations. The second type is a floating WAD (Figure 3-8). Floating WADs are completely portable and do not require major construction to move.

The effective use of wave attenuation devices is dependent on the potential increase in wave activity and the subsequent storm surge in the area where the asset is located. As previous studies on wave action in the Tampa Bay region have found, the difference between the outer areas of Tampa Bay and the inner

¹⁴ http://www.livingshorelinesolutions.com/uploads/Wave_Attenuation_Study_2007.pdf

regions is significant in terms of wave impacts¹⁵. However, anticipated hurricane strength and the accompanying storm surge could change this dynamic in the future.

Benefits: Wave attenuation devices are a newer defense against increased wave action in comparison to seawalls, as they provide an opportunity to protect significant lengths of coastline against major events such as hurricanes. The ability of the devices to reduce wave force prior to reaching shore is a significant benefit when considering strong wave forces that pose risks to assets.



Figure 3-7 Wave attenuation devices¹⁶

¹⁵ https://tbeptech.org/TBEP_TECH_PUBS/2009/TBEP_03_09_FieldMeasurementsofWaveAction.pdf

¹⁶ http://www.tbo.com/news/business/pyramid-key-to-saving-egmont-key-20140526/



Figure 3-8 Floating wave attenuation device¹⁷

3.2 Raised Road Profile

In situations where extended inundation is possible due to storm surge or precipitation events, enhancing drainage may not be enough to avoid damages to critical roads. Additionally, in areas where the topography results in a road being in a low-lying area that naturally collects water, it may be difficult or cost-prohibitive to put systems in place that remove water under inundation scenarios. Finally, there are critical roads that the area is dependent upon to serve as emergency routes. These roads must be kept accessible for the maximum amount of time possible. In all these cases, the solution may be to raise the profile of the road, or at least critical parts of the road such as an intersection, to ensure the road remains viable throughout an emergency.

Conditions

Exposure to Inundation – The existing or proposed roadway is anticipated to experience inundation due to either severe precipitation events or storm surge conditions.

Roadway Criticality – Where a roadway is considered critical and other drainage options will be insufficient, raising the profile is an option.

Adjoining Area Compatibility – A primary consideration for raising the profile is the ability for the raised roadway to connect with adjoining roads or properties.

¹⁷ http://www.whisprwave.com/products/wave-attenuators/medium-floating-wave-attenuator/

Threats

Storm Surge – A raised profile will provide roadways protection the from surge events if the culvert culverts or other flow structures are included with the design to prevent excessive erosion due to the roadway acting as a dam structure.

Precipitation Inundation - A raised profile can protect against precipitation events by providing greater runoff possibilities and reduce or eliminate the pooling of water that will result in damage to surface and base elements.

Sea level rise and nuisance flooding - A raised profile can protect against increased flooding situations due to increases in sea level or the impacts of seasonal high tides.

3.2.1 Solution – Raise Profile

In order to analyze the benefits of elevating a roadway, the possible storm surge or other inundation scenario must be analyzed to determine the appropriate height to raise the profile. Specifically, in this scenario, the potential storm surge from a Category 3 storm must be considered as well as the length of time projected for sustained inundation. For example, if a Category 3 storm is projected to have an inundation depth of 10 feet for a period of 8 hours, then raising the profile to any height lower than 10 feet plus a safety margin would not produce the results desired for emergency management.

Avoiding permanent inundation is extremely valuable for multiple reasons. If the roadway is clear of water, this will allow for emergency vehicles to continue to use the roadway as needed. Furthermore, overtopping can cause significant stresses on the roadway due to weir flow. Therefore, understanding the potential threat of a situation is critical to designing an appropriate profile for the given road at a given location.

The final solution for raising the profile of a road will require a transportation engineering firm to look at the impact on access and egress for adjoining properties. Additionally, the design will have significant impacts on the local area drainage functionality. However, in cases where a road is critical for emergency operations, these considerations should be weighed against the essential nature of the road in facilitating emergency operations.

Benefits: Raising the profile of a road is a significant investment. However, the return for the population focuses on the significant reduction in potential damage to a road from flood events. Since roads are susceptible to both surface erosion and erosion of the road base, protection from water and flood events is a critical consideration. The raising of the road profile is intended to raise the critical vulnerabilities of the road above the threat of flood events. By channeling the water through culverts under the road or utilizing techniques to harden the roads, they can be protected from flood events and extend its lifespan.

The cost-benefit of raising the profile focuses on the comparison of projected damages and the initial cost of raising the profile. The investment cost is focused on the initial outlay for raising the profile. Subsequent to the initial cost, the maintenance of the road returns to the typical expenditures incurred with any road on an annual basis. Additionally, once the road is raised, there is no further cost that is needed to maintain the raised profile. This one-time investment can then be offset by the protection offered to the road itself as well as the surrounding structures.

3.3 Enhanced Drainage

The high water table found in Florida requires proactive drainage under normal conditions. The lack of ability to move water through natural gravity or through limited groundwater absorption requires transportation assets to be protected by retention ponds or swales that hold water away from an asset. The challenge presented by surge or increased precipitation is that the drainage structures in place may not be designed to hold the increase in water volume. In these cases, the water may settle on a roadway or begin to produce erosive qualities as it resides adjacent to the base for an extended period. The challenge for designers is to implement a solution that removes this threat.

Conditions

Minimal Topography – The area has minimal changes in topography which allows greater flexibility to arrange and expand drainage structures.

Available Expansion – There must be available space to expand the retention structures. This can be expanded swales or ditches on the side of the roadway or expanded detention/retention pond areas in open areas adjacent to the transportation asset.

Development Flexibility – The existing or proposed development must have required access or right-of-way to allow for the expansion of the structures.

Threats

Storm Surge – Enhanced drainage structures will provide a diversion of storm surge waters from transportation assets. However, the enhanced drainage will provide greater assistance in protecting against extended inundation than against the initial or return surge waters.

Precipitation Inundation – Enhanced drainage will provide protection against precipitation inundation by providing enhanced ability for draining water away from the transportation asset. Appropriate for both localized inundation threats and wider spread threats.

3.3.1 Solution A – Increased Swales or Ditches

Increasing the size of drainage swales or, in specific instances, drainage pipes, will allow the system to drain a greater capacity of water away from the roadway when combined with appropriate camber of the roadway itself. In this option, the existing drainage structures, including both ditches or piping, will need to be resized to handle the increased volume of water that is projected from the inundation or surge events. The Federal Highway Administration provides specific guidance in sizing and implementing appropriate drainage structures for specific circumstances¹⁸. Figure 8 shows typical structural designs based on FHWA recommendations.

¹⁸ Urban Drainage Design Manual, Hydraulic Engineering Design Circular No. 22, FHWA-NHI-10-009, Federal Highway Administration

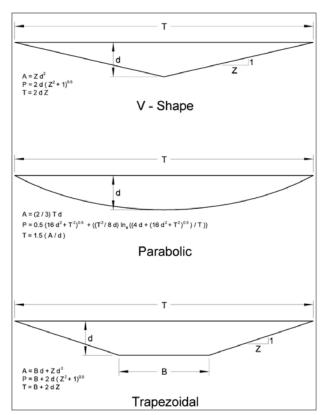


Figure 3-9 Typical design structures for drainage channels as per FHWA-NHI-10-009



One problem associated with storm water runoff is the stability and durability of the slopes, ditches, and embankments. One identified method for preventing erosion of these earthen structures is to reinforce them with concrete surface treatments. Such treatment decreases floodwater concentration and promotes flow to designated reservoirs. One should note that ditches are used on many standard highway construction projects to control runoff from the highway surface¹⁹ (Figure 9). Impermeable geotextile can be placed between the subbase and the subgrade to avoid such saturation. This should be coupled with a draining layer to let water flow from the subgrade to the lateral drain²⁰.

Benefits: Drainage swales are a traditional method for moving water away from a road base, holding water before it enters a storm sewer system, and reducing the flow of water due to a flood event. The expansion of swales provides additional capacity in the system and thus increases the protection against flood events. There are few downsides to this solution, especially in areas where water enters the system on a regular basis to reduce the opportunity for standing water to serve as insect breeding areas. In areas where there is appropriate width next to a road, swales are a preferred solution to controlling flood events.

The economic benefits of this type of solution result from a combination of the reduced damage caused by inundation and the increased control of the water flow entering the stormwater system. These benefits can be substantial in areas where regular flooding occurs, and inundation of roads is a regular threat. However, there does need to be a consideration of maintenance for swales as these structures can get filled with debris or have the drains blocked by vegetation that may grow in the swale area. This maintenance should be taken into consideration when specifying the placement of such structures.

3.3.2 Solution B – Increased Retention or Detention Ponds

"The temporary storage or detention/retention of excess storm water runoff as a means of controlling the quantity and quality of storm water releases is a fundamental principle in storm water management and a necessary element of a growing number of highway storm drainage systems."²¹

²⁰ Climate Change, Energy, Sustainability and Pavements, 2014.

¹⁹ Landphair H, McFalls J, Thompson D, 2000.

²¹ Urban Drainage Design Manual, Hydraulic Engineering Design Circular No. 22, FHWA-NHI-10-009, Federal Highway Administration

The control of storm water or storm surge anticipated by enhanced precipitation and storm surge scenarios will be essential in Florida due to the inability to naturally move water. In instances where greater holding capacity is required above roadside swales/piping, retention or detention ponds should be considered if the area is available to construct or expand such structures (Figure 10). The structures will provide a level of protection against inundation causing both surface and base damage including both erosion and surface damage.

As with the design of swales and channels, the FHWA provides design guidance for the sizing of pond structures. These structures can be effective in cases where large amounts of water need to be retained prior to the release into the storm water system. The projected 9-inch precipitation events are examples of conditions under which retention/detention ponds can be appropriate.

Benefits: Retention and detention ponds serve to hold water and reduce the amount of flow into storm sewers. Where there is area to install such a system, ponds have proven over time to significantly



By US EPA - US Environmental Protection Agency (EPA). Washington, DC. "National Menu of Stormwater Best Management Practices: Dry Detention Ponds.", Public Domain,

https://commons.wikimedia.org/w/index.php?curid=3830576

Figure 3-11 Example of a detention pond used for stormwater management from roadway runoff.

reduce flooding due to overwhelmed systems. Ponds can also serve to enhance the natural environment by providing homes to wildlife and providing resting areas for birds such as ducks and cranes as they traverse longer areas. Overall, the solution of using ponds can be extremely effective if the area required to host such a structure is available.

The cost-benefit considerations for retention and detention ponds focus primarily on initial construction costs. These structures can be a significant investment in terms of both the cost of construction as well as the land required to support the structure. However, the land utilized may not be usable without the structure as it may lay in a floodplain area that will not support structures. This balancing of considerations should be offset by the significant benefit these ponds provide in terms of holding water that could be inundating adjacent roads and property. Maintenance is required for the structures to ensure proper drainage out of the pond as well as drainage structures leading to the pond.

3.3.3 Solution C – Depressed or Raised Medians

A second potential use of medians in protecting vulnerable infrastructure is to either depress the median and use it as an equivalent to a swale on the side of the road for drainage or raise the median and use it as an additional barrier to slowing the movement of the water across the roadway. The depression of the median will provide an intermediate barrier between the two sets of traffic lanes to decrease the potential impact of flooding. The level of depression will depend on a combination of drainage requirements and safety standards. However, the depressed median can serve as an effective protection against floods

moving completely across the roadway. The use of a depressed median may also require the installation of increased drainage structures such as storm sewer pipes if large amounts of water may be expected.

The raising of the median would require enhancing the depth of the base and then placing vegetation on top to provide a natural barrier to the flow of water across the roadway. This enhancement will allow the median to act as a separator between the lanes and reduce the amount of flow or depth of the water inundating the roads and entering the drainage swales. It will not eliminate the flooding, but it can reduce the amount of water entering the drainage system at one time.

Benefits: The median in a roadway can serve multiple purposes in addition to its role as a roadway divider for safety purposes. In terms of flooding, medians can serve as a barrier to slow or prevent water as it moves across the roadway. When medians are depressed, the median can serve as a holding area like a small drainage swale. This can enhance the drainage of water away from the road base and increase the rate at which the flood event is transferred from the road. When the median is raised, it serves as a barrier to assist in separating the roadway and reducing the area in which the water is in contact with the road surface. It is essentially acting like a small dam in the center of the road to prevent wider effects of the event. In extended flat areas where there is little topography to naturally prevent flood action, the median can be an effective deterrent to the effects of flooding.

The use of the median as a flood control barrier or drainage component has a long-term benefit of reducing damage to road surfaces as well as to stormwater systems. However, this approach does require annual maintenance considerations. The use of vegetation on the median requires maintenance to ensure that proper growing conditions exist as well as potential annual expenditures to augment existing vegetation. Using a depressed median to assist in drainage has similar maintenance requirements as drainage swales. Ensuring that drains are clear, and that excess vegetation does not block water drainage paths are an essential part of the success of this approach.

3.3.4 Green Stormwater Infrastructure

A second approach to addressing drainage threats is to focus on green infrastructure. This is an area that is receiving increased attention by designers and engineers as it provides both a natural approach to stormwater protection and enhances the aesthetic quality of the location where it is developed. Although green solutions are an approach to drainage, these solutions are presented here as a grouping to consider as solutions to the overall threats to stormwater drainage.

NOTE: Green infrastructure can generally be considered wherever more traditional engineered approaches are considered. Green infrastructure can replace or complement more traditional approaches.

Benefits: Green infrastructure introduces an opportunity to either combine natural landscape and vegetation with engineered solutions or to implement a natural solution to stormwater management. There are few downsides to this approach. There are primarily benefits both to the natural landscape and to introducing or reintroducing green elements to a built environment. The enhanced ability to filter water with natural plant materials, the ability to reduce flow rates, and the ability to create natural barriers in areas such as parking lots are all benefits provided by green infrastructure. There are additional maintenance costs to green infrastructure, but early implementation studies have demonstrated that lifecycle payback in benefits can outweigh the additional maintenance costs.

The cost-benefit of green infrastructure varies across case histories and locations. According to studies looking across multiple cities and projects, benefits have been an order of magnitude greater than traditional approaches and reductions in stormwater entering the system have been up to $70\%^{22}$, 23 , 24 However, a common baseline through previous uses of green infrastructure is that the additional filtering provided by green infrastructure is a significant benefit for the community. Additionally, green infrastructure provides an aesthetic addition to local communities that may not be able to be quantified in traditional cost-benefit calculations. These intangible benefits need to be considered to offset the additional annual costs that may be incurred by some green infrastructure solutions. The overall consideration in terms of implementing this approach is whether the community prefers to incorporate natural materials into stormwater management and is committed to maintaining the areas during the critical first year as they become established.

Option 1 – Bioswales

Bioswales are an enhancement to traditional drainage swales. Rather than having a narrow drainage swale adjacent to a roadway, a bioswale combines the drainage swale with a natural planting area. By turning the swale into a green location, the bioswale adds several features beyond drainage functions. Specifically, the bioswales slow, infiltrate, and filter stormwater flows (Figure 12).

The use of a bioswale can be effective when the area adjacent to the roadway provides for the placement of a bioswale. Typically, a bioswale can be placed in any location where traditional drainage swales can be located. The type of vegetation used can be adjusted to local conditions.



Typical bioswale as per EPA, "What is Green Infrastructure?"



Typical bioswale with directed drainage from roadway as per Soil Science Society.

Figure 3-12 Typical bioswale

²² Economides, Christopher (2014). "Green Infrastructure: Sustainable Solutions in 11 Cities Across the US," Columbia University Water Center.

²³ US EPA (2013). "Case Studies Analyzing the Economic Benefits of Low Impact Development and Green Infrastructure Programs," EPA 841-R-13-004.

²⁴ https://www.epa.gov/green-infrastructure/performance-green-infrastructure

Planter Boxes

Planter boxes provide a green stormwater option for areas where sidewalks and development restrict the use of bioswales due to the lack of clearance adjacent to a roadway. In these areas, the insertion of a green element can slow stormwater runoff that is occurring because of impervious surfaces such as sidewalks, allowing rainwater to flow onto a street and create excess stormwater flow (Figure 13). Planter boxes collect and absorb runoff from sidewalks, parking lots, and streets and are ideal for space-limited sites in dense urban areas as a streetscaping element.

An advantage of a planter box option is that it can be designed to fit almost any location. If it has vegetation that is appropriate for the location, proper soil conditions, and was constructed to allow for appropriate water retention, a planter box can be a cost---effective means for stormwater retention.



Typical planter box as per EPA, "What is Green Infrastructure?"



Michigan Avenue bioretention planter box

Planter box with directed drainage from roadway as per Southeast Michigan Council of Governments.

Figure 3-13 Typical planter box

Green Streets

An option for green infrastructure as a tool for stormwater management when initially designing a roadway or to redesigning an existing roadway is the insertion of a green street concept. Green streets are a concept where green areas are incorporated into the design of the street or adjoining frontage or sidewalk areas. Rather than limiting the green area to an adjacent area such as in a bioswale, a green street concept incorporates the green elements directly into the streetscape. Like bioswales, the green street elements serve to filter and reduce stormwater. As illustrated in Figure 14, the green streets can be designed in accordance with the local requirements for the street design.

The Florida area provides ample opportunities to include green street concepts because of its limited topography. The Floridian landscape challenges many roadways with adjoining areas to allow for broader use of greenspace, and ample rainfall to ensure that the vegetation can survive the climate. The types of vegetation used can be customized to local conditions.



Typical green street design as per EPA, "What is Green Infrastructure?"



Typical green street with integrated sidewalks

Figure 3-14 Typical green street

Green Parking

Parking lots are a significant challenge for stormwater management. The large, impervious surfaces create conditions where high intensity precipitation events lead directly to excessive stormwater runoff. With the increasing development of commercial districts with large parking areas, the challenge of parking area runoff continues to elevate in importance. One option to consider from a green infrastructure perspective is the use of green parking concepts. In this approach, the perimeter of the parking lot is bordered with a green area. In cases where a large parking lot exists, these green areas can also be used intermittently within the parking lot (Figure 15).

A green parking concept can include multiple types of specific green infrastructure alternatives. Bioswales, planter boxes, and permeable pavers are only a few of the options that are available to the parking area developers. These options can also be inserted retroactively in existing parking areas. The green parking concept is being used effectively in many climate conditions as it provides an opportunity to combine local vegetation and design options appropriate to local conditions.



Typical green parking lot design as per EPA, "What is Green Infrastructure?"



Typical green parking area with integrated planting areas and permeable pavers as per Massachusetts Executive Office of Energy and Environmental Affairs.

Figure 3-15 Typical green parking lot

3.4 Enhanced Road Surface

Inundation and storm surge can cause multiple damage scenarios for road surfaces. Issues including wash boarding, alligator cracking, and transverse cracking are only a few of the potential impacts that the movement of water over a road surface can create (**Error! Reference source not found.**). In terms of t he subbase of a road, erosion from moving water can occur at both the base and subbase levels. Figure 3-17 illustrates a typical road subbase cross-section.²⁵ Enhancing the surface and/or the subbase will allow a road to enhance resistance against either inundation or water movement.

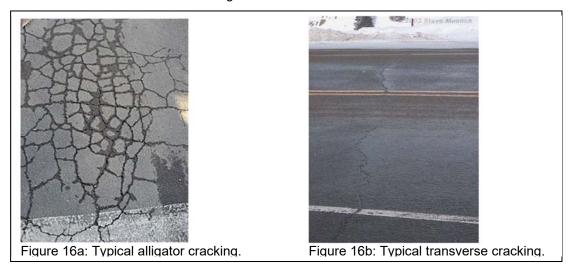


Figure 3-16 Typical alligator cracking

²⁵ Geotechnical Aspects of Pavements, Publication No. FHWA-NHI-10-009, Federal Highway Administration

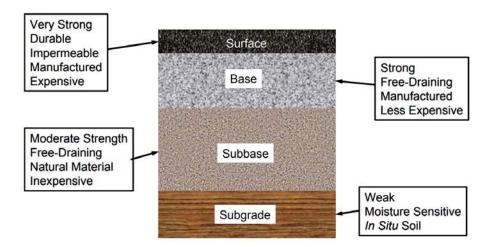


Figure 3-17 Typical design of a road and substructure as per FHWA-NHI-05-037

Conditions

Exposure to Threats – The existing or proposed roadway is exposed to either inundation or storm surge or both. In areas where minimal other protections are available such as swales, this exposure is of greater threat.

Roadway Criticality – Where a roadway is considered critical and raising the profile may be inappropriate, enhancing the roadway structure is appropriate.

Type of construction project – For a road maintenance project, enhancing layers below the surface may impact maintenance of traffic considerations.

Threats

Storm Surge – Enhanced roadway structures will provide greater resistance to the flow of water across the top of the roadway that may erode the wearing surface. Additionally, enhanced base structures will provide greater drainage capacity which will provide greater resistance to erosion caused by moving water.

Precipitation Inundation – Enhanced surface structure and base structures will provide both greater drainage capacity and greater runoff capability to resist the negative effects of standing water.

3.4.1 Solution A – Enhanced Road Surface

The road surface of a typical hot mixed asphalt (HMA) asset is comprised of several asphalt courses as shown in Figure 3-18²⁶. As illustrated, the surface course of a road is designed to provide the quality of service for cars and trucks while the binder and/or base course provides structural stability. The failure of either of these courses can cause deterioration of the road and ultimately failure at an accelerated rate. As an adaptation for projected inundation, precipitation events, and storm surge, the surface course can be enhanced through additional thickness while the binder course can use enhanced materials and formulation to reduce the effects of the projected threats. A typical solution is to enhance the surface course with an additional 2" of surface course materials, or to enhance the binder course with larger aggregate that enable greater drainage to the base.

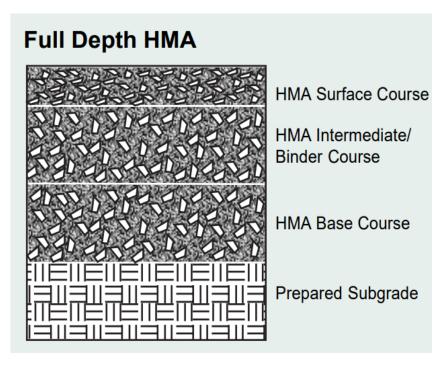


Figure 3-18 Typical design of a road structure as per FHWA HMA Pavement Mix Type Selection Guide

3.4.2 Solution B – Enhanced Sub-Surface

As illustrated in Figure 17 above, the subsurface of a road structure is composed of multiple layers to provide both structural and drainage properties for the road. In cases where inundation is projected, the length of time that the water remains on the surface of the road will reduce the projected lifespan of the road by weakening the base. Additionally, currents from storm surge can erode the base when exposed by cracks in the road surface. As a defense against these potential effects, the thickness of the subbase layers can be enhanced to both provide additional drainage, structural strength, and resistance to flow

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²⁶ HMA Pavement Mix Type Selection Guide, National Asphalt Pavement Association, Federal Highway Administration, 2001.

damages. Recommended enhancements can include thickness enhancements from 4" to 6" depending on engineering requirements.

3.4.3 Solution C – Complete Rebuild

In some situations, where substantial improvement is planned for other reasons, a complete rebuild of a roadway should be considered. During this rebuild, options such as enhanced drainage, enhanced road surface, hardened shoulders, and an enhanced or depressed median can be considered as part of the redesign.

Benefits: Enhancing a road surface and/or subsurface provides significant benefits in terms of increasing resistance to flood and other water-related damages. The increased base depth in a subsurface provides greater opportunity for drainage as well as a greater foundation for the road surface to support vehicular traffic. In areas where significant commercial traffic exists, this enhanced foundation will allow the road to absorb the greater weight with minimal negative effects. Similarly, the increased thickness of the surface course will allow the road to resist cracking due to water infiltrating through cracks to the base. Although the cost of increasing the thickness of the base or surface layer will be an additional cost when first placed, the reduction in maintenance costs to repair cracks or potholes is a significant advantage for the local population.

From a cost-benefit perspective, the overall category of enhancing a road surface has a benefit of strengthening the road and extending its design lifespan. The overall benefit will be to reduce maintenance and ensure continuation of service. The cost-benefit of this approach is summarized by the value of a functioning road system to the public. Historically, industry has seen an 18% savings in production costs for every dollar invested in roads²⁷. Retaining design lifecycle to ensure continued serviceability is the underlying focus for enhancing road surfaces.

Depending on the combination of solutions selected, the degree of enhancement to design lifespan will vary. For example, if the road surface itself is enhanced, there is increased surface resistance to damage, increasing the likelihood of the road reaching its design lifespan. However, this may not extend the lifespan. In contrast, enhancing the subbase or rebuilding the road with enhanced specifications, while more costly to implement, are more likely to extend the lifespan. These considerations should be included in the overall planning of the road adjustment in consideration of the priority for the project.

²⁷ Productivity and the Highway Network, Federal Highway Administration, https://www.fhwa.dot.gov/policy/otps/060320b/

3.5 Enhanced (Hardened) Shoulders and/or Medians

Damages to pavements and roads from surge and inundation can be reduced in specific circumstances²⁶ by hardening the sides or shoulders of roadways and/or of roadway medians. These protections will differ depending on whether the roadway is exposed directly to wave action from the coast or whether it is inland and requires protection from storm surge. In terms of coastal protection, the direct wave attack on the seaward side of the road requires the ability to dissipate the energy from repeated waves breaking against the side of the road. On the inland side, both the initial flow of water from storm surge and the parallel flow of water to lower spots in the road as a storm surge recedes can cause damage.

Additionally, the issue of weir flow is a concern for damages. Under weir flow conditions, the road embankment acts like a broad crested weir to the incoming storm surge. As the surge exceeds the elevation water flows across the road and down the landward side at super critical flows. The super critical flows scour the shoulder material and can create devastating damages. Figure 3-19 illustrates weir flow damage.

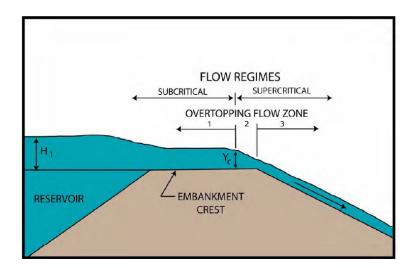


Figure 3-19 Weir flow leading to failure of embankment

In areas where an extra area of road extends with little or no topographic variation, the road may act as a natural barrier to the extension of inundation events and/or serve as an opportunity to reduce damage to the overall road by limiting inundation to one side of the roadway. Specifically, in the same manner, the shoulder or side of a roadway may be hardened using riprap, concrete, or other materials, the median of a roadway can be hardened to create a barrier or diversionary element in a critical emergency thoroughfare.

Conditions

Exposure to Surge – The existing or proposed roadway is exposed to storm surge forces either with coastal exposure or inland exposure.

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²⁸ FHWA, 2008.

Exposure to Runoff – Where a road is elevated over the surrounding area, excessive precipitation events can cause heavy local runoff. In these cases, runoff can cause erosion to occur along the side of the road, endangering shoulders and roadways.

Exposure to Surge – The existing or proposed roadway is exposed to storm surge forces that extend across a roadway for an extended length.

Threats

Storm Surge – Hardened shoulders will provide greater resistance to surge flows, both initial and weir flows. Hardened medians provide an opportunity to divert surge flows or reduce their impact on a specific roadway.

Precipitation Inundation – Hardened shoulders will provide greater resistance to enhanced runoff that cause erosion to occur in localized areas along the roadway.

Storm Surge and Inundation – Depressed medians provide an opportunity for an intermediate barrier for water moving across a roadway.

3.5.1 Solution A – Enhanced or Armored Shoulders

The armoring of roadway shoulders and sides will vary depending on the specific circumstances. Roads which have coastal exposure should consider the use of armoring that can withstand high velocity flows. This type of armoring includes sheet piling and gabions. The sheet piling should be located on the shoulder where supercritical flows are most likely to occur. Buried gabions can be used to resist overtopping flows that may be lower but parallel to the road during a storm event. A concrete revetment system is another option to reduce erosion from overtopping. In this case, the system should be comprised of heavy blocks, vertical and horizontal interlocking cables and anchors to resist hydraulic forces from overtopping. Capabilities of interlocking blocks have been confirmed in laboratory tests²⁹.

Other options for coastal exposure, as well as inland areas where strong flows may be experienced, is to use natural riprap construction. In this approach, boulders or similar large elements can be used to protect the road against wave or flow actions. The size of the individual elements will be dependent on the type of exposure that the road will experience.

In areas where the road is inland and will experience less intense flows, hardening of shoulders may include changing the surface of the shoulder to concrete paving to enhance protection, using riprap in vulnerable areas to divert flows away from the road surface and base, and using piling in select areas to protect key points such as intersections.

Figure 3-20 illustrates the section of roadway where hardening may be appropriate for both the shoulder and the adjoining slopes³⁰. Figure 20 illustrates an actual application of a soil mat to prevent erosion and harden a shoulder against water flow impact.

²⁹ FHWA, 2008.

^{30 &}quot;Design Considerations for Embankment Protection During Road Overtopping Events," Marr et al, University of Minnesota, MN/RC 2017-21, 2017.

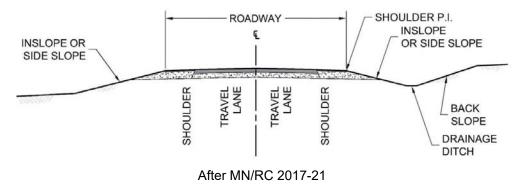


Figure 3-20 Diagram of typical roadway with shoulders and slopes where appropriate hardening materials can be placed to protect the main roadway.

Benefits: The side of a roadway is susceptible to erosion due to water either draining off the road surface or from water pooling or moving alongside the roadway. In either case, moving water is creating a situation where material can be eroded from the road base. If this action can continue without repair, then the erosion will start impacting the road foundation. This ultimately can lead to the road surface beginning to break away and down an embankment. This creates the necessity to protect the sides of the road from moving water as much as possible. The shoulder hardening accomplishes this task with minimum impact to the overall design of the road and surrounding area.

Putting appropriate drainage is a key component of retaining the design life of a road. In cases where wet conditions exist, such as in places where inundation and storm surge are prevalent, inadequate drainage can increase maintenance by 10% - 15% at a minimum. In cases where slopes, heavy traffic, or exposure to coastal impacts exist, this figure can rise dramatically due to inadequate drainage. The final number will depend on local conditions, but a general rule will be that damage numbers will tend to increase as risks continue to rise.



https://www.prestogeo.com/applications/roads-highways/road-shoulder-stabilization/

Figure 3-21 Installation of soil mats on a shoulder to reduce erosion and protect the road base against damage from water flow events.

3.5.2 Solution B – Protected Medians

The armoring of medians may be accomplished using multiple material approaches like armoring the sides of roadways. For example, a concrete revetment system comprised of heavy blocks, vertical and horizontal interlocking cables and anchors to resist hydraulic forces may be used in areas where extreme surge is anticipated and the potential to raise the median exists. Other options include the use of riprap construction where boulders or similar large elements can be used to protect the median against flow actions. The size of the individual elements will be dependent on the type of exposure that the road will experience.

In areas where the median will experience less intense flows, hardening of medians may include concrete structures to divert flows away from the road surface and base, and using piling in select areas to protect key points such as intersections.

Benefits: Medians can provide the same opportunities for protection and the same risks of damage as the side of roads. In areas where a median is depressed, opportunities exist for water to erode a road base. In these cases, additional hardening, either through rock or concrete, will reduce the ability of the water to erode roadway material. Like shoulders, hardening a median can have significant benefits with a minimum of negative impacts.

The cost perspective on medians is like that of increasing drainage. Inadequate drainage will increase erosion on the sides of the road as well as at the median. The 10%-15% increase in damage can also be seen at the median. However, the enhanced median will provide additional benefits besides the protection from erosion. The advantages to drainage and stormwater will increase as reflected in the benefits provided by swales. This dual benefit creates an advantageous scenario for medians that exceeds many other options.

3.6 Permeable Pavement

Permeable pavements, also referred to as porous pavements, are loadbearing, durable highway surfaces that have an underlying layered structure that temporarily stores water prior to infiltration into soil or drainage to a controlled outlet. The advantage of such a pavement system is that it can help to reduce runoff volume during periods of peak flow and minimize flooding. According to the California Storm Water Quality Association³¹, permeable pavements have the following limitations:

Appropriate only for gentle slopes;

Can become clogged if improperly installed or maintained; and

Appropriate only for highways with low traffic volumes, axle loads, and travel speeds (< 30 mph)

These limitations make permeable pavements appropriate in limited situations. However, these pavements are receiving increased attention for their potential application and may be an appropriate solution in specific scenarios.

³¹ https://www.casqa.org/sites/default/files/BMPHandbooks/BMP_NewDevRedev_Section_4.pdf

Conditions

Exposure to Inundation – The existing or proposed roadway is anticipated to experience inundation due to either severe precipitation events or storm surge conditions.

Appropriate Usage – If the inundation scenario is projected in an area which meets the limitations for the use of permeable pavements, then permeable pavements may be an option.

Threats

Storm Surge – Permeable pavement can reduce the amount of time in which the road experiences inundation from a storm surge event.

Precipitation Inundation - Permeable pavement can reduce the amount of time in which the road experiences inundation from a precipitation event.

3.6.1 Solution – Permeable Pavements

The design elements associated with the construction and maintenance of porous pavements include initial grading, paving, and excavation of up to four feet of soil. Once excavated, a sight well, stone fill, and filter fabric are installed. Finally, the area is seeded and landscaped appropriately. A schematic representation of a porous pavement design, including the major construction elements, is provided in Figure 3-22.

The benefit of this form of solution is that permeable pavement will reduce the runoff associated with traditional pavement by allowing greater drainage into the soil. The design lifespan remains the same and typical maintenance remains the same according to existing studies³². However, as stated previously, the load capacity of permeable pavements is less than traditional pavements thus making it usable more for side roads or parking areas rather than main thoroughfares (Figure 3-23).

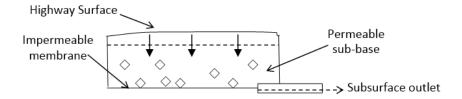


Figure 3-22 Typical cross section of permeable pavement

³² Virginia DCR Stormwater Design Specification No 7 http://vwrrc.vt.edu/swc/NonPBMPSpecsMarch11/VASWMBMPSpec7PERMEABLEPAVEMENT.html

Benefits: The primary benefit of introducing permeable pavements is this material allows water to drain through the pavement surface rather than redirecting it to the median or the side as in typical impervious pavements. By draining water through the surface, the road surface reduces the amount of time that it suffers damage from inundation. The challenge with this approach is that permeable pavements are not

proven to be as strong as traditional pavements and are thus not used in all conditions. However, there is an opportunity to examine areas such as parking lots and other areas that incur standing water, but do not see as heavy a traffic load, to find opportunities to test this approach.

The cost-benefit of permeable pavements encompasses a broad range of elements. The most notable component of this solution is the reduction in runoff into the stormwater system. Studies have shown that runoff can be reduced by 50% in some instances³³,³⁴. However, this can be very dependent on the location of the pavements, whether they are being used in a parking lot or on a roadway, and on the density of the soil beneath the pavements.



http://landscapeonline.com/research/article-a.php?number=13303

Figure 3-23 Installation of permeable pavers in a parking area to enhance drainage in a large space.

The cost component of the analysis is also dependent on the location. However, the current state of studies indicates that the overall savings from reduced runoff, reduced particulates in the water, and reduced erosion will offset initial increases in cost.

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³³ https://sustainabletechnologies.ca/app/uploads/2015/01/PP-Tech-Brief-Final.pdf

³⁴ https://stormwater.pca.state.mn.us/index.php?title=MS4_fact_sheet_-_Pervious_Pavements

4.0 Cost and Benefit Analysis

4.1 Cost Estimation of Adaptation Strategies

It is important to compare the cost and benefit when evaluating potential investments for inclusion in the LRTPs. This chapter will discuss the estimated cost of applying adaptation strategies to locations with needs and compare that with the potential economic loss of not investing in adaptation options.

4.1.1 Approach

The process of estimating construction costs for roadway improvements generally begins with an evaluation of the actual costs for similar projects in the region. Costs can be derived from reviewing historical cost databases and bid tabulations from other projects, or by estimating the labor and equipment needed to complete a specific work element. Costs were evaluated as if the adaptation strategies would be done on their own. Most likely, they will be combined with existing capacity or maintenance projects. With the cost estimation approach used here where Design, CEI and contingency are all percentages of the costs, there is very little overlap that can be saved when combining with another project.

For this planning level effort, the Florida Department of Transportation's (FDOT) cost-per-mile models were referenced where applicable. These models are frequently used to develop long-range estimates during planning stages. For scenarios involving relatively short distances, costs were developed using the FDOT historical cost database. This database is updated regularly and includes data for every construction contract executed by FDOT. City and County data were reviewed to ensure consistency.

The cost per mile values provided by FDOT are for construction only. Project costs were increased by 12% of construction costs to allow for Design and 15% to allow for Construction Engineering & Inspection

Where cost-per-mile figures were used, additional costs have been applied to allow for the fact that existing minor bridges, box culverts, traffic signals, and local agency utilities will have to be rebuilt.

Asphalt Pavement is by far the most common pavement type used in the Tampa Bay region. Portland Cement Concrete pavement does have its advantages though, and should be considered for certain applications, especially in flood-prone areas. Because of its initial lower cost, asphalt is generally specified for new construction by public agencies. It requires milling and resurfacing every 14-20 years, and that work does not create huge disruptions by affecting only the top 2-4 inches of the roadway surface. Obviously, when new development warrants capacity improvements, more significant work such as widening is included.

When analyzing life-cycle costs, concrete is not only competitive, but frequently wins. It is a much more durable pavement surface, so it does not have to be maintained (resurfaced) as often as asphalt. Furthermore, in low lying areas, when constructed with proper base and underdrains, concrete has been shown to withstand submersion better than asphalt.

For this analysis, asphalt pavement prices have been used for generation of cost estimates. Unless a roadway gets reconstructed for a significant length, concrete will not be competitive.

Right-of-way (ROW) acquisition is sometimes needed when implementing adaptation strategies, such as creating detention/retention ponds, natural shorelines, and some asset protection strategies. While right-of-way costs can sometimes be as high as the actual construction costs, the generic nature of many of the improvements that might be made across a wide variety of conditions prevent making a reasonable determination of whether additional right-of-way will be required. The common use of retaining walls has reduced the need for right-of-way acquisition on many projects, especially in urban areas. In this analysis, right-of-way acquisition cost was only included for detention/retention ponds and was estimated as 100% of construction cost for planning purposes.

Roadways that are on the fringes of urban areas, that is, those that are more likely to have been constructed or widened within the last 30-40 years, are more likely to have sufficient right-of-way to fit the needed improvements. While the right-of-way might not be as much as the agency would like, a common modification, such as constructing retaining walls to reduce or eliminate gradual side slopes, make it possible to fit the improvements within a smaller area than would have been previously required. This is possible because effective use of retaining walls reduces the impact that would occur if side slopes were to be extended at standard side slope ratios. In many cases, such as on urban arterial roadways and interstate highways in older, established areas, capacity improvements such as lane additions have been constructed without major right-of-way acquisitions using this technique. Modern retaining walls such as Mechanically Stabilized Earth (MSE) walls have become the most common method of constructing walls in tight quarters and are considerably cheaper than building cast-in-place concrete walls. The additional modifications that are required in urban areas certainly cost more than a similar project on the urban fringes, and this is reflected in the cost per mile tables published by FDOT.

Narrow coastal roads, such as Gulf Boulevard in Pinellas County, have been constrained by restaurants and other small businesses that cater to the high tourist traffic. Many of these businesses were constructed over 50 years ago, and as such, were permitted to build their facilities and parking lots close to the road. In these areas, it would not be economically or politically viable to widen or raise the roadway to make it less vulnerable to storm surge or localized flooding. For example, raising Gulf Boulevard by as little as two feet would require the reconstruction of numerous commercial entrances and parking lots.

The larger the project, the smaller the unit prices for individual items of work that make up the finished project. For example, the mobilization activities that would be required to construct a small intersection, such as equipment rental, company overhead, and other administration costs, might be like the mobilization costs of a considerably larger project. Those costs, when applied to a larger project, reduce the overall overhead cost when looked at on a per-mile basis.

The costs for projects discussed within this report have been estimated as if there will be no other construction at those sites. However, because of development in the region, and the ever-increasing need for capacity improvements, it would be beneficial for agencies to incorporate the recommendations outlined herein when considering other improvements in their capital improvement plans. Granted, the costs for a needed roadway improvement would be higher if these recommendations were incorporated, but the long-term costs, such as reduced impacts to traffic, improved drainage, and hardening of the pavement, could be worth the increased initial effort.

Costs are current, based on year 2019, so inflationary adjustments will need to be made to estimate future costs.

Table 4-1 Per-Mile Cost of Adaptation Strategies

	Solution	Cost Per Mile	Description
Coastal Protection	Beach Nourishment and Dune Restoration	\$2,000,000	
	Natural Shoreline	\$6,716,700	Design & Permitting & Construction (Deep water/High wake)
	Sea Walls	\$1,919,000	Design & Permitting & Construction (Deep water/High wake)
	Wave Attenuation Devices	\$2,000,000	per mile
	Revetments	\$2,476,320	per mile
	Vegetation as Erosion Control	\$15,840	per mile
Avoidance	Raise Roadway Profile	\$16,127,000	Raise roadway profile 4 feet
	Raise Roadway: six-lane urban	\$16,127,000	Raise profile 4 feet
	Raise Roadway: four-lane urban	\$14,385,000	Raise profile 4 feet
	Raise Roadway: four-lane rural	\$6,943,000	Raise profile 4 feet
	Raise Roadway: two-lane rural	\$4,801,000	Raise profile 2 feet
	Raise Profile at intersections	\$6,199,000	Raise profile 4 feet at major intersections for 500 feet in all directions, assume two per mile
Drainage Enhancement	Detention / Retention Ponds	\$4,198,000	Include ROW cost as 100% of construction cost
	Enhanced Swales / Ditches	\$2,099,000	Widen existing ditch on one side to 10-foot flat bottom with 4:1 side slopes, 6-foot depth
	Enhance Drainage on Roadside	\$2,099,000	Widen existing ditch on one side to 10-foot flat bottom with 4:1 side slopes, 6-foot depth
	Permeable Pavements	\$443,520	Per mile, calculated using \$7/sqf, assumed 12 ft width, \$84 per roadway foot
Asset	Enhance Subbase	\$4,536,000	twice as enhance road surface
Protection	Enhance Road Surface	\$2,268,000	Mill 1", resurface with 3 inches new asphalt, resulting in 2 inches additional pavement
	Harden Shoulders / Protected Medians	\$540,000	Add soil mat on both sides, 15-foot width
	Turf reinforcement matting on shoulders	\$540,000	Add soil mat on both sides, 15-foot width
	Tied block rolled mat on shoulder	\$2,811,000	Add heavy duty tied block soil mat on both sides, 15-foot width
	Vegetation	\$15,840	per mile

Costs for items of work not generally completed on FDOT projects were derived from other projects in the West Florida region or from material suppliers.

Costs to replace an existing road should it be damaged or compromised are similar to the per-mile and per-intersection costs listed above (see Avoidance). As such, those figures are referenced in the document for comparisons.

4.1.2 Cost Estimation of Representative Projects

In this section, all six of the demonstration projects are included with the threats and the possible interventions. Each project is provided as an example of where and how an adaptation strategy can be implemented for a specific scenario.

Project 1: Big Bend Road

A straight section of road with a 30' increase in elevation from west to east, primarily in the first mile of the western end. There is low to moderate concern from a Category 3 event, limited to the western section of the road. There is opportunity for increasing the drainage on the side of the roads as there is existing drainage in place and open space on both sides of the road.

County: Hillsborough County

Length: 1.68 Miles

Bridge Over Water: No

Direct Exposure to Ocean: No

Number of Lanes: 4

Surface: Asphalt

Conditions: Minimal topography, drainage in place, open median, tree line on sides

Concerns: Surge creates damage to surface and base

Figure 4-1 Big Bend Road



9-inch precip event: No direct flooding on asset

Length of flooding: 0 miles

Depth of flooding: NA

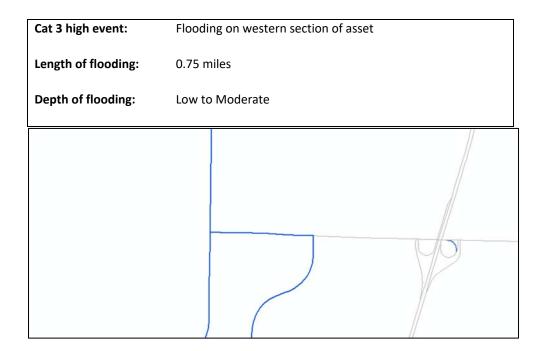


Figure 4-2 Big Bend Road Elevation Profile



Adaptation Options:

Option A: Widen existing ditch on one side to a 10-foot flat bottom with 4:1 side slopes, 6-foot depth

Cost: \$1,574,000

Option B: Mill 1", resurface with 3 inches new asphalt, resulting in 2 inches additional pavement

Cost: \$1,701,000

Option C: Add soil mat on both sides, 25-foot width

Cost: \$405,000

Funding needed for recommended options (A+B+C): \$3,680,000

The regional economic impacts of having Big Bend Road out of service for two days in the first year afterward is \$6.7 million, with \$2.9 million and \$3.3 million benefitting Hillsborough and Pinellas Counties, respectively. (See Table 4-7.)

Project 2: Gandy Boulevard

Two approaches to the Gandy Blvd bridge are highly vulnerable to flooding from both a precipitation event and a Category 3 hurricane event. The project focuses on 8.35 miles of road that covers both approaches to the bridge. Studies are planned to investigate replacing the bridge structure and associated studies and cost estimating could require water flow modeling for pier and structure requirements. For these reasons, incorporating bridge replacement was not feasible. Due to considerations required to raise the profile of the bridge, the preferred option to address the threats is to raise the profile of Gandy Boulevard approaches and not the bridge itself. The costs of raising a replaced bridge are like the costs of replacing the bridge.

County: Hillsborough and Pinellas

Length: 8.35 Miles. Cost to replace the bridges are not included

Bridge Over Water: Yes

Direct Exposure to Ocean: Yes

Number of Lanes: 4

Surface: Asphalt

Conditions: Low profile at entrance to bridge. Minimal deviation to inundation

potential.

Concerns: Weakening of base due to flows, extended inundation due to low profile





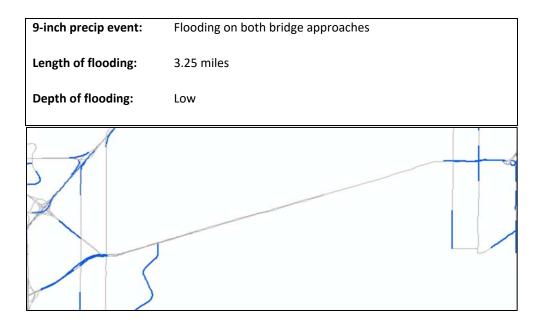
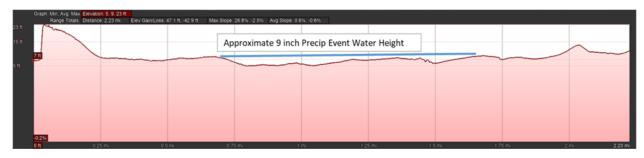


Figure 4-4 Gandy Blvd Elevation Profile – Western Approach



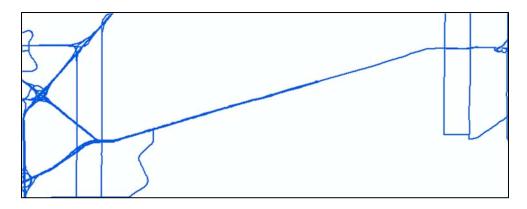
Figure 4-5 Gandy Blvd Elevation Profile – Eastern Approach



Cat 3 high event: Completely flooded

Length of flooding: 8.35 miles

Depth of flooding: High



The Cat 3 High sea level rise profile is not provided because the project is completely inundated.

Both approaches have areas with elevations of approximately 5 feet.

Adaptation Options:

Option A: Raise roadway profile by 4 feet near bridge entrances

Cost: \$46,751,000

If the bridges are reconstructed as two separate projects, assume each project will cost 70% of the total, or \$32,726,000

Option B: Widen existing ditch on one side to a 10-foot flat bottom with 4:1 side slopes, 6-foot depth

Cost: \$6,822,000

Option C: Add soil mat on both sides, 25-foot width, and consider wave attenuation devices

Cost: \$1,755,000

Funding needed for recommended options (A, constructing in two phases): \$74,029,000 (bridge replacement costs are separate)

The regional economic impacts of having Gandy Boulevard out of service for two days in the first year afterward is \$223 million, nearly three times the costs of adjusting the profile for the bridge approaches. Approximately \$106 million, \$110 million, and \$14.1 million in benefits would accrue to Hillsborough, Pinellas and Pasco Counties, respectively. (See Table 4-8.)

Project 3: Gulf Boulevard

A 4.95-mile stretch of road running along the coast in Pinellas County. The road is primarily flat and adjacent to seashore properties. The road is vulnerable to flooding from a precipitation event along two sections that span 0.67 miles. However, during a Category 3 event, the entire length of road is subject to inundation. The adjacent development creates a minimal number of options for protecting the road by raising the profile or enhancing the shoulders. This is a good opportunity to examine a natural shoreline approach where beach nourishment and dunes could provide needed protection. Both Gulf Boulevard and the Tom Stuart Causeway have similar characteristics and similar suggested adaptation strategies.

County: Pinellas

Length: 4.95 Miles

Bridge Over Water: Yes

Direct Exposure to Ocean: Yes

Number of Lanes: 4

Surface: Asphalt

Conditions: Built-up areas on both sides of road, flat topography from beach to shopping areas

Concerns: Minimal opportunity to enhance road due to topography and development

Figure 4-6 Gulf Boulevard



Flooding in 2 sections (east on Tom Stuart causeway and

9-inch precip event: southern section on Gulf Blvd)

Length of flooding: 0.67 miles

Depth of flooding: Low

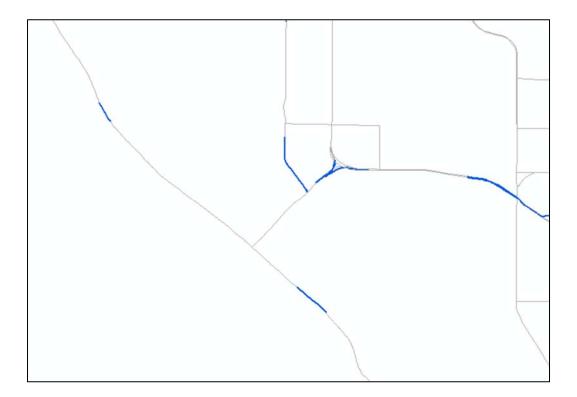


Figure 4-7 Gulf Blvd Elevation Profile



Cat 3 high event: Completely flooded Length of flooding: 4.95 miles Depth of flooding: High

The Cat 3 High sea level rise profile is not provided because the project is completely inundated.

Adaptation Options:

Option A: Consider natural shoreline options such as beach enhancement to provide topographic protection

Cost: \$9,900,000

Option B: Adding cross drains (assume 36-inch pipes, 5 per mile) and widening swales where there is available space.

Cost: \$2, 483,000

Option C: Wave attenuation devices

Cost: \$9,900,000

Funding needed recommended options (A +B): \$12,383,000

The regional economic impacts of having Gulf Boulevard out of service for two days in the first year afterward is \$25.5 million, nearly double the costs of recommended adaptation strategies. Approximately \$4 million, \$13 million, and \$9 million in benefits would accrue to Hillsborough, Pinellas and Pasco Counties, respectively. (See Table 4-11.)

Project 4: Roosevelt Boulevard

A 2.86-mile stretch of road with a slight downward slope from northwest to southeast. The road runs through an area with open space on both sides for much of its length. It also encompasses two primary intersections. The road is highly vulnerable to inundation from a Category 3 event with minimal flooding projected from a precipitation event. The focus on a temporary event such as a hurricane makes the road a good candidate for enhancing the road surface. There are additional opportunities to widen the drainage areas and complement the road surface hardening.

County: Pinellas

Length: 2.86 Miles

Bridge Over Water: No

Direct Exposure to Ocean: No

Number of Lanes: 4

Surface: Asphalt

Conditions: Low profile along road, minimal median protection, drainage swales in several places

Concerns: No protection against surge or inundation damage

Figure 4-8 Roosevelt Blvd

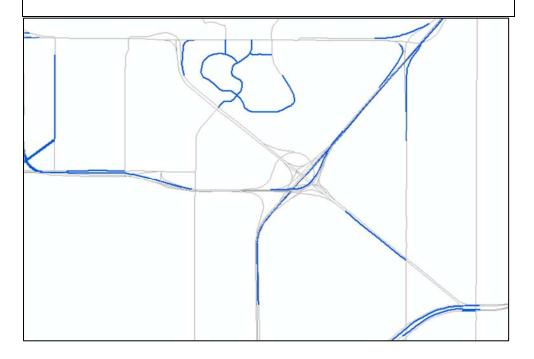


Flooding in 2 sections (intersection with Ulmerton and

9-inch precip event: between 9th and 275)

Length of flooding: 0.87 miles

Depth of flooding: Low



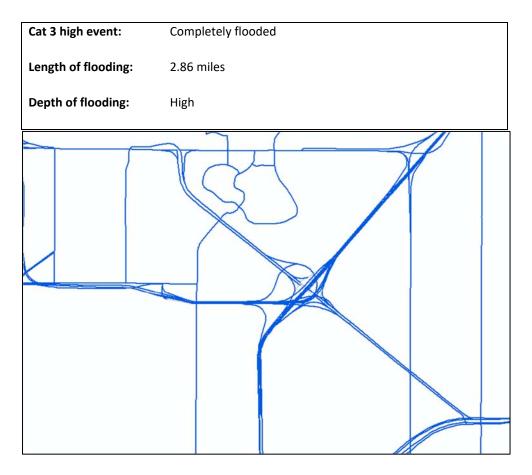


Figure 4-9 Roosevelt Blvd Elevation Profile



The Cat 3 High sea level rise profile is not provided because the project is completely inundated.

Adaptation Options:

Option A: Mill 1", resurface with 3 inches new asphalt, resulting in 2 inches additional pavement

Cost: \$6,486,000

Option B: Widen existing ditch on one side to 10-foot flat bottom with 4:1 side slopes, 6-foot depth

Cost: \$6,003,000

Option C: Raise median and add soil mat to protect from erosion

Cost: \$3.938,000

Funding needed for recommended options (A+B+C): \$16,427,000

The regional economic impacts of having Roosevelt Boulevard out of service for two days in the first year afterward is \$4.9 million, is approximately one fourth the costs of recommended adaptation strategies. Approximately \$2.7 million, \$1.3 million, and \$0.8 million in benefits would accrue to Hillsborough, Pinellas and Pasco Counties, respectively. (See Table 4-12.) The economic benefits indicate implementing a single strategy might be more cost effective. Stormwater related improvements, such as Option B and Option C, could provide community benefits for many more less intense storms than a Category 3 hurricane or 9-inches of rainfall. The benefits of the adaptation strategies shown here reflect a single event only.

Project 5: S.R. 54

S.R. 54 is a 12.8-mile stretch of road that goes through several elevation changes, varying from a low of 30' to a high of 65' over its distance. The extended length of the road travels through multiple land uses from highly developed residential areas to open areas. This leads to a variety of potential interventions, each of which may be more viable at different areas. In terms of vulnerability, the road is primarily at risk from a Category 3 event in the more populated area around Seven Springs Boulevard At this intersection, it may be most appropriate to widen existing drainage ditches to reduce the threat from a hurricane event. However, it is also appropriate to think of solutions that may be appropriate going forward such as using vegetation or green infrastructure to reduce the vulnerability of areas that may be developed at a future time.

County: Pasco

Length: 12.80 Miles

Bridge Over Water: No

Direct Exposure to Ocean: No

Number of Lanes: 6

Surface: Asphalt

Conditions: West end has commercial areas, but large open areas on both sides.

Evidence of road wear on asphalt

Concerns: Little protection from inundation and surge in any area

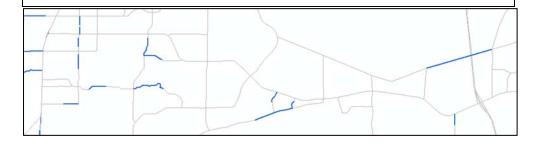
Figure 4-10 S.R. 54



9-inch precip event: No direct flooding on asset

Length of flooding: N/A

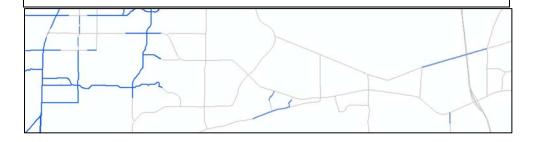
Depth of flooding: N/A



Cat 3 high event: Flooding east and west of intersection at Seven Springs Blvd

Length of flooding: 0.97 miles

Depth of flooding: Low



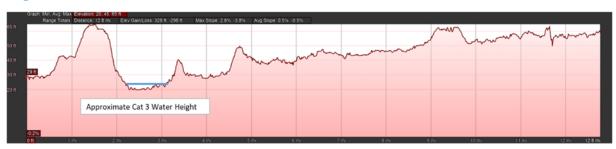


Figure 4-11 S.R. 54 Elevation Profile

The 9-inche precipitation profile is not provided because the project has no direct flooding in this scenario.

Adaptation Options:

Option A: Mill 1", resurface with 3 inches new asphalt, resulting in 2 inches additional pavement

Cost: \$6,486,000

Option B: Widen existing ditch on one side to 10-foot flat bottom with 4:1 side slopes, 6-foot depth

Cost: \$6,003,000

Option C: Raise median and add soil mat to protect from erosion

Cost: \$3,938,000

Funding needed for recommended options (A+B+C): \$16,427,000

The regional economic impacts of having SR 54 out of service for two days in the first year afterward is \$5.1 million, is approximately one third the costs of recommended adaptation strategies. Approximately \$2.5 million, \$1.8 million, and \$0.8 million in benefits would accrue to Hillsborough, Pinellas and Pasco Counties, respectively. (See Table 4-10.) SR 54 is a large project with different characteristics in the west and east. Refining the project into smaller segments would likely show cost effectiveness in the western areas. The eastern area of SR 54 is in a development phase and has an opportunity to implement transportation infrastructure to address potential perils of storms, so that future retrofits are not needed.

Project 6: US 19

U.S. 19 is a road segment of 8.45 miles that runs along an inland waterway, adjacent to properties that face the waterway. The road has a drop of elevation of about 15' from the north to the south. There is little protection in place to guard against a Category 3 hurricane and a precipitation event. Development along the road limits the options that may be implemented without incurring additional charges for impacting locally developed areas. However, the potential flooding makes raising the profile of the road a viable alternative to protect it as well as adjacent properties.

County: Pasco

Length: 8.45 Miles

Bridge Over Water: Yes

Direct Exposure to Ocean: No

Number of Lanes: 6

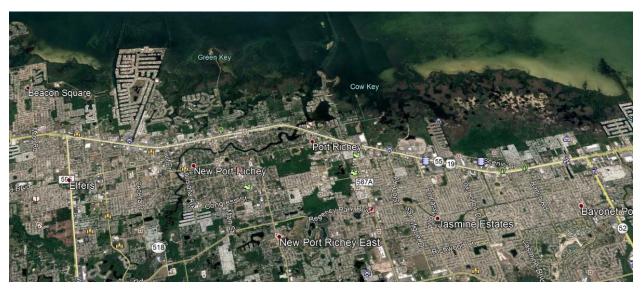
Surface: Asphalt

Conditions: Both sides of road have light commercial development. West side is open to residential

areas

Concerns: Very little protection in place. Wide streets and corridors provide little protection.

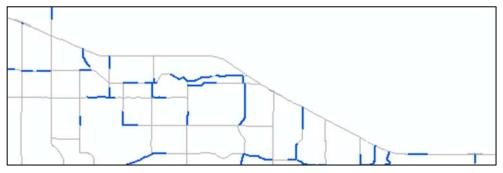
Figure 4-12 US 19



9-inch precip event: Flooding in northern section between Jasmine Blvd and 52

Length of flooding: 0.67 Miles

Depth of flooding: Low



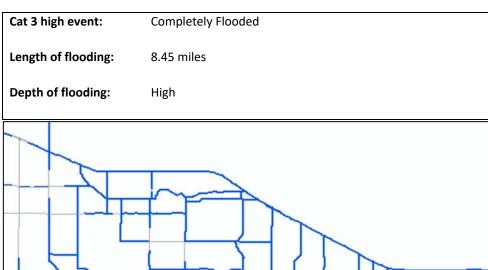
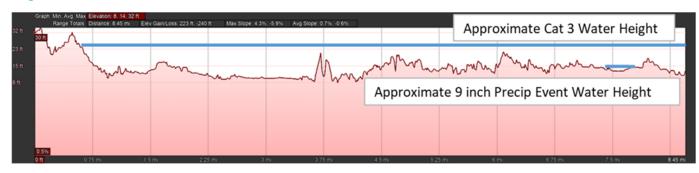


Figure 4-13 US 19 Elevation Profile



The Cat 3 High sea level rise profile is not provided because the project is completely inundated.

Adaptation Options:

Option A: Add soil mat on both sides, 25-foot width and raise profile of roads.

Cost: \$136,273,000

Option B: Another option would be to enhance the natural shoreline.

Cost: \$16,900,000

Option C: Add soil mat on both sides, 25-foot width

Cost: \$4,563,000

Option D: Raise profile 4 feet at major intersections for 500 feet in all directions, assume two per mile.

Cost: \$49,582,000

Funding needed for recommended options (A): \$136,273,000

Raising the profile of US 19 is a major project that may be difficult to fund. As such, an alternate project would be the raise the intersections first and later raise the segments. As such combining options (B+C+D) for a cost of \$71,045,000 is an alternate consideration.

The regional economic impacts of having US 19 out of service for two days in the first year afterward is \$25.6 million, is approximately one fifth the costs of recommended adaptation strategies and less than one third the costs of the alternate recommendation. Approximately \$4.2 million, \$12.8 million, and \$8.6 million in benefits would accrue to Hillsborough, Pinellas and Pasco Counties, respectively. (See Table 4-9.) Raising the profile of the road is an expensive recommendation; however it could potentially allow for additional emergency evacuation and response and recovery actions. A higher road may have the benefit of protecting property and people east of US 19, if it were to act as a surge buffer.

4.1.3 Cost Estimation of Other Adaptation Needs

In addition to the county representative projects, adaptation costs are also estimated for impacted transportation facilities in Category 3 storms with high sea level rise scenario and the 9-inch precipitation scenario. The purpose is to assist partners in future planning until future analyses are performed.

In each scenario, four types of strategies were considered for each impacted road segment based on their criticality and vulnerability: avoidance, drainage enhancement, asset protection, and coastal protection. As shown in, avoidance, or raised roadway profiles, were assigned to locations of high criticality and high vulnerability, as well as locations of new construction that are projected to have high or moderate vulnerability. Three types of drainage enhancement strategies are considered: detention/retention ponds, enhanced swales/ditches, and depressed medians. Asset protection strategies include enhance subbase, harden shoulders/protected medians, enhance road surface, and add vegetation. In addition, coastal protection strategies were also assigned for locations near the coastline or intercoastal shoreline (Table 4-3). The table shows that more strategies, and strategies providing more robust benefits in a variety of situations were assigned to highly critical and highly vulnerable locations. The strategies assigned were scaled down based on criticality and vulnerability. Over time, these facilities also may warrant more aggressive strategies.

Table 4-2 **Applying the Strategies to Other Needs**

Status	Criticality	Vulnerability	Avoidance	Drainage Enhancement	Asset Protection
New Project	Any	High or Moderate	Raise Roadway Profile	Detention / Retention Ponds	Enhance Subbase
Existing Roadway	High	High	Raise Roadway Profile	Detention / Retention Ponds	Enhance Subbase
Existing Roadway	High	Moderate		Detention / Retention Ponds	Enhance Subbase
Existing Roadway	High	Low		Enhanced Swales / Ditches	Harden Shoulders / Protected Medians
Existing Roadway	Moderate	High		Detention / Retention Ponds	Enhance Road Surface
Existing Roadway	Moderate	Moderate		Depressed Medians	Vegetation
Existing Roadway	Moderate	Low		Depressed Medians	Vegetation
Existing Roadway	Low	High		Enhanced Swales / Ditches	Harden Shoulders / Protected Medians
Existing Roadway	Low	Moderate		Depressed Medians	Vegetation
Existing Roadway	Low	Low		Depressed Medians	Vegetation

Applying the Strategies to Other Needs – Coastal Protection Table 4-3

Coastal Protection	Location
Beach Nourishment and Dune Restoration	1/8 mile to coastline
Natural Shoreline	Not Applicable. Requires locational evaluation. Beach Nourishment and Dune Restoration is used as a representative.
Sea Walls	At shoreline
Wave Attenuation Devices	1/8 mile to shoreline
Revetments	Not Applicable. Requires locational evaluation. Beach Nourishment and Dune Restoration is used as a representative.

The per-mile costs of each strategy (Table 4-1) was used to calculate the total cost of adaptation strategies in the three counties. Table 4-4 summarized the adaptation cost of high-resilience priority³⁵ segments in the three counties; Table 4-5 shows the adaptation cost of moderate and low-resilience priority segments.

It should be noted that this is a simplified desk-based analysis attempting to estimate the adaptation needs for transportation planning purposes. The assignment of strategies has not been verified by field investigation or engineering studies. Further research will be needed for the design and implementation of adaptation strategies.

Table 4-4 Cost Estimation of Adaptation Needs for High Resilience Priority Segment (\$Million)

High Resilience Priority Segments							
	Avoidance	Drainage Enhancement	Asset Protection	Coastal Protection	Sum		
Hillsborough	\$957	\$427	\$391	\$92	\$1,866		
Pinellas	\$1,425	\$660	\$594	\$139	\$2,818		

Table 4-5 Cost Estimation of Adaptation Needs for Moderate – Low Resilience Priority Segment (\$Million)

Moderate - Low Resilience Priority Segment						
	Avoidance	Drainage Enhancement	Asset Protection	Coastal Protection	Sum	
Hillsborough	\$19	\$885	\$262	\$11	\$1,177	
Pinellas	\$20	\$530	\$157	\$	\$707	

4.2 Economic Impact Analysis

This chapter analyzed the key combined impacts of a two-day disruption to six representative projects and two extreme weather events. This was in terms of total loss to Gross Regional Product (GRP) and personal income (or wages) across all three counties along with the associated changes to the efficiency of the regional road network.

Overall, TBRPC found that the economic (GRP) impacts of each scenario range from relatively small losses (-\$5.1 million) for a disruption of traffic on a segment of SR 54, to devastating impacts from the regional impacts of a Category 3 hurricane (-\$1.3 billion). In all cases, TBRPC found economic impacts

³⁵ High resilience priority facilities are defined as transportation segments with high criticality and high or moderate vulnerability in either the category 3 storm plus high sea level rise scenario, or the 9-inch precipitation event scenario (Section 2.32.32.3).

throughout the three-county study area from each representative project. Due to Pasco County's 'bedroom community' status as a home to many commuters, disrupted transportation facilities in Pasco had unusually large impacts on Pinellas and Hillsborough counties.

Compared to the loss of property and years of reconstruction costs, which have exceeded tens of billions of dollars in recent years with hurricanes Katrina, Irma and Harvey, the costs associated with transportation efficiency impacts are significant if secondary to capital stock (housing and commercial buildings) losses in those hurricanes and may have as long lasting residual impacts as the costs of reconstruction itself.

4.2.1 Approach

Extreme weather events restrict access to the Tampa Bay area regional road network and cause output losses to the Tampa Bay area economy. Wind, debris, heavy rain and flooding may impair or even disable major transportation links, forcing many auto and truck trips to re-route and others to simply not take place at all. The effects of longer or deferred trips, slower travel speeds, and lower overall accessibility influence short-term traffic patterns but may also yield long-term economic impacts.

Along with additional travel for commuters, line-haul costs comprise a substantial portion of overall regional congestion costs. Escalated truck operating costs, especially in bad weather conditions and exacerbating pre-existing congestion, means more money must be spent n warehousing and logistics costs, and extended but relatively less productive work shifts. Consequently, the costs of regionally produced intermediate goods rise (the inputs of tires and engines that make the final good of a truck, for example), increasing final costs to consumers. Those increased costs make local businesses less competitive over time compared to communities with more resilient transportation infrastructure or fewer extreme weather events.

Even when the precipitating event is short-lived, the ripple effects of cost and price adjustments can take years to return to pre-event conditions, depending upon the magnitude of the impact and its geographic reach in adversely impacting transportation efficiency. Accordingly, TBRPC modeled scenario impacts not just in the event year, 2045, but each year through 2050 to account for the post-event impacts.

In this section, TBRPC discusses the methodology for importing output from Tampa Bay Regional Planning Model³⁶ (TBRPM) results for six representative projects and two extreme weather scenarios into REMI TranSight. We also discuss the implications of the long-term effects of variations in the duration of each scenario.

Using REMI TranSight to simulate the economic impacts of extreme weather

TBPRC conducts transportation economic studies using computer simulations with Regional Economic Models Inc. (REMI)'s TranSight, the premier software package for analyzing the economic impacts of transportation investments. TranSight simulations, however, evaluate the impact one project/group of projects have on the economic efficiency of the regional transportation system itself and not on the impact on the loss of access to adjacent land uses.

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³⁶ Appendix A describes the travel demand modeling performed to support the econometric analysis.

For example, while there are no jobs on the bridges spanning Tampa Bay removing any one bridge would substantially impact the overall economic efficiency of the entire transportation system, causing significant economic losses in the model. On the other hand, if a small road supporting lots of jobs, with alternative routes, should become inaccessible due to flooding, its loss would not substantially impair regional average travel speeds and trip lengths because there are alternative routes Consequently, economic impacts would be limited even though in the "real world" many jobs would be inaccessible. TranSight's simulations do not consider individual land uses per se.

Instead, those TranSight simulations, or scenarios compare and contrast travel demand outputs such as changes in vehicle miles traveled and vehicle hours traveled for investments such as new roadways or transit corridors. These transportation indicators are associated with various alternative actions or a baseline.

Just as the TBRPM compares before and after conditions of a set of projects against a baseline of expected transportation indicators, TranSight compares the financial impacts of extreme events against a baseline of economic conditions to answer "what-if" questions about the relationship between transportation and the economy.

TranSight tracks the interrelationships between different socioeconomic and industrial sectors of the economy to produce a detailed account on the flow of goods and services impacted by the transportation system's efficiency. When a project or an event changes the performance of the transportation system, various transportation indicators or model outputs signal to TranSight how a change in system performance might be reflected in the economy.

As an example, let us say that an added lane or additional transit service cuts average travel times by a minute along a transportation corridor. Moreover, that the baseline employment for Hillsborough County in 2018 is 860,000. That change in commuter speed ultimately lowers the cost of labor for businesses, making them more competitive while decreasing commuting costs for commuters and raising real disposable income. If that one-minute decrease in travel time enables adding 1,000 jobs (+1,000 jobs) to the economy, then the total number of jobs is 861,000. On the other hand, a below baseline change of 1,000 jobs (-1,000 jobs) results in 859,000 jobs in the County. Each of the tables in Section 4 (Tables 4.2 through 4.9) report change relative to the baseline (Table 4.1).

Modeling Transportation Costs within REMI TranSight

REMI TranSight is a module of REMI PI+, using TBRPM outputs for changes in trips, Vehicle Hours of Travel (VHT) and Vehicle Miles of Travel (VMT). Those outputs are then used in three different input variables of the Transportation Cost Matrix within REMI TranSight.

Those variables are:

- Commuter Costs
- Transportation Costs
- Accessibility Costs

Commuter Costs

The commuter cost matrix reflects changes in commuting time (measured in hours per commuter trip) between and within regions. Commute savings or losses are assumed to accrue entirely to firms. TranSight derives the region-to-region changes in commuter time from the transportation model output of changes in the VHT/trip ratio for each mode.

Transportation Costs

TranSight quantifies transportation cost savings from the difference between the alternative and baseline scenarios in the ratio of VMT to VHT. This approach captures the offset between shorter travel times and additional miles traveled. In other words, the principal driver of cost savings is the change in average travel velocity on the region's road network, which reduces the effective distance between sellers and their markets.

Accessibility Costs

Accessibility connects business and consumer interests in terms of intermediate inputs and consumer goods. Expansions of network capacity facilitate greater flow of inputs to production, augmenting the variety of available goods and thereby enhancing regional productivity, particularly for industries with heavy dependence on intermediate inputs and transportation. Moreover, the Accessibility matrix component accounts for residual bias toward local purchases unexplained by the transportation costs component. The mathematical procedure for deriving each of these costs is given in Appendix C-1.

Baseline Forecasts and Economic Impacts

Both TranSight and conventional travel demand models compare current conditions versus planned future conditions. In simulating economic impacts to the economy, TranSight measures 'shocks' or economic impacts of a transportation project to a baseline forecast. Baseline forecasts are reference points that economic analysts use to judge the direction and magnitude of potential economic impacts. They are not important in themselves other than placing employment change and other impacts, in the context of the overall economy, due to shock such as extreme weather events,

A summary table of the hypothetical results would show total values of the differences between the baseline and the alternative impact. In the following section, TBRPC identifies the baseline used by REMI TranSight for Gross Regional Product and Personal Income.

Extreme Weather Event Duration and Economic Impacts

Because REMI TranSight is configured with one-year increments as the unit of time, studying phenomena shorter than one-year requires some adjustments to the magnitude of the impact. For example, if a job program were to create 52,000 jobs in one year and we were interested in only one week of equivalent impact, we would analyze the creation of 1,000 jobs as a week's proportionate share of 52 weeks (1 year). While this approach does not formally restrict the model in terms of year-long effects, it does approximate the overall magnitude of a week's impact.

However, one consequence of a short analysis period is that some components of the TranSight analysis that are more realistic over the course of more than a year. For example, economic migration due to a change in regional economic conditions may be less realistic over a shorter period. Therefore, TBRPC urges caution in interpreting the inter-county results in Section 4.

Another consequence of short analysis periods is that the weather is unreliable to fit into a single week and guaranteed to return to full operation at the end of a week. Severe storms may flood roads. But debris, soil subsidence and structural damage may result in disruptions that last for longer time periods. In order to estimate the range of economic impacts from increasing durations, TBRPC modeled the Travel Demand results in TranSight in 2-day, 1-week, 2-week and 1-month intervals. All scenarios were run with the same procedure, by adjusting the week-long default magnitude of the scenario by the change in time in the TranSight model input interface. For example, if the TranSight input were 100 units for a one-week impact, TBRPC entered 200 units for a two-week impact.

As expected, the results for each of the scenarios conformed to a roughly proportionate change to the duration of the event. Gandy Blvd, however, was an exception. Because of a small difference in commuting costs between Pinellas and Hillsborough counties over one-week, preliminary results indicated that a one-month disruption of Gandy Blvd would have negative impacts for Hillsborough County but benefits for Pinellas County. It is because increases to transportation costs in Pinellas would be much lower than in Hillsborough County, making Pinellas more 'competitive.' TBRPC deemed this result unrealistic, given the importance of Gandy to Pinellas County and the artificial adjustment of the two-week and one-month scenarios to a two-day scenario impact.

With that caveat, TBRPC found that adjusting each representative project and two weather events by the duration of the disruption generally yielded results that scale proportionately. Those impacts are shown in graphs at the end of Section **Error! Reference source not found.** for spacing reasons. Tables for longer d uration periods are available by request from TBRPC.

4.2.2 Economic Impact of Representative Projects/Scenarios

TBRPC analyzed the economic impacts of transportation system disruptions from six representative projects and two extreme weather scenarios, the 9-inch rain event and the Category 3 hurricane using Remi TranSight (Version 4.0). Using outputs generated from the Tampa Bay Regional Planning Model (TBRPM) for the year 2045, TBRPC modeled the potential impacts of each event disrupting selected transportation links for a week.

Results are reported using the following indicators:

- Gross Regional Product; and
- Personal income (or wages)

Gross Regional Product is defined as the sum of the gross values added of all residents engaged in production (plus any taxes, and minus any subsidies, on products not included in the value of their outputs). The term is the same as Gross Domestic Product, reduced to a regional context. Personal Income is the aggregate of all sources of income to households across wages, supplemental income, rental income, and transfer payments.

While all data in the following tables are reported in 2018 dollars, Table 4-6 provides the baseline Gross Regional Product and Personal Income for each county in 2045, benchmarking the net differences reported in the following tables.

 Table 4-6
 Baseline Gross Regional Product and Personal Income, by County

County/Year	2045	2046	2047	2048	2049	2050		
Gross Regional Product (Millions of Fixed 2018 Dollars)								
Hillsborough	\$184,501.9	\$188,346.8	\$192,485.6	\$196,710.2	\$201,032.1	\$205,459.1		
Pasco	\$20,737.6	\$21,191.1	\$21,678.1	\$22,174.9	\$22,682.9	\$23,196.4		
Pinellas	\$108,660.3	\$111,211.9	\$113,970.1	\$116,800.4	\$119,718.3	\$122,711.6		
Total	\$313,899.8	\$320,749.7	\$328,133.7	\$335,685.4	\$343,433.2	\$351,367.2		
Gross Personal Ir	ncome (Millions (of Fixed 2018 D	ollars)					
Hillsborough	\$130,176.9	\$136,304.5	\$142,752.3	\$149,533.1	\$156,653.6	\$164,163.0		
Pasco	\$42,957.2	\$45,253.5	\$47,671.3	\$50,216.3	\$52,897.4	\$55,697.6		
Pinellas	\$99,604.3	\$104,284.6	\$109,237.0	\$114,441.2	\$119,947.3	\$125,745.0		
Total	\$272,738.4	\$285,842.6	\$299,660.5	\$314,190.6	\$329,498.4	\$345,605.6		

Hillsborough Projects

Hillsborough County is the most populous county in the Tampa Bay region and has the largest economy in the region. Hillsborough's projects are Gandy Boulevard and Big Bend. Gandy spans Tampa Bay between Tampa and Pinellas County. Big Bend provides access to TECO's Big Bend power plant in Apollo Beach.

Table 4-7 Gandy Blvd Economic Impacts – Two Days of Impact

	2045	2046	2047	2048	2049	2050	
Gross Regional Product (Millions of Fixed 2018 Dollars)							
Hillsborough	-\$105.8	-\$24.5	-\$16.3	-\$9.6	-\$5.8	-\$3.9	
Pasco	-\$14.1	\$0.5	\$0.9	\$1.0	\$1.0	\$0.8	
Pinellas	-\$110.0	-\$30.3	-\$22.1	-\$14.6	-\$10.1	-\$7.5	
Total	-\$229.9	-\$54.3	-\$37.6	-\$23.3	-\$15.0	-\$10.6	
Personal Incom	ne (Millions of	Fixed 2018 Do	ollars)				
Hillsborough	-\$68.6	-\$9.6	-\$2.7	\$2.7	\$5.9	\$7.3	
Pasco	-\$5.1	-\$1.3	\$0.7	\$0.9	\$0.7	\$0.2	
Pinellas	-\$107.7	-\$16.3	-\$12.7	-\$5.9	-\$1.7	\$0.8	
Total	-\$181.5	-\$27.2	-\$14.7	-\$2.3	\$4.9	\$8.3	

Source: TBRPC Remi TranSight, 4.0, 2019.

Gandy Blvd is the most economically significant link in this analysis, with a two-day interruption costing the regional economy \$229.9 million dollars throughout 2045, with ripple effects distorting prices and demand for goods and services between the counties through 2050.

Those impacts, however, are uneven across the counties. Since Gandy is a vital link between Hillsborough and Pinellas, its role in supporting both economies mean that its disruption would hurt the competitiveness of firms in both counties vis-à-vis Pasco County businesses, which sees gains in GRP from 2046 onward. Personal income in Pasco, however, declines until 2047. That is because many Pasco residents commute to jobs in either Hillsborough or Pinellas and the cost of their commutes are indirectly raised by rerouting traffic and increased congestion from disrupting Gandy Boulevard, adversely impact their real disposable income.

Compared to Gandy Blvd, Big Bend is a relatively small facility in terms of its regional economic impact. Even though the magnitude of the impact disconnecting Big Bend is enough to raise costs for businesses and commuters, its impact on the regional transportation network does not shift relative costs among the counties to convey an advantage to one county over the others.

Table 4-8 Big Bend Economic Impacts – Two Days of Impact

	2045	2046	2047	2048	2049	2050		
Gross Regional Product (Millions of Fixed 2018 Dollars)								
Hillsborough	-\$2.9	-\$0.3	-\$0.3	-\$0.2	-\$0.2	-\$0.1		
Pasco	-\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0		
Pinellas	-\$3.3	-\$0.2	-\$0.2	-\$0.1	-\$0.1	-\$0.1		
Total	-\$6.7	-\$0.6	-\$0.5	-\$0.4	-\$0.3	-\$0.2		
Personal Incom	ne (Millions d	of Fixed 2018 De	ollars)					
Hillsborough	-\$2.2	-\$0.5	-\$0.4	-\$0.4	-\$0.3	-\$0.3		
Pasco	-\$0.7	-\$0.1	-\$0.1	-\$0.1	-\$0.1	-\$0.1		
Pinellas	-\$2.4	-\$0.4	-\$0.3	-\$0.2	-\$0.2	-\$0.2		
Total	-\$5.4	-\$0.9	-\$0.8	-\$0.7	-\$0.6	-\$0.5		

Source: TBRPC Remi TranSight, 4.0, 2019.

Pasco Projects

Pasco County is the smallest of the three counties in terms of population and employment, with fewer jobs per resident than Hillsborough or Pinellas. Pasco fits into the regional economy as a bedroom community with more residents traveling daily to work in either larger county, compared to commuter inflows. Two projects were selected in Pasco County for analysis, US 19 and SR 54.

Table 4-9 US 19 Economic Impacts – Two Days of Impact

	2045	2046	2047	2048	2049	2050		
Gross Regional Product (Millions of Fixed 2018 Dollars)								
Hillsborough	-\$4.2	-\$0.5	\$0.0	\$0.1	\$0.2	\$0.2		
Pasco	-\$8.6	-\$0.5	-\$0.3	-\$0.1	-\$0.1	-\$0.1		
Pinellas	-\$12.8	-\$6.1	-\$4.7	-\$3.4	-\$2.5	-\$2.0		
Total	-\$25.6	-\$7.1	-\$5.0	-\$3.4	-\$2.4	-\$1.8		
Personal Incom	ne (Millions o	f Fixed 2018 D	ollars)					
Hillsborough	\$2.3	-\$0.7	\$0.6	\$0.9	\$1.1	\$1.2		
Pasco	-\$6.3	-\$0.4	-\$0.7	-\$0.8	-\$1.0	-\$1.2		
Pinellas	-\$14.8	-\$2.2	-\$1.9	-\$0.8	-\$0.2	\$0.2		
Total	-\$18.8	-\$3.3	-\$2.0	-\$0.8	-\$0.1	\$0.2		

Source: TBRPC Remi TranSight, 4.0, 2019.

Unlike projects in the other two counties, Pasco GRP losses are only a third of the total regional GRP loss in 2045 and less than half of the regional personal income loss. This is because US 19 is a regionally important facility and disruptions in Pasco County have impacts on the much larger economies of Pinellas and Hillsborough.

Moreover, as shown Table 5.3, even though there is a loss of GRP in Hillsborough County as the result of this disruption, Hillsborough sees a small gain in personal income. Keeping in mind that REMI TranSight does not distinguish between two days duration events or one year duration events, only the magnitude of the impact in one year, Hillsborough would become a relatively more attractive place to live because the transportation, accessibility, and commuting cost increases are not as high as in other counties (even though there are still cost increases that would be sustained over time).

As shown in Appendix C, Hillsborough residence-adjusted employment has increased, meaning that there is an increase in people living within Hillsborough and working outside the county. Because they are

living in Hillsborough, personal income increases within the county. Even though there is a net decrease in population and labor force, there is still a net increase in residence adjusted employment. For example, if ten people move out of a region and 5 people move in and work in a different region, there is still a net decrease of five people. But there would be a residence adjusted increase of five people.

Table 4-10 SR 54 Economic Impacts – Two Days of Impact

	2045	2046	2047	2040	2040	2050			
	2045	2046	2047	2048	2049	2050			
Gross Regional	Gross Regional Product (Millions of Fixed 2018 Dollars)								
J	,		,						
Hillsborough	-\$2.5	-\$0.3	-\$0.2	-\$0.1	\$0.0	\$0.0			
Pasco	-\$1.8	-\$0.5	-\$0.4	-\$0.3	-\$0.2	-\$0.2			
Pinellas	-\$0.8	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1			
Total	-\$5.1	-\$0.7	-\$0.4	-\$0.2	-\$0.1	-\$0.1			
Personal Incom	ne (Millions d	of Fixed 2018 De	ollars)						
Hillsborough	-\$0.6	-\$0.1	\$0.2	\$0.3	\$0.3	\$0.3			
Pasco	-\$3.7	-\$0.2	-\$0.5	-\$0.5	-\$0.6	-\$0.6			
Pinellas	\$0.4	\$0.0	\$0.1	\$0.2	\$0.2	\$0.2			
Total	-\$3.9	-\$0.4	-\$0.2	-\$0.1	-\$0.1	-\$0.1			

Source: TBRPC Remi TranSight, 4.0, 2019.

As with the US 19 project, Pasco GRP losses are only a third of the total GRP loss in 2045 but incurs almost all the personal income loss. This finding suggests that commuter traffic flows from Pasco to the other counties while relatively few workers from other counties use SR 54 to access jobs in Pasco.

Moreover, as shown in **Error! Reference source not found.**, though there is a loss of GRP in Pinellas C ounty as a result of this disruption, Pinellas sees a small gain in personal income. Pinellas resident employees who commute to jobs outside of Pinellas pay relatively less for transportation, raising their real personal income. Over longer disruption durations, Pinellas would become a relatively more attractive place to live because the transportation, accessibility, and commuting cost increases are not as high as in other counties (even though there are still cost increases).

Pinellas Projects

Pinellas has the second highest population in the Tampa Bay Area and the second highest number of jobs. The two pilot projects are Gulf Boulevard and Roosevelt Boulevard.

Table 4-11 Gulf Blvd Economic Impacts – Two Days of Impact

	2045	2046	2047	2048	2049	2050		
Gross Regional Product (Millions of Fixed 2018 Dollars)								
Hillsborough	-\$4.2	-\$0.5	\$0.0	\$0.2	\$0.2	\$0.2		
Pasco	-\$8.6	-\$0.5	-\$0.3	-\$0.1	-\$0.1	-\$0.1		
Pinellas	-\$12.7	-\$6.1	-\$4.7	-\$3.4	-\$2.5	-\$1.9		
Total	-\$25.5	-\$7.0	-\$5.0	-\$3.4	-\$2.4	-\$1.8		
Personal Incom	ne (Millions o	f Fixed 2018 D	ollars)					
Hillsborough	\$2.3	-\$0.7	\$0.6	\$0.9	\$1.1	\$1.2		
Pasco	-\$6.3	-\$0.4	-\$0.7	-\$0.9	-\$1.0	-\$1.2		
Pinellas	-\$14.6	-\$2.2	-\$1.8	-\$0.8	-\$0.2	\$0.2		
Total	-\$18.7	-\$3.3	-\$1.9	-\$0.8	-\$0.1	\$0.2		

Source: TBRPC Remi TranSight, 4.0, 2019.

Gulf Boulevard impacts raise the cost of doing business in Pinellas and Pasco counties along with the relative cost of labor for their resident workers. As such, Hillsborough resident employees accrue a comparative advantage over businesses and labor in the other two counties, seeing gains in personal income through 2050.

Table 4-12 Roosevelt Blvd Economic Impacts – Two Days of Impact

	2045	2046	2047	2048	2049	2050		
Gross Regional Product (Millions of Fixed 2018 Dollars)								
Hillsborough	-\$2.7	-\$0.3	-\$0.2	-\$0.1	\$0.0	\$0.0		
Pasco	-\$1.3	-\$0.1	\$0.0	\$0.0	\$0.0	\$0.0		
Pinellas	-\$0.8	-\$0.2	-\$0.1	-\$0.1	-\$0.1	\$0.0		
Total	-\$4.9	-\$0.5	-\$0.3	-\$0.2	-\$0.1	-\$0.1		
Personal Incom	ne (Millions d	of Fixed 2018 Do	ollars)					
Hillsborough	-\$1.9	-\$0.3	-\$0.2	-\$0.1	\$0.0	\$0.0		
Pasco	-\$1.2	\$0.0	-\$0.1	-\$0.1	-\$0.1	-\$0.2		
Pinellas	-\$0.9	-\$0.2	-\$0.1	\$0.0	\$0.0	\$0.0		
Total	-\$3.9	-\$0.6	-\$0.4	-\$0.3	-\$0.2	-\$0.1		

Like Big Bend in Hillsborough County, Roosevelt's overall disruption impacts are relatively small. But as a key link to I-275, disruption of this segment impacts Hillsborough County's economy more than Pinellas or Pasco.

9-Inch Rain Event and Category 3 Hurricane

The last two scenarios affect all three counties. A 9-inch rain event primarily impacts Hillsborough County and the principal impacts are related to flooding. A Category 3 hurricane primarily impacts Pinellas County, with wind obstructing roads with debris and storm surge flooding low-lying areas. Both scenarios have devastating impacts on the Tampa Bay Area, as shown in the following two tables.

Table 4-13 9 Inch Storm Event Economic Impacts – Two Days of Impact

	2045	2046	2047	2048	2049	2050		
Gross Regional Product (Millions of Fixed 2018 Dollars)								
Hillsborough	-\$448.2	-\$72.8	-\$47.0	-\$26.2	-\$14.4	-\$8.4		
Pasco	-\$26.4	-\$5.0	-\$2.7	-\$1.1	-\$0.5	-\$0.3		
Pinellas	-\$302.1	-\$78.9	-\$57.3	-\$38.1	-\$26.4	-\$19.5		
Total	-\$776.6	-\$156.7	-\$107.0	-\$65.4	-\$41.3	-\$28.2		
Personal Incom	ne (Millions of	Fixed 2018 Dol	llars)					
Hillsborough	-\$296.5	-\$47.4	-\$24.4	-\$5.1	\$6.8	\$13.2		
Pasco	-\$56.2	-\$8.2	-\$5.7	-\$4.5	-\$4.7	-\$5.8		
Pinellas	-\$277.1	-\$48.6	-\$35.1	-\$17.4	-\$6.1	\$0.7		
Total	-\$629.8	-\$104.2	-\$65.2	-\$27.0	-\$4.0	\$8.2		

Table 4-14 Category 3 Storm Economic Impacts – Two Days of Impact

	2045	2046	2047	2048	2049	2050	
Gross Regional Product (Millions of Fixed 2018 Dollars)							
Hillsborough	-\$254.4	-\$54.2	-\$28.7	-\$11.6	-\$2.6	\$0.9	
Pasco	-\$43.8	-\$11.3	-\$6.9	-\$3.9	-\$2.5	-\$2.1	
Pinellas	-\$1,019.6	-\$234.7	-\$174.0	-\$118.9	-\$84.6	-\$63.6	
Total	-\$1,317.8	-\$300.2	-\$209.7	-\$134.5	-\$89.8	-\$64.8	
Personal Incom	ne (Millions of I	ixed 2018 Dol	lars)				
Hillsborough	-\$55.8	-\$32.3	\$15.9	\$32.8	\$43.1	\$46.9	
Pasco	-\$89.5	-\$16.9	-\$12.4	-\$10.5	-\$10.8	-\$12.6	
Pinellas	-\$950.4	-\$171.5	-\$151.1	-\$100.8	-\$67.6	-\$45.7	
Total	-\$1,095.7	-\$220.6	-\$147.6	-\$78.5	-\$35.3	-\$11.4	

Event Duration and Economic Impacts

Extreme weather events vary in their duration, often imposing costs on the economy long after the event itself has passed due to roads damaged by soil subsidence, inoperable streetlights and obstructed driving lanes. This section depicts the economic effects of variations in event duration for each event in the previous sections across a 2-day, 1-week (the duration used in the preceding sections), 2-week and 1-month period for regional GRP impact totals. As can be seen, the compromise of these facilities can result in economic impacts that may not be fully recovered in five years.

Figure 4-14 US 19 Gross Regional Product Impacts by Event Duration

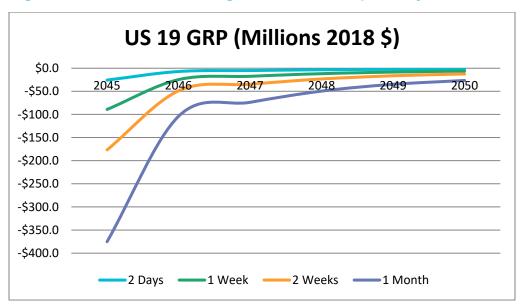


Figure 4-15 SR 54 Gross Regional Product Impacts by Event Duration

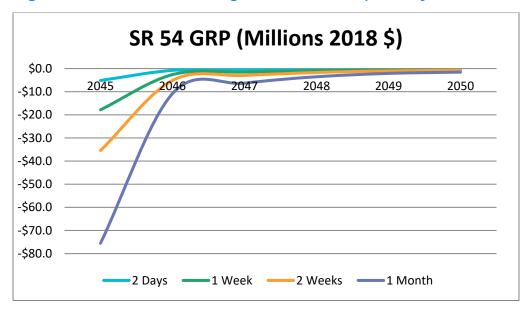


Figure 4-16 Gulf Blvd Gross Regional Product Impacts by Event Duration

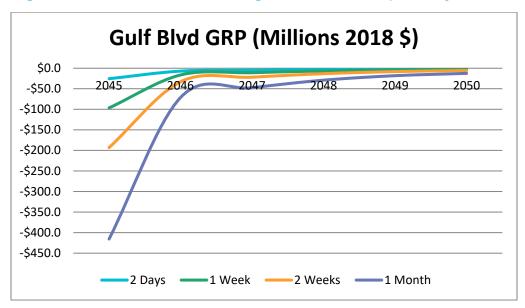


Figure 4-17 Roosevelt Gross Regional Product Impacts by Event Duration

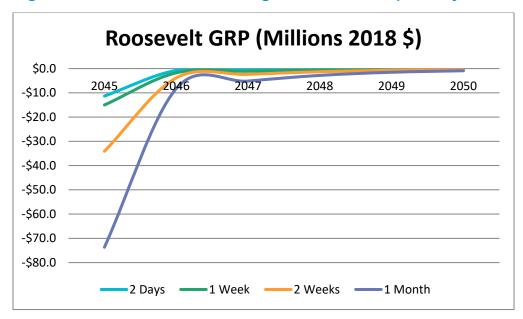


Figure 4-18 Gandy Gross Regional Product Impacts by Event Duration

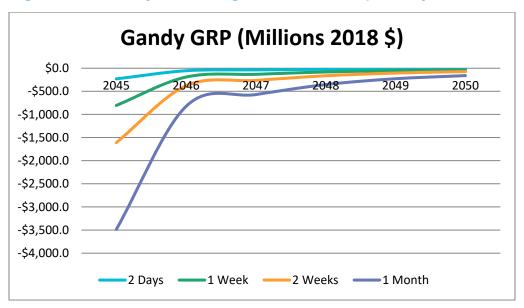


Figure 4-19 Big Bend Gross Regional Product Impacts by Event Duration

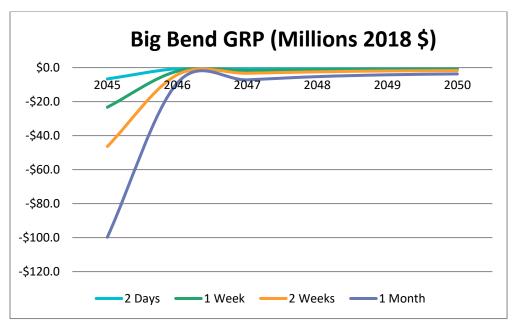


Figure 4-20 9 Inch Rain Event Gross Regional Product Impacts by Event Duration

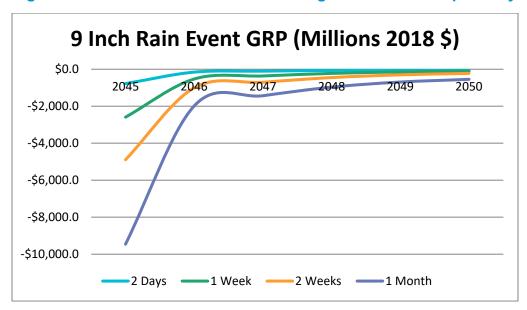
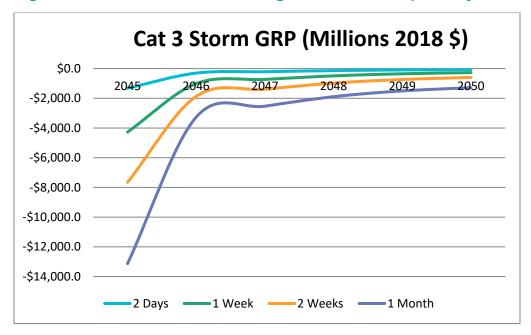


Figure 4-21 Cat 3 Storm Gross Regional Product Impacts by Event Duration



4.3 Cost and Benefit Comparison

4.3.1 Adaptation Cost and Potential Economic Loss

This section compared the potential economic impacts and adaptation costs for eight scenarios. This included the locations of six county representative projects being inundated and Category 3 storms plus the high sea level rise scenario and 9-inch precipitation in 24 hours scenario. The benefit of adaptation strategies is measured by the potential economic impact they mitigate when compared to no investment. The economic impact is represented using the 2045 annual total loss of Gross Regional Product (GRP) and 2045 annual total loss of personal income caused by roadway inundation of 2 days, 1 week, 2 weeks, and 1 month. The adaptation cost is represented by the cost of implementing adaptation strategies at county-representative project locations and other vulnerable areas.

In Cost-Benefit Analyses, both costs and benefits occur in the future while decisions about whether those benefits exceed costs must be made today. For projects in the immediate future, costs are subtracted from benefits. We can say that positive net benefits justify a project while negative net benefits do not. However, public investment decisions frequently involve investments (costs) in the immediate future, as in adaptation costs to a capital investment program. Benefits, such as avoided costs from the economic losses, that occur in the future must be discounted to present values in order to compare them with present day investment costs. Costs used reflect the recommended adaptation strategy option(s).

Discounting to present values, however, is not the same thing as adjusting future costs to inflation. Let us say that a friend offers you ten dollars today or ten dollars (leaving inflation aside) in a year. Most people would choose having the ten dollars today because that money can be put to productive use. right away, as opposed to money offered in the future. Economists use a discount rate to account for people's reference for immediate payment by subtracting a percentage value from today's money each year out by an amount that represents its opportunity cost, or cost of capital, of not spending the money today.

In this analysis, we use a real discount rate of 4 percent as recommended by Florida Department of Transportation³⁷. While the Federal Highway Administration recommends using a 7 percent real interest rate³⁸, this discount rate was based on long-term government debt yields from 1973-2003. Today, 7 percent is high relative to prevailing interest rates for private investment and much higher for prevailing treasury notes and bonds real interest rates³⁹. As such, TBRPC felt it was appropriate to match FDOT's discount rate.

As with the economic analysis, this cost benefit study is only focused on the costs (or avoided costs) of Gross Regional Product impacts to the efficiency of the transportation system itself. Property value impacts or impacts to residents and businesses are not explicitly considered in the analysis. Moreover, the analysis does not consider the likelihood of more frequent extreme weather events or more intense events. Instead, we look exclusively look at one time costs of adaptation measures and one time

³⁷ https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/policy/economic/macroimpacts0115.pdf?sfvrsn=5d49079b_0

³⁸ https://cms.dot.gov/sites/dot.gov/files/docs/mission/office-policy/transportation-policy/284031/benefit-cost-analysis-guidance-2017.pdf

³⁹ https://www.whitehouse.gov/wp-content/uploads/2017/11/Appendix-C-revised.pdf

'benefits' of avoiding 100 percent of the potential economic damage associated with an extreme weather event in 2045.

In the following analysis, TBRPC calculated Net Present Values for avoided costs to Gross Regional Product at the county level and at the regional (three county) level for each representative project. Different resiliency investment scenarios were tested across two -day, 1-week, 2-week and 1-month duration scenarios in 2045. If extreme weather events become more frequent and/or more intense than once in the next 25 years, net present values will increase significantly.

Listed below are the assumptions TBRPC used in analyzing the benefit-cost of the adaptation measures identified by CS.

- Discount Rate of 4%
- Extreme Weather Events occur once in 2045 and are not more frequent or more intense
- Economic impacts are exclusively focused on the transportation costs of the overall efficiency of
 the regional transportation network. Extreme weather impacts on access to property, property
 values and taxes, property damage, closed businesses and lost sales and employment are
 excluded from this analysis
- Capital investments happen in the very near future. If adaptation measures are staggered, results will be different
- Impacts can occur in 2-day, 1-week, 2-week or 1-month intervals

Results indicate that due to the interconnected nature of the metropolitan economy, the region as a whole sometimes benefits more from adaptation measures taken by individual counties facing direct impacts. For example, Gandy Boulevard has a negative Net Present Value for a two-day duration event in Hillsborough County while the region's total impact is positive. That is because Hillsborough bears the cost of the adaption measure through its own capital program while the other two counties benefit without having to pay for the adaption measure`.

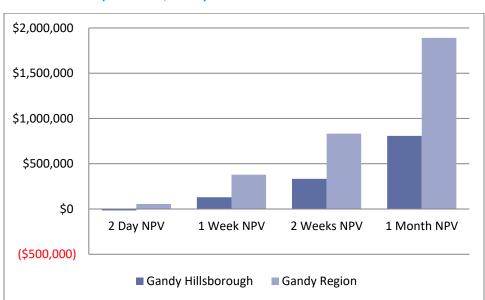
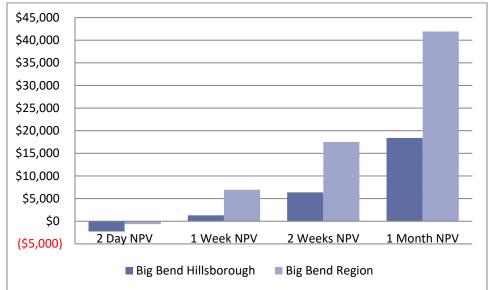


Figure 4-22 Gandy Net Present Value of Adaptation Measures by Event Duration (2018 \$1,000s)

With greater duration events, both Hillsborough and the Region benefits from the adaptation investments increase substantially. There is a greater return for each successively higher level of assumed risk about future events.

Big Bend's adaptation measures return similar net present values from regional impacts relative to county impacts, because the entire region benefits from Hillsborough County's investments in adaptation measures.





In Pinellas County, Net Present Value impacts for Gulf Boulevard are nearly identical between Pinellas and the region, as shown in Figure 4-24.

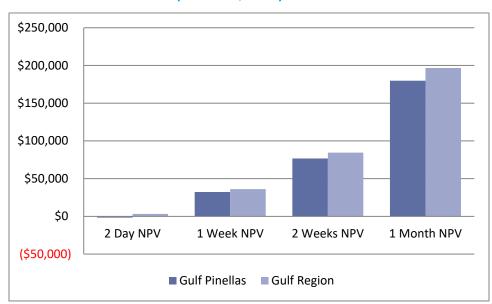


Figure 4-24 Gulf Blvd Net Present Value of Adaptation Measures by Event Duration (2018 \$1,000s)

That is because Gulf Boulevard mostly impacts Pinellas trips and therefore avoided costs primarily benefit Pinellas residents and businesses. On the other hand, Roosevelt Boulevard adaptation measures primarily benefit Hillsborough County (and Pasco, to a lesser extent) over costs to Pinellas. As shown in Figure 4-25, Pinellas pays the costs of adaptation measures but does not benefit relative to the cost through any of the duration scenarios.



1 Week NPV

Roosevelt Pinellas

2 Day NPV

(\$5,000)

(\$10,000)

(\$15,000)

(\$20,000)

Figure 4-25 Roosevelt Net Present Value of Adaptation Measures by Event Duration (2018 \$1,000s)

■ Roosevelt Region

2 Weeks NPV

1 Month NPV

A nearly identical pattern of impacted county costs versus regional benefits obtains in Pasco County with US 19. There is no duration scenario in which US 19 adaptation costs pay for themselves for Pasco County, but there are regional benefits at the 1-month duration. This analysis was performed on the main recommended project costing \$136 million. For the alternate project of \$71 million, the tradeoffs would be seen earlier.

\$150,000 \$50,000 \$0 (\$50,000) (\$100,000) (\$150,000) US 19 Pasco US 19 Region

Figure 4-26 US 19 Net Present Value of Adaptation Measures by Event Duration (2018 \$1,000s)

There is no duration scenario in which US 19 adaptation costs pay for themselves for Pasco County, but there are regional benefits at the 1-month duration.

SR 54, on the other hand, shows strong gains to regional Net Present Values as durations increase, becoming positive at the 1-month duration level. Overall, however, Pasco's net present value returns from adaptation investments are poor due to the high cost for some mitigation measures and long periods of time between capital investment and 2045, when the benefits from a major storm become evident.

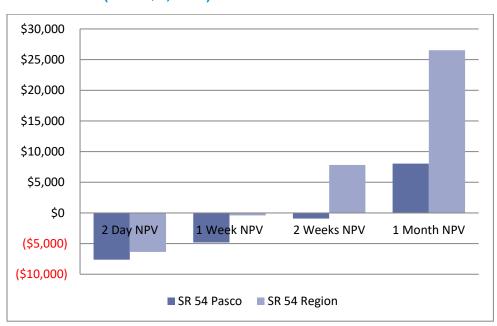


Figure 4-27 SR 54 Net Present Value of Adaptation Measures by Event Duration (2018 \$1,000s)

The figures below illustrate the economic impact to each county in the Category 3 storms plus high sea level rise scenario, and the 9-inch precipitation scenario. The economic impact is compared with the cost of potential adaptation strategies in each county, including the two representative projects in each county, and potential strategies for high resilience priority locations, as well as the Moderate & Low Resilience Priority Needs. All costs of adaptation strategies are shown as net present values using the method describe previously. The intention is to help inform the decision of whether to include these potential adaptation projects in LRTPs, by estimating under what situation, an adaptation investment will be close to or smaller than the potential economic loss of not investing, and therefore is worth being included in the LRTP.

For example in Figure 4-28 and Figure 4-29, the annual loss in GRP in Hillsborough County will be close to the cost of implementing the two county representative project plus the cost of addressing high resilience priority needs, when the transportation network is inundated for 14 days (2 week) due to a 9-inch precipitation event or for 30 days (1 month) due to a Category 3 Storm with High sea level rise. The annual loss in GRP Hillsborough County will be equal to the funding needed to address all adaptation needs when there are over 30 days (1 month) the transportation facilities are closed due to 9-inch precipitation events.

For Pinellas County, the annual loss in GRP in will be greater than the cost of implementing the two county representative projects plus the cost of addressing high resilience priority needs, when the transportation network is inundated for about 10 days (1.5 week) due to a Category 3 Storm. The annual loss in GRP Pinellas County will be almost equal to the funding needed to address all adaptation needs when there are 14 days (2 weeks) the transportation facilities are closed due to a Category 3 Storm.

For Pasco County, the annual loss in GRP in will be greater than the cost of implementing the two county representative project when the transportation network is inundated for about 14 days (2 week) due to a

Category 3 Storm or over three weeks due to a 9-inch precipitation event. The annual loss in GRP Pasco County will be greater to the funding needed to address additional high resilience priority needs when there are over three weeks the transportation facilities are closed due to a Category 3 Storm.

It should be noted that adaptation projects are not guaranteed to mitigate 100% of the economic impacts. On the other hand, while the annual economic impact is used here for comparison, the benefit of adaptation projects could last for decades once build.

Figure 4-28 Category 3 Storm plus High SLR Scenario

Hillsborough County: 2045 Economic Impact vs. Adaptation Cost



Figure 4-29 9 Inches Precipitation Scenario

Hillsborough County: 2045 Economic Impact vs. Adaptation Cost

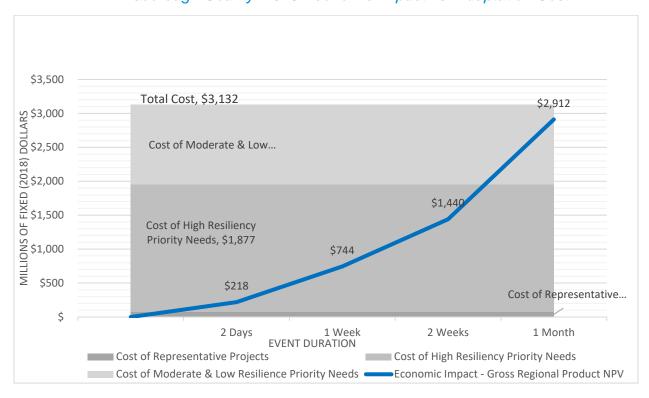


Figure 4-30 Category 3 Storm plus High SLR Scenario

Pinellas County: 2045 Economic Impact vs. Adaptation Cost

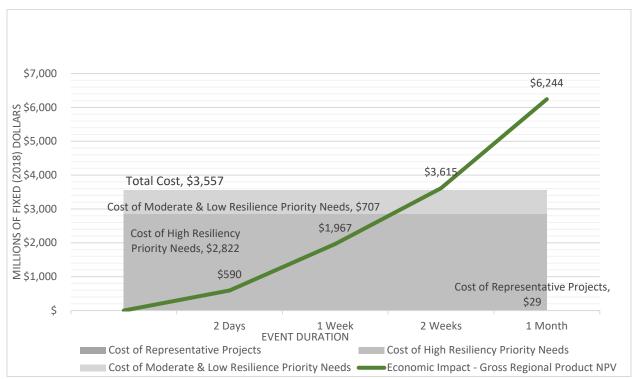


Figure 4-31 9 Inches Precipitation Scenario

Pinellas County: 2045 Economic Impact vs. Adaptation Cost

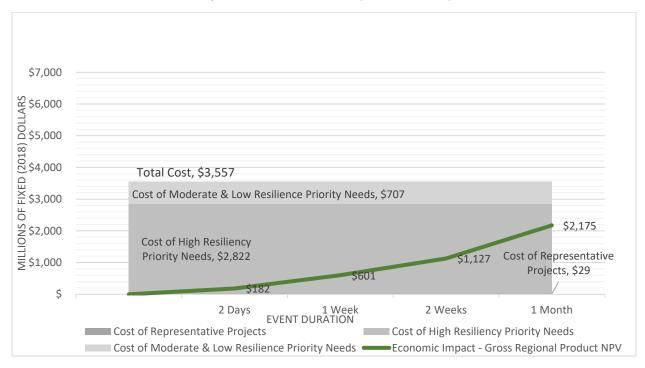
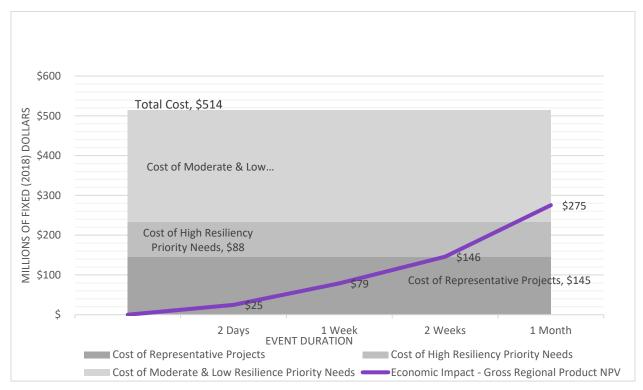


Figure 4-32 Category 3 Storm plus High SLR Scenario

Pasco County: 2045 Economic Impact vs. Adaptation Cost



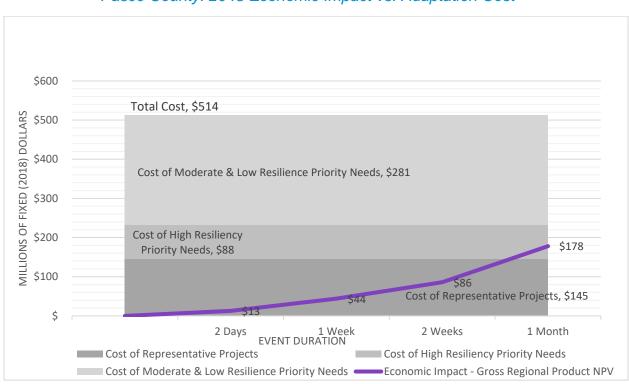


Figure 4-33 9 Inches Precipitation Scenario

Pasco County: 2045 Economic Impact vs. Adaptation Cost

4.3.2 Adaptation Cost and Rebuild Cost

In addition to potential economic loss due to roadway closure, extreme weather events could cause damage to the infrastructure itself, adding cost of repairing or rebuilding the destructed assets to the region's burden, and causing additional inconvenience and economic loss during the construction.

Figure 4-34, Figure 4-35, and Figure 4-36 compare the adaptation cost and rebuild cost of representative projects, high resilience priority needs, and moderate and low resilience priority needs in the three counties. The rebuild cost is estimated using the per-mile cost of raising roadway profiles as discussed in Section 4.1, which in reality could be higher given the additional post-disaster clean-up cost that would occur. The raising the profile version of these costs are used because it is likely that adaptation measures will be incorporated with any rebuild redesign and the costs can account for those changes. Adaptation strategies are proactive and, in most cases, less expensive ways to address potential threats from extreme weather and climate events.

Figure 4-34 Adaptation Cost and Rebuild Cost for Representative Projects

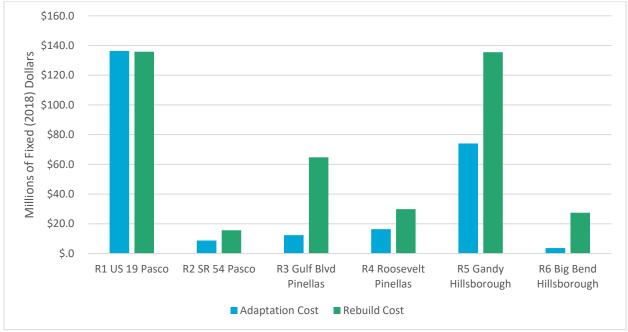
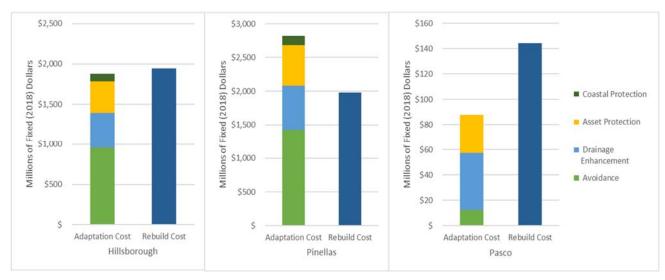


Figure 4-35 Adaptation Cost and Rebuild Cost for High Resilience Priority Needs



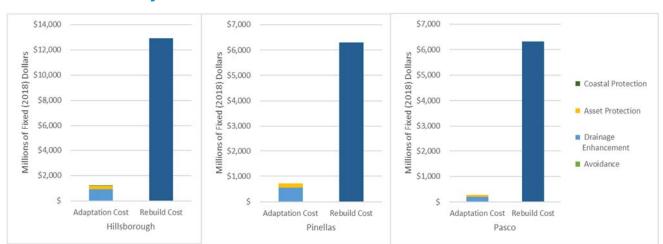


Figure 4-36 Adaptation Cost and Rebuild Cost for Moderate and Low Resilience Priority Needs

4.4 Adaptation Costs versus Current Investments

According to the current 5-year Capital Improvement Program budget in each county, as shown in Table 4-15, Hillsborough County, Pinellas County, and Pasco County each have about \$650 million, \$102 million, and \$106 million budget for bridges and pavement maintenance and stormwater treatment in the fiscal year 2020 to 2024 timeframe. To assist planning for future years, the total adaptation funding needs over the life of LRTP (2025-2045, 20 years), as shown in Table 4-16, were divided by 4 to obtain the future 5-year funding needs, as shown in Table 4-17**Error! Reference source not found.**.

As a whole, the annual spending as reflected in the current 5-year budget for Hillsborough County would cover the cost for the county representative projects and high resilience priority needs. However, that would assume that revenue resources could be used across categories and that existing capital improvement needs are not covered. Both those situations are improbable and funding for adaptation strategies will need to be in addition to current methods, with the exception of coordination on drainage improvements. For Pinellas County, the current budget level would cover the county representative projects and Pasco County's current level of funding would cover the cost for the county representative projects and high resilience priority needs.

Table 4-18 and Table 4-19 shows the comparison of current budget and future funding needs broken down by categories. The infrastructure and drainage category include adaptation strategies of raising profile, enhance drainage, and asset protection. Raising the profile and asset protection (primarily shoulder enhancements) are new elements not generally included in bridges and pavement maintenance funding. The coastal protection category includes beach nourishment, nature shorelines, etc. as described in Chapter 3.

It should be noted that facilities that are routinely impacted by flooding can require 10-15% more maintenance.

Given the large costs associated the high resilience projects, Table 4-15 shows the costs for the highly critical and highly vulnerable locations versus all high resilience locations (i.e., those high

critical/moderate vulnerability or moderate criticality/high vulnerability). The highly critical/highly vulnerable roads were assigned more comprehensive adaptation strategies, including raising the profile, which explains the large costs as compared to the high resilience projects.

Table 4-15 Current 5-Year CIP Budget (\$Million)

		Bridges and Pavement	Stormwater	Total
Hillsborough ⁴⁰	FDOT	\$201.5	\$15.2	\$216.8
	County	\$179.3	\$113.4	\$292.7
	Municipalities	\$37.1	\$104.1	\$141.2
	Subtotal	\$417.9	\$232.7	\$650.6
Pinellas	FDOT ⁴¹	\$37.1		\$37.1
	County ⁴²	\$3.3	\$61.7	\$65.0
	Subtotal	\$40.4	\$61.7	\$102.1
Pasco	FDOT ⁴³	\$5.6		\$5.6
	County ⁴⁴	\$67.0	\$33.1	\$100.1
	Subtotal	\$72.6	\$33.1	\$105.7
Tri-County	Total	\$530.9	\$327.5	\$858.4

⁴⁰ Hillsborough County Capital Improvement Program Budget FY 2018/2019 – FY 2022/2023

⁴¹ FDOT Work Program Pinellas County Maintenance Projects, 2020 - 2024

⁴² Pinellas County Capital Improvement Program Budget 2020 - 2024,

⁴³ FDOT Work Program Pasco County Maintenance Projects, 2020 - 2024

⁴⁴ Pasco County Capital Improvement Program Budget 2020 - 2024,

Table 4-16 Total Adaptation Funding Needs (\$Million)

	Representative Projects	High Resilience Priority Needs	Moderate-Low Resilience Priority Needs	Total Funding Needs
Hillsborough	\$77.7	\$1,877.3	\$1,177.5	\$3,132.5
Pinellas	\$28.8	\$2,821.9	\$706.8	\$3,557.5
Pasco	\$145.0	\$87.8	\$280.7	\$513.6
Tri-County Total	\$251.6	\$4,787.0	\$1,458.2	\$6,496.8

Table 4-17 Comparison of Current Budget and Future 5-Year Funding Needs (\$Million)

County	Current 5-Year	Future 5-Year Funding Needs					
	Budget	Representative Projects	High Resilience Priority Needs	Moderate-Low Resilience Priority Needs	Total		
Hillsborough	\$650.6	\$19.4	\$469.3	\$294.4	\$783.1		
Pinellas	\$102.1	\$7.2	\$705.5	\$176.7	\$889.4		
Pasco	\$105.7	\$36.3	\$22.0	\$70.2	\$128.4		
Tri-County Total	\$858.4	\$62.9	\$1,196.8	\$364.6	\$1,624.2		

Table 4-18 Total Adaptation Funding Needs by Category (\$Million)

	Representative Projects		High Resilience Priority Needs		Moderate-Low Resilience Priority Needs		Total	
	Infrastructure & Drainage	Coastal Protection	Infrastructure & Drainage	Coastal Protection	Infrastructure & Drainage	Coastal Protection	Infrastructure & Drainage	Costal Protection
Hillsborough	\$77.7		\$1,785.4	\$91.9	\$1,166.8	\$10.7	\$3,029.9	\$102.6
Pinellas	\$18.9	\$9.9	\$2,678.9	\$143.0	\$706.8	\$.0	\$3,404.6	\$152.9
Pasco	\$145.0		\$87.8	\$.0	\$280.7	\$.0	\$513.6	\$.0
Tri-County Total	\$241.7	\$9.9	\$4,552.2	\$234.9	\$2,154.3	\$10.7	\$6,948.1	\$255.5

Table 4-19 Comparison of Annual Current Budget and Future Funding Needs by Category (\$Million)

Future 5-Year Funding Needs									Current 5-
County	Representative Projects		High Resilience Priority Needs		Moderate-Low Resilience Priority Needs		Total		Year Budget
	Infrastructure & Drainage	Coastal Protection	Infrastructure & Drainage	Coastal Protection	Infrastructure & Drainage	Coastal Protection	Infrastructure & Drainage	Costal Protection	
Hillsborough	\$3.9	\$0.0	\$89.3	\$4.6	\$58.3	\$0.5	\$151.5	\$5.1	\$130.1
Pinellas	\$0.9	\$0.5	\$133.9	\$7.1	\$35.3	\$0.0	\$170.2	\$7.6	\$20.4
Pasco	\$7.3	\$0.0	\$4.4	\$0.0	\$14.0	\$0.0	\$25.7	\$0.0	\$21.1
Tri-County Total	\$12.1	\$0.5	\$227.6	\$11.7	\$107.7	\$0.5	\$347.4	\$12.8	\$171.7

Table 4-20 Cost by Criticality/Vulnerability (not including representative projects)

(Millions of Fixed	(2018) Dollars)					
Hillsborough						
	Avoid/ Protect	Drainage	Coastal Protection	Total	Cost of Rebuild	Total Minus Rebuild
High Resilience	\$1,392.076	\$456.775	\$91.893	\$1,940.745	\$1,987.500	-\$46.756
High/High	\$1,249.986	\$253.954	\$71.960	\$1,575.900	\$966.647	\$609.253
Difference	\$142.090	\$202.822	\$19.933	\$364.845	\$1,020.853	
Percentage	89.8%	55.6%	78.3%	81.2%	48.6%	
Pinellas						
	Avoid/ Protect	Drainage	Coastal Protection	Total	Cost of Rebuild	Total Minus Rebuild
High Resilience	\$2,039.717	\$858.827	\$89.974	\$2,988.517	\$3,718.576	-\$730.059
High/High	\$1,851.998	\$376.261	\$89.974	\$2,318.233	\$1,154.341	\$1,163.892
Difference	\$187.719	\$482.565	\$.000	\$670.284	\$2,564.235	
Percentage	90.8%	43.8%	100.0%	77.6%	31.0%	
Pasco						
	Avoid/ Protect	Drainage	Coastal Protection	Total	Cost of Rebuild	Total Minus Rebuild
High Resilience	\$65.293	\$154.147	\$.000	\$219.440	\$885.305	-\$665.865
High/High	\$19.221	\$3.905	\$.000	\$23.126	\$13.687	\$9.439
Difference	\$46.072	\$150.242	\$.000	\$196.314	\$871.618	
Percentage	29.4%	2.5%		10.5%	1.5%	

5.0 Public Engagement

The RTBT initiative coordinated with agencies and the general public in multiple ways.

Project Management

- The Tampa Bay Transportation Management Area Leadership Group (TMA) served as the oversight for the effort.
- Three MPOs working together, Pinellas County MPO (Forward Pinellas), Pasco MPO, and Hillsborough County MPO provide management direction, with Hillsborough MPO taking the lead and administering the FHWA grant.
- The ONE BAY Resilient Communities Working Group served as a steering committee and sounding board for the plan, particularly with respect to public outreach.
- The three county Local Mitigation Strategy Working Groups provided technical support and comments during development of the project

Coordination Approach

RTBT focused it efforts on transportation infrastructure. Other organizations are performing similar vulnerability assessments on other types of infrastructure, more refined geographic area, or looking at social vulnerabilities. Some of these projects and agencies active in Tampa Bay are:

- Pinellas County Restore Act Vulnerability Assessment
- Hillsborough County Perils of Flood Act Matrix of Impacts Initiative
- University of South Florida School of Community Design
- University of South Florida Department of Urban Planning
- FDOT District 7 Gandy Boulevard PD&E
- FDOT District 7 Community Liaison and Drainage Engineer
- Public Works from the three counties

Best Practices and Conferences

- Federal Highway Administration and MPO Peer exchanges
- Women's Transportation Society Annual Conference
- American Planning Association Florida Conference
- Association of MPO's Annual Meeting

- Transportation Resilience Conference
- Transportation Research Board

Public Outreach

Public ou reach utilized the committee MPO committees as well as established county and regional organizations which was comprised with members of the public, private sector experts, and agency representations.

Hillsborough MPO, Forward Pinellas, and Pasco County Outreach included the following groups from Fall 2018 and is anticipated through Spring 2020.

- Citizens Advisory Committees
- Technical Advisory Committees
- Transportation Disadvantaged Local Coordinating Boards
- County Local Mitigation Strategy Working Groups
- MPO Boards

One Bay Resilient Communities Meetings hosted by the Tampa Bay Regional Planning Council

- Regional Project Kick-off, Winter 2018
- Status, Spring 2019
- Preliminary Interim Results, Fall 2019
- Final results, Winter 2020

To help determine criticality, a public and agency survey was prepared to gauge what roadways were most important to the region and for what reasons. The survey asked what factors are important to determine criticality, such as hurricane evacuation, projected traffic volumes, or intermodal connectivity. It asked what area factors should be used to determine criticality, such as project population and percentage of zero-car households. Lastly it asked what activities or destinations respondents consider critical from an access perspective, such as shelters and hospitals, or educational or military institutions. The results of the survey were used to identify and weight the variables factored into the criticality assessment. (Section 2.2 of the report describes how the results were used.)

6.0 Summary and Recommendations

The transportation network in the Tampa Bay region faces challenges from extreme weather events. Heavy rain results in localized flooding, King Tide high tides are seeing water appear on roads, and storm surge and rain from hurricanes will inundated roads and may result in flooding throughout the region. Based on the results of this assessment, about 11 percent of the region's roadways are highly vulnerable to storms, sea level rise, and heavy precipitation, an additional eight percent of the roadways are of moderate vulnerability. Among these high or moderate vulnerable roadways, over one third are facilities that are highly critical to the region's safety, mobility, and economy.

Inundation of these roadways (defined as high resilience priority roadways in the document) will cause significant economic impact, including loss in Gross Regional Product (GRP) and personal income. Based on the comparison at Section 4.3.1, the loss in GRP alone will be close to or greater than the cost implementing adaptation strategies to high resilience priority needs when the transportation network is inundated for approximately 14 days due to Category 3 storm plus sea level rise or 9-inch precipitation events. Flooding from a single rain event typically subsides in a few hours or days. Similarly, storm surge typically ebbs after a few days, however, flooding from rain can last for several or more.

In addition, extreme weather events could cause damage to the infrastructure itself through washouts or other structural issues, adding cost of repairing or rebuilding the compromised assets to the region's burden. Based on the results from Section 4.3.2, compared to the rebuilding, adaptation strategies are proactive and in most cases less expensive ways to address potential threats from extreme climate events, not including the additional inconvenience, economic loss, and impact on emergency evacuation that might occur during the construction.

It is recommended that the adaptation strategies for high resilience priority locations be considered for inclusion in the three MPO's LRTPs. The cost of implementing adaptation strategies for these locations outweighs the cost of rebuilding. However, these costs are projected to be substantial and in addition to costs for current transportation needs. As an alternate, implementing projects that relate to highly critical and highly vulnerable locations is an excellent first step. The planning and implementation of adaptation projects should be closely coordinated with existing or future capital or maintenance and rehabilitation investments in the LRTP and county/municipal transportation, stormwater and beach enhancement plans.

The high criticality and high vulnerability projects include adaptation strategies of raising the profile (avoid), enhancing drainage, bolstering the road base or shoulders (protect), and coastal protection. Coastal protection strategies such as beach nourishment, sea walls, and wave attenuation can protect not only transportation facilities, but also properties and other assets in the region. It is important to work with various agencies and stakeholders to plan and fund these strategies. Including them in the LRTP would benefit transportation; however, given the indirect link, other benefactors and implementing agencies, implementing these strategies are recommended to be pursued outside the LRTP.

Raising the profile is a purposeful and effective strategy. However, there often are concerns about access and impacts to adjacent residences and businesses, and implementing these projects require information sharing and public input. As such, **implementing drainage solution adaptation strategies is an appropriate short-term solution while proactively seeking opportunities to implement other strategies**. Also, stormwater funding generally is available through other resources such as stormwater

fees or capital improvement bonding, which would allow transportation funding to be geared toward protection and avoidance solutions.

The protection strategies are designed to ensure an asset recovers should it be inundated due to flooding (rain or hurricane related). These strategies include shoring up the road surface and subbase through deeper pavement, subbases that can be flooded, vegetative solutions to stabilize shoulders, and coastal/shoreline solutions to reduce wave and surge effects. During maintenance and rehabilitation projects for all high resilience projects, it is recommended that at a minimum protective measures be considered as noted.

New capacity projects in the region, as well as major rehabilitation such as the Gandy Boulevard bridge, should consider the vulnerability and criticality determinations identified in this study and incorporate adaptation strategies where appropriate. Most of the projects identified in this report address retrofitting assets to address resilience and reliability through adaptation. For new or replaced facilities, regional entities should take the opportunity to embed adaptation elements.

Following the FHWA vulnerability assessment and adaptation framework, this study evaluated the transportation facilities in the Tampa Bay region based on their potential vulnerability/exposure and criticality. It is also recommended that agencies in the Tampa Bay region continue to implement other areas of the FHWA framework. For example, this study did not include bridge or pavement conditions in the assessment. A near-term next step would be to align assets with potential structural issues with adaptation strategies identified here for inclusion in improvement plans where feasible.

As noted above, multiple partners are needed to implement adaptation strategies identified to protect transportation infrastructure. One option to begin this coordination would be to select a subarea for more detailed and coordinated identification of adaptation strategies benefiting property and buildings as well as transportation. A subarea study could allow for sub basin or regional water flow modeling to assess the capacity needs of stormwater infrastructure. This could be done by identifying adaptation action areas or through informal coordination. Municipalities most likely already include this type of coordination in their capital planning program. Including the MPOs and FDOT in the discussions could be beneficial.

The Section 3.0 of this document provided examples of adaptation options for the counties' representative projects and conducted an index-base assignment of strategies to transportation facilities for planning purposes. Facilities with higher criticality and higher vulnerability were assigned with more comprehensive and generally more expensive strategies as compared to locations with lower criticality and vulnerability. As a result, the cost could be overestimated for some locations while underestimated for others. These estimates also do not include water modeling that may be required for bridges or riverine areas. Detail engineering assessments through project development and design will be needed to validate and select suitable strategies and provide more refined cost estimates.

This econometric analysis performed in this assessment clearly points to the continued need for the three MPOs to work cooperatively. That analysis showed that a specific adaptation strategy may be implemented by a single county, yet the economic benefits (or impacts) accrue to the entire region.

Lessons learned and FHWA framework suggestions primarily relate to studying a large geographic area in a systematic, comprehensive approach. Some recommendations are:

- There is a need to continue to align GIS and travel demand models. In this project, a GIS-based analysis approach was used. Converting the information to tables was labor intensive given the segmentation and information in the travel demand model.
- In Florida, water is a major weather and climate stressor. Hydrologists can assist in identifying
 areas with potential vulnerabilities to risk. Similarly, to assign adaptation strategies to every road
 segment in the network, required some assumption based on criticality and vulnerability rankings
 given the large number of links. Working at a large scale or across disciplines is a challenge to
 continue to be addressed.
- It is possible to recommend non-transportation solutions (e.g., green infrastructure and natural solutions) that will benefit communities as well as transportation systems. Working with partners to implement these strategies, particularly as related to funding across agencies, could be enhanced.
- Of major need are planning level tools to evaluate the costs and benefits of implementing various adaptation strategies. This project provides one way to identify costs of construction and the costs of no action. A piece missing is to determine the vulnerabilities and benefits if a specific action is taken. For example, when raising the elevation of infrastructure, it is possible to assess whether the road will be sufficiently high to withstand flooding. However, if a natural shoreline is implemented, how does one gauge if the asset is protected from flooding/surge vulnerability.

Appendix A. Travel Demand Model Methodology

Travel demand modeling was intended to be used in REMI Transight analysis which required results in a very specific format of vehicle demand metrics (VMT, VHT and number of trips) by county to county origin-destination (OD) pairs45. The default output from the Tampa Bay Regional Planning Model (TBRPM) provides link level demand at the aggregate level region-wide. The model does not provide outputs in the required Transight format hence it was therefore necessary to perform select zone analysis to get OD demand for specific county-county zone pairs for the REMI analysis. The approach used was to modify the default assignment procedure by time period to incorporate select zone analysis for each of the 63 possible permutations of County OD patterns.

The processing order for this analysis began with running the TBRPM model with the relevant disconnected links for each scenario to establish the OD demand based on model link closures. The links were disconnected using Cube Network functions when path skimming and assignment were undertaken. Once the OD demand trip tables were available, these were then run in the select link assignments described previously for each time period.

The CAT 3 High and the 9" precipitation events produce the largest impacts as would be expected given the number of links affected. The next highest impact scenario is the Gandy Boulevard scenario which removes one of only three Trans Bay crossings in the region. Because of the reduction in assigned trips owing to OD redistribution, the link demand metric reduction in VMT and VHT in some instances behaved in the opposite manner than would be initially expected. In the cases where VMT and VHT increased, trip OD redistribution produced rerouting to available alternate facilities, often being lower in classification with attendant lower speeds and capacities.

Overall, this analysis shows that the TBRPM model is very sensitive to link disruptions, producing large changes in trip distribution patterns within the region. Further analysis may be warranted to determine assignment rerouting effects without the impact of OD demand adjustments in the trip distribution step. It is important to remember that the model is a tool and should be used complementarily with appropriate planning level judgment to better guide decision making regarding resilience to climate events.

⁴⁵ Hillsborough County Capital Improvement Program Budget FY 2018/2019 – FY 2022/2023

 ⁴⁵ FDOT Work Program Pinellas County Maintenance Projects, 2020 - 2024
 45 Pinellas County Capital Improve

Appendix B. Regional Travel Demand Model Results, Inter-County Flows

Figure B-6-1 US 19 from S.R.54 to S.R.52 - Pasco

		Project/Event	mpacts on 2045 B	Baseline Travel Cha	aracteristics		
Origin County	Destination County	Auto VMT	Auto VHT	Auto Trips	Truck VMT	Truck VHT	Truck Trips
Hillsborough	Hillsborough	-0.23%	0.16%	-0.05%	0.06%	0.27%	0.02%
Hillsborough	Pasco	3.14%	2.59%	-1.12%	4.86%	7.61%	5.37%
Hillsborough	Pinellas	-3.91%	-2.47%	0.53%	-4.26%	-5.76%	-4.97%
Pasco	Hillsborough	-55.69%	-50.95%	-1.12%	-51.09%	-44.05%	5.37%
Pasco	Pasco	8.39%	8.91%	27.23%	14.41%	17.39%	29.80%
Pasco	Pinellas	-3.80%	-0.76%	-4.89%	-6.14%	-3.25%	-6.36%
Pinellas	Hillsborough	124.80%	104.47%	0.53%	105.53%	80.94%	-4.97%
Pinellas	Pasco	-3.80%	-0.76%	-4.89%	-6.14%	-3.25%	-6.36%
Pinellas	Pinellas	-9.84%	-7.95%	-23.14%	-14.02%	-14.42%	-24.30%
Total I	mpacts	-0.75%	0.11%	-0.58%	-0.38%	0.25%	-0.37%

Figure B-6-2 S.R.54 from US 19 to Suncoast - Pasco

		Project/Event	Impacts on 2045 I	Baseline Travel Ch	aracteristics		
Origin County	Destination County	Auto VMT	Auto VHT	Auto Trips	Truck VMT	Truck VHT	Truck Trips
Hillsborough	Hillsborough	0.08%	0.55%	0.03%	0.10%	0.39%	0.00%
Hillsborough	Pasco	0.81%	1.89%	-0.07%	-1.49%	0.10%	-1.51%
Hillsborough	Pinellas	-0.59%	0.12%	-0.40%	-0.19%	0.47%	-0.18%
Pasco	Hillsborough	0.81%	1.89%	-0.07%	-1.49%	0.10%	-1.51%
Pasco	Pasco	-0.54%	0.61%	-2.21%	-1.39%	-0.22%	-2.37%
Pasco	Pinellas	0.84%	1.94%	0.48%	-0.73%	0.19%	-0.60%
Pinellas	Hillsborough	-0.50%	0.35%	-0.40%	-0.05%	1.07%	-0.18%
Pinellas	Pasco	0.84%	1.94%	0.48%	-0.73%	0.19%	-0.60%
Pinellas	Pinellas	-0.04%	0.47%	0.02%	-0.15%	0.51%	-0.04%
Total Impacts		0.00%	0.71%	-0.45%	-0.35%	0.30%	-0.49%

Figure B-6-3 Gulf Boulevard/SR 699 from Bath Club Circle to 125th Ave & Tom Stuart Causeway Bridge - Pinellas

	Project/Event Impacts on 2045 Baseline Travel Characteristics										
Origin County	Destination County	Auto VMT	Auto VHT	Auto Trips	Truck VMT	Truck VHT	Truck Trips				
Hillsborough	Hillsborough	-0.19%	0.14%	-0.06%	0.04%	0.20%	0.00%				
Hillsborough	Pasco	3.06%	2.89%	-1.34%	4.55%	7.63%	5.17%				
Hillsborough	Pinellas	-3.69%	-2.65%	0.71%	-4.54%	-6.39%	-5.13%				
Pasco	Hillsborough	-55.87%	-50.88%	-1.34%	-51.26%	-43.81%	5.17%				
Pasco	Pasco	8.84%	8.76%	26.63%	14.08%	16.94%	29.23%				
Pasco	Pinellas	0.25%	0.46%	0.15%	0.12%	0.37%	0.09%				
Pinellas	Hillsborough	125.34%	104.09%	0.71%	104.91%	79.74%	-5.13%				
Pinellas	Pasco	0.25%	0.46%	0.15%	0.12%	0.37%	0.09%				
Pinellas	Pinellas	-8.59%	-7.69%	-21.62%	-12.74%	-13.95%	-23.03%				
Total Impacts		-0.22%	0.17%	-0.24%	-0.09%	0.26%	-0.13%				

Table B-4 Roosevelt Boulevard/SR 686 from Ulmerton Road/SR 688 to Gandy Blvd
- Pinellas

	Project/Event Impacts on 2045 Baseline Travel Characteristics										
Origin County	Destination County	Auto VMT	Auto VHT	Auto Trips	Truck VMT	Truck VHT	Truck Trips				
Hillsborough	Hillsborough	-0.19%	0.15%	-0.02%	0.05%	0.32%	0.02%				
Hillsborough	Pasco	-0.49%	0.08%	-0.30%	-0.10%	0.73%	-0.11%				
Hillsborough	Pinellas	-0.10%	0.10%	-0.06%	0.89%	1.29%	0.59%				
Pasco	Hillsborough	-0.49%	0.08%	-0.30%	-0.10%	0.73%	-0.11%				
Pasco	Pasco	-0.19%	0.46%	-0.01%	0.02%	0.74%	0.00%				
Pasco	Pinellas	0.58%	0.72%	0.37%	0.61%	0.93%	0.26%				
Pinellas	Hillsborough	0.09%	0.33%	-0.06%	0.63%	1.04%	0.59%				
Pinellas	Pasco	0.58%	0.72%	0.37%	0.61%	0.93%	0.26%				
Pinellas	Pinellas	0.21%	0.49%	-0.09%	0.20%	0.79%	0.00%				
Total Impacts		-0.10%	0.28%	-0.04%	0.11%	0.57%	0.03%				

Figure B-5 Gandy Blvd from 4th St to S Dale Mabry Hwy - Hillsborough

	Project/Event Impacts on 2045 Baseline Travel Characteristics										
Origin County	Destination County	Auto VMT	Auto VHT	Auto Trips	Truck VMT	Truck VHT	Truck Trips				
Hillsborough	Hillsborough	-16.67%	-16.43%	-0.09%	-11.56%	-10.98%	-0.12%				
Hillsborough	Pasco	-9.42%	-9.73%	0.02%	-5.21%	-4.53%	0.06%				
Hillsborough	Pinellas	-35.67%	-36.76%	-2.57%	-22.34%	-22.11%	-4.89%				
Pasco	Hillsborough	-9.42%	-9.73%	0.02%	-5.21%	-4.53%	0.06%				
Pasco	Pasco	-11.15%	-10.65%	0.01%	-5.22%	-4.16%	0.01%				
Pasco	Pinellas	-29.63%	-29.72%	-0.26%	-18.06%	-18.31%	0.03%				
Pinellas	Hillsborough	-37.10%	-36.45%	-2.57%	-25.39%	-24.52%	-4.89%				
Pinellas	Pasco	-29.63%	-29.72%	-0.26%	-18.06%	-18.31%	0.03%				
Pinellas	Pinellas	-32.84%	-33.12%	-0.59%	-22.08%	-21.99%	-0.61%				
Total Impacts		-20.28%	-20.03%	-0.29%	-12.91%	-12.38%	-0.33%				

Figure B-6 Big Bend Rd from US-41 to I-75 – Hillsborough

	Project/Event Impacts on 2045 Baseline Travel Characteristics										
Origin County	Destination County	Auto VMT	Auto VHT	Auto Trips	Truck VMT	Truck VHT	Truck Trips				
Hillsborough	Hillsborough	-0.02%	3.25%	-0.05%	0.03%	2.27%	-0.03%				
Hillsborough	Pasco	0.02%	0.86%	-0.04%	0.02%	1.19%	-0.04%				
Hillsborough	Pinellas	-0.27%	0.17%	-0.13%	0.23%	0.88%	0.13%				
Pasco	Hillsborough	0.02%	0.86%	-0.04%	0.02%	1.19%	-0.04%				
Pasco	Pasco	-0.07%	0.66%	0.01%	0.04%	0.74%	-0.01%				
Pasco	Pinellas	0.22%	0.39%	0.19%	0.07%	0.38%	0.09%				
Pinellas	Hillsborough	0.17%	0.63%	-0.13%	0.59%	1.25%	0.13%				
Pinellas	Pasco	0.22%	0.39%	0.19%	0.07%	0.38%	0.09%				
Pinellas	Pinellas	-0.01%	0.29%	0.00%	-0.08%	0.47%	0.00%				
Total Impacts		-0.02%	1.62%	-0.02%	0.02%	1.47%	-0.01%				

Figure B-7 9 Inch Rain Event

	Project/Event Impacts on 2045 Baseline Travel Characteristics										
Origin County	Destination County	Auto VMT	Auto VHT	Auto Trips	Truck VMT	Truck VHT	Truck Trips				
Hillsborough	Hillsborough	7.14%	79.24%	-6.36%	-1.15%	84.09%	-6.91%				
Hillsborough	Pasco	11.27%	54.61%	-2.81%	-6.92%	27.21%	-6.08%				
Hillsborough	Pinellas	3.01%	76.09%	-21.86%	-13.63%	52.75%	-30.58%				
Pasco	Hillsborough	11.27%	54.61%	-2.81%	-6.92%	27.21%	-6.08%				
Pasco	Pasco	14.75%	38.94%	-4.28%	1.22%	39.56%	-4.29%				
Pasco	Pinellas	15.09%	38.52%	-20.86%	-7.95%	13.46%	-25.85%				
Pinellas	Hillsborough	-4.34%	38.19%	-21.86%	-5.74%	44.11%	-30.58%				
Pinellas	Pasco	15.09%	38.52%	-20.86%	-7.95%	13.46%	-25.85%				
Pinellas	Pinellas	6.42%	40.33%	-9.84%	5.15%	55.82%	-7.02%				
Total Impacts		8.68%	59.34%	-7.44%	-0.20%	64.22%	-7.19%				

Figure B-8 Category 3 Hurricane

	Project/Event Impacts on 2045 Baseline Travel Characteristics										
Origin County	Destination County	Auto VMT	Auto VHT	Auto Trips	Truck VMT	Truck VHT	Truck Trips				
Hillsborough	Hillsborough	-46.15%	-43.32%	-41.99%	-41.23%	-39.71%	-42.62%				
Hillsborough	Pasco	-31.31%	-29.62%	-21.08%	-31.41%	-29.09%	-17.79%				
Hillsborough	Pinellas	-99.64%	-99.59%	-99.61%	-99.88%	-99.87%	-99.80%				
Pasco	Hillsborough	-31.31%	-29.62%	-21.08%	-31.41%	-29.09%	-17.79%				
Pasco	Pasco	-32.91%	-31.32%	-27.49%	-24.77%	-21.93%	-25.95%				
Pasco	Pinellas	-98.82%	-98.60%	-97.24%	-98.29%	-98.00%	-96.68%				
Pinellas	Hillsborough	-99.25%	-99.23%	-99.61%	-99.75%	-99.76%	-99.80%				
Pinellas	Pasco	-98.82%	-98.60%	-97.24%	-98.29%	-98.00%	-96.68%				
Pinellas	Pinellas	-90.64%	-88.99%	-74.72%	-94.17%	-93.02%	-81.31%				
Total Impacts		-57.74%	-55.10%	-49.63%	-52.62%	-50.84%	-50.18%				

Appendix C. TranSight Methodology (V. 4.0)

Commute Costs

$$\Delta CC_{ij} = 1 + \frac{1}{8} * \sum_{k} \left[\left(\%H_{k}^{alt} * \frac{VHT_{ij}^{alt}}{trips_{ij}^{alt}} \right) - \left(\%H_{k}^{base} * \frac{VHT_{ij}^{base}}{trips_{ij}^{base}} \right) \right]$$

where

 $\Delta CCij$ = Change in commuter costs between regions *i* and *j* (hours)

 $%H_{k}^{base}$ = Percent of VHT between i and j traveled on mode k: baseline scenario

 VHT_k^{base} = Vehicle hours traveled between i and j on mode k: baseline scenario

 $trips_k^{base}$ = Vehicle **Trips** traveled between i and j on mode k: baseline scenario

 $%H_{k}^{alt}$ = Percent of VHT between i and j traveled on mode k: alternative scenario

 VHT_k^{alt} = Vehicle hours traveled between i and j on mode k: alternative scenario

 $trips_k^{alt}$ = Vehicle **Trips** traveled between i and j on mode k: alternative scenario

$$\%H_{k}^{S} = \frac{VHT_{ij}^{S} * Occ * CCRatio}{\sum_{ij} VHT_{ij}^{S}}$$

where

 $%H_{k}^{S}$ = Percent of VHT between i and j traveled on mode k: scenario S

 VHT_k^S = Vehicle hours traveled between i and j on mode k: scenario S

Occ = Vehicle occupancy on mode k

CCRatio = Commuting costs mode ratios for mode k

Transportation Costs

$$\Delta TC_{ij} = \frac{(VMT_{ij}^{\ base} / VHT_{ij}^{\ base})}{(VMT_{ij}^{\ alt} / VHT_{ij}^{\ alt})}$$

where

 $\Delta TCij$ = Change in transportation costs between regions i and j

 VMT_{ij}^{base} = Vehicle miles traveled between *i* and *j*: baseline scenario

 VHT_{ij}^{base} = Vehicle hours traveled between *i* and *j*: baseline scenario

 VMT_{ii}^{alt} = Vehicle miles traveled between *i* and *j*: alternative scenario

 VHT_{ii}^{alt} = Vehicle hours traveled between *i* and *j*: alternative scenario

Accessibly Costs

$$\Delta AC_{ij} = \frac{(Trips_{ij}^{base} / VHT_{ij}^{base})}{(Trips_{ij}^{alt} / VHT_{ij}^{alt})}$$

where

 $\Delta ACij$ = Change in accessibility costs between regions i and j

 $Trips_{ij}^{base}$ = Vehicle **Trips** between *i* and *j*: baseline scenario

 VHT_{ij}^{base} = Vehicle hours traveled between i and j: baseline scenario

 $Trips_{ij}^{alt}$ = Vehicle **Trips** between *i* and *j*: alternative scenario

 VHT_{ij}^{alt} = Vehicle hours traveled between i and j: alternative scenario

Appendix D. Detailed Summary Tables for Project Impacts (2-Day)

Figure D-1 US 19, Pasco Detailed Economic Impacts

Category	2045	2046	2047	2048	2049	2050
Hillsborough						
Total Employment (individual jobs)	-19.69	-2.58	0.21	1.37	1.83	1.79
Private Non-Farm Employment (individual jobs)	-19.03	-2.14	0.44	1.46	1.82	1.73
Residence Adjusted Employment (individual jobs)	1.21	-2.86	3.50	4.53	4.91	4.69
Population (individuals)	-6.11	-5.69	-3.97	-2.32	-0.79	0.45
Labor Force (individuals)	-4.36	-3.12	-1.96	-0.89	0.05	0.80
Gross Domestic Product (Millions of Fixed 2018 Dollars)	-4.21	-0.46	-0.05	0.15	0.23	0.23
Output (Millions of Fixed 2018 Dollars)	-7.19	-0.89	-0.15	0.21	0.36	0.37
Value Added (Millions of Fixed 2018 Dollars)	-4.18	-0.47	-0.05	0.15	0.23	0.23
Personal Income (Millions of Fixed 2018 Dollars)	2.27	-0.67	0.63	0.90	1.09	1.15
Disposable Personal Income (Millions of Fixed 2018 Dollars)	1.87	-0.58	0.50	0.73	0.89	0.95
Real Disposable Personal Income (Millions of Fixed 2018 Dollars)	-1.31	-0.15	0.29	0.37	0.42	0.42
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00
Pasco						
Total Employment (individual jobs)	-76.31	-2.86	-1.04	-0.04	0.23	0.12
Private Non-Farm Employment (individual jobs)	-74.03	-1.52	-0.18	0.55	0.68	0.50
Residence Adjusted Employment (individual jobs)	-12.13	-10.97	-11.44	-11.33	-10.94	-10.36
Population (individuals)	-7.05	-9.15	-11.99	-14.17	-15.78	-16.87
Labor Force (individuals)	-6.65	-6.92	-8.68	-9.78	-10.43	-10.70
Gross Domestic Product (Millions of Fixed 2018 Dollars)	-8.61	-0.48	-0.27	-0.14	-0.09	-0.08
Output (Millions of Fixed 2018 Dollars)	-14.60	-0.87	-0.48	-0.24	-0.15	-0.14
Value Added (Millions of Fixed 2018 Dollars)	-8.63	-0.49	-0.27	-0.14	-0.09	-0.08
Personal Income (Millions of Fixed 2018 Dollars)	-6.30	-0.43	-0.72	-0.84	-1.02	-1.22
Disposable Personal Income (Millions of Fixed 2018 Dollars)	-5.06	-0.34	-0.59	-0.71	-0.88	-1.07

Real Disposable Personal Income	-4.52	0.02	-0.22	-0.28	-0.37	-0.45
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.01	0.00	0.00	0.00	0.00	0.00
Pinellas						
Total Employment (individual jobs)	-48.95	1.37	4.04	7.07	7.84	7.38
Private Non-Farm Employment	-45.94	3.60	5.78	8.36	8.77	8.04
(individual jobs)						
Residence Adjusted Employment	-87.21	1.10	0.85	4.55	5.92	6.09
(individual jobs)						
Population (individuals)	-60.70	-44.56	-35.72	-27.22	-19.87	-13.80
Labor Force (individuals)	-42.82	-26.21	-20.91	-15.67	-11.12	-7.36
Gross Domestic Product (Millions of	-12.78	-6.12	-4.69	-3.37	-2.51	-1.95
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-20.74	-10.00	-7.60	-5.40	-3.98	-3.06
Dollars)						
Value Added (Millions of Fixed 2018	-12.54	-5.91	-4.51	-3.21	-2.37	-1.83
Dollars)						
Personal Income (Millions of Fixed	-14.76	-2.18	-1.87	-0.84	-0.18	0.23
`						
2018 Dollars)	-12.31	-2.01	-1.72	-0.85	-0.28	0.08
Disposable Personal Income (Millions						
of Fixed 2018 Dollars)	-22.03	-0.17	-0.79	-0.38	-0.16	-0.03
Real Disposable Personal Income	22.03	0.17	0.75	0.50	0.10	0.05
(Millions of Fixed 2018 Dollars)	0.03	0.00	0.00	0.00	0.00	0.00
PCE-Price Index (2009=100, nation)	0.03	0.00	0.00	0.00	0.00	0.00

Figure D-2 SR 54, Pasco Detailed Economic Impacts

Category	Units	2045	2046	2047	2048	2049	2050
Hillsborough							
Total Employm	nent (individual jobs)	-13.69	0.10	0.76	1.04	1.08	0.97
Private Non	n-Farm Employment	-13.25	0.37	0.92	1.13	1.12	0.98
(individual jobs	5)						
Residence A	djusted Employment	-7.09	0.29	1.56	1.81	1.84	1.71
(individual jobs	5)						
Population (ind	dividuals)	-4.72	-3.62	-2.66	-1.77	-1.00	-0.38
Labor Force (in	·	-3.49	-2.11	-1.42	-0.84	-0.36	0.02
	ic Product (Millions of	-2.55	-0.32	-0.17	-0.07	-0.02	-0.01
Fixed 2018 Dol	llars)						
	ons of Fixed 2018	-4.47	-0.58	-0.31	-0.14	-0.05	-0.02
Dollars)		2.50	0.22	0.17	0.07	0.02	0.01
Value Added (Millions of Fixed 2018	-2.56	-0.33	-0.17	-0.07	-0.02	-0.01
Dollars)							
Personal Incor	me (Millions of Fixed	-0.65	-0.12	0.16	0.26	0.32	0.35
2018 Dollars)							

Disposable Personal Income (Millions	-0.55	-0.12	0.12	0.21	0.26	0.28
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-1.31	-0.01	0.07	0.10	0.12	0.12
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00
Pasco						
Total Employment (individual jobs)	-10.05	1.08	1.22	1.33	1.19	0.96
Private Non-Farm Employment	-9.43	1.57	1.62	1.65	1.46	1.18
(individual jobs)						
Residence Adjusted Employment	-9.81	-6.11	-5.65	-5.05	-4.42	-3.82
(individual jobs)						
Population (individuals)	-8.83	-8.49	-8.80	-8.85	-8.72	-8.44
Labor Force (individuals)	-8.05	-5.33	-5.44	-5.31	-5.06	-4.71
Gross Domestic Product (Millions of	-1.76	-0.49	-0.37	-0.27	-0.21	-0.17
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-2.99	-0.87	-0.64	-0.46	-0.35	-0.29
Dollars)						
Value Added (Millions of Fixed 2018	-1.77	-0.50	-0.37	-0.27	-0.21	-0.17
Dollars)						
Personal Income (Millions of Fixed	-3.65	-0.20	-0.53	-0.55	-0.59	-0.63
2018 Dollars)						
Disposable Personal Income (Millions	-2.95	-0.19	-0.46	-0.48	-0.53	-0.56
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-3.44	-0.04	-0.22	-0.23	-0.25	-0.26
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.01	0.00	0.00	0.00	0.00	0.00
Pinellas						
Total Employment (individual jobs)	-6.54	-0.48	-0.07	0.02	0.07	0.08
Private Non-Farm Employment	-6.48	-0.46	-0.08	0.01	0.05	0.06
(individual jobs)						
Residence Adjusted Employment	0.31	-0.29	0.80	0.83	0.82	0.75
(individual jobs)						
Population (individuals)	0.89	0.46	0.49	0.51	0.55	0.58
Labor Force (individuals)	0.65	0.26	0.28	0.30	0.33	0.34
Gross Domestic Product (Millions of	-0.81	0.08	0.10	0.10	0.09	0.07
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-1.46	0.14	0.18	0.17	0.15	0.13
Dollars)						
Value Added (Millions of Fixed 2018	-0.81	0.08	0.10	0.10	0.09	0.07
Dollars)						
Personal Income (Millions of Fixed	0.37	-0.04	0.15	0.17	0.18	0.18
2018 Dollars)					_	
Disposable Personal Income (Millions	0.31	-0.03	0.12	0.14	0.15	0.15
of Fixed 2018 Dollars)						
Real Disposable Personal Income	0.46	-0.03	0.07	0.07	0.07	0.07
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00

Figure D-3 Gulf Blvd, Pinellas Detailed Economic Impacts

Category Units	2045	2046	2047	2048	2049	2050
Hillsborough						
Total Employment (individual jobs)	39.49	0.14	1.37	1.73	1.80	1.62
Private Non-Farm Employme	nt 38.84	-0.17	1.18	1.57	1.64	1.46
(individual jobs)						
Residence Adjusted Employmen	nt 30.00	-0.45	3.99	4.58	4.77	4.54
(individual jobs)						
Population (individuals)	2.19	2.28	3.29	4.13	4.82	5.27
Labor Force (individuals)	2.02	2.12	2.52	2.92	3.23	3.41
Gross Domestic Product (Millions	of 5.39	-0.48	-0.20	-0.06	0.01	0.03
Fixed 2018 Dollars)						
Output (Millions of Fixed 201	₁₈ 8.58	-0.89	-0.40	-0.15	-0.01	0.03
Dollars)						
Value Added (Millions of Fixed 201	₁₈ 5.36	-0.48	-0.20	-0.06	0.01	0.03
Dollars)						
Personal Income (Millions of Fixe	4.38	0.09	1.03	1.21	1.32	1.35
2018 Dollars)						
Disposable Personal Income (Million	ns 3.63	0.08	0.86	1.01	1.11	1.14
of Fixed 2018 Dollars)						
Real Disposable Personal Incom	ne -0.28	0.08	0.42	0.47	0.50	0.50
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00
Pasco						
Total Employment (individual jobs)	-65.93	-2.73	-1.18	-0.33	-0.06	-0.09
Private Non-Farm Employme	nt -64.09	-1.68	-0.54	0.10	0.26	0.18
(individual jobs)						
Residence Adjusted Employmen	_{nt} -7.76	-8.20	-8.83	-8.94	-8.79	-8.45
(individual jobs)						
Population (individuals)	-2.90	-5.04	-7.63	-9.71	-11.31	-12.46
Labor Force (individuals)	-2.86	-4.35	-6.01	-7.12	-7.86	-8.27
Gross Domestic Product (Millions	of -7.22	-0.29	-0.14	-0.05	-0.02	-0.02
Fixed 2018 Dollars)						
Output (Millions of Fixed 201	₁₈ -12.24	-0.52	-0.24	-0.08	-0.03	-0.04
Dollars)						
Value Added (Millions of Fixed 201	₁₈ -7.24	-0.29	-0.14	-0.05	-0.02	-0.02
Dollars)						
Personal Income (Millions of Fixe	-5.19	-0.31	-0.49	-0.59	-0.73	-0.89
2018 Dollars)						
Disposable Personal Income (Million	-4.16	-0.22	-0.39	-0.48	-0.62	-0.77
of Fixed 2018 Dollars)						
Real Disposable Personal Incom	-3.08	0.04	-0.12	-0.17	-0.24	-0.32
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00
Pinellas						
Total Employment (individual jobs)	-159.79	-8.73	-3.33	1.28	3.40	4.05

Private Non-Farm Employment	-155.47	-5.92	-1.36	2.65	4.35	4.71
(individual jobs)						
Residence Adjusted Employment	-160.12	-8.51	-6.15	-1.42	0.95	2.01
(individual jobs)						
Population (individuals)	-60.08	-49.49	-43.22	-36.32	-29.76	-23.89
Labor Force (individuals)	-40.65	-29.90	-25.77	-21.38	-17.22	-13.50
Gross Domestic Product (Millions of	-25.87	-3.94	-2.79	-1.77	-1.14	-0.77
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-43.61	-6.59	-4.60	-2.88	-1.82	-1.20
Dollars)						
Value Added (Millions of Fixed 2018	-25.64	-3.86	-2.71	-1.70	-1.09	-0.72
Dollars)						
Personal Income (Millions of Fixed	-22.04	-4.02	-3.47	-2.38	-1.62	-1.08
2018 Dollars)						
Disposable Personal Income (Millions	-18.29	-3.54	-3.07	-2.16	-1.51	-1.05
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-17.83	-0.91	-1.27	-0.86	-0.61	-0.45
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.02	0.00	0.00	0.00	0.00	0.00

Figure D-4 Roosevelt, Pinellas Detailed Economic Impacts

Category Units	2045	2046	2047	2048	2049	2050
Hillsborough						
Total Employment (individual jobs)	-15.11	-0.74	-0.16	0.24	0.41	0.44
Private Non-Farm Employment	-14.65	-0.44	0.04	0.36	0.49	0.49
(individual jobs)						
Residence Adjusted Employment	-13.58	-0.80	-0.12	0.30	0.50	0.56
(individual jobs)						
, ,	-4.99	-4.24	-3.70	-3.10	-2.51	-1.98
Population (individuals)	-3.77	-2.67	-2.22	-1.77	-1.36	-1.00
Labor Force (individuals)	-2.70	-0.26	-0.16	-0.07	-0.03	-0.01
Gross Domestic Product (Millions of	-2.70	-0.20	-0.10	-0.07	-0.05	-0.01
Fixed 2018 Dollars)	4.02	0.47	0.20	0.12	0.05	0.01
Output (Millions of Fixed 2018	-4.82	-0.47	-0.28	-0.13	-0.05	-0.01
Dollars)						
Value Added (Millions of Fixed 2018	-2.71	-0.27	-0.16	-0.07	-0.03	-0.01
Dollars)						
Personal Income (Millions of Fixed	-1.85	-0.34	-0.20	-0.09	-0.02	0.03
2018 Dollars)						
Disposable Personal Income (Millions	-1.55	-0.30	-0.18	-0.09	-0.03	0.01
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-1.35	-0.10	-0.08	-0.04	-0.01	0.00
•						
(Millions of Fixed 2018 Dollars)	0.00	0.00	0.00	0.00	0.00	0.00
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00
Pasco	44.47	0.04	0.14		0.00	0.47
Total Employment (individual jobs)	-11.17	-0.01	0.14	0.22	0.22	0.17

Private Non-Farm Employment	-1.74	-1.65	-1.73	-1.71	-1.65	-1.56
(individual jobs)						
Residence Adjusted Employment (individual jobs)	-0.82	-1.16	-1.61	-1.96	-2.22	-2.39
Population (individuals)	-0.77	-0.93	-1.22	-1.40	-1.51	-1.56
Labor Force (individuals)	-1.33	-0.08	-0.05	-0.03	-0.02	-0.02
Gross Domestic Product (Millions of Fixed 2018 Dollars)	-2.24	-0.15	-0.09	-0.05	-0.03	-0.03
Output (Millions of Fixed 2018 Dollars)	-1.33	-0.08	-0.05	-0.03	-0.02	-0.02
Value Added (Millions of Fixed 2018 Dollars)	-1.20	-0.04	-0.10	-0.12	-0.14	-0.17
Personal Income (Millions of Fixed 2018 Dollars)	-0.96	-0.02	-0.08	-0.10	-0.12	-0.15
Disposable Personal Income (Millions of Fixed 2018 Dollars)	-0.74	0.02	-0.03	-0.04	-0.05	-0.06
Real Disposable Personal Income (Millions of Fixed 2018 Dollars)	-11.17	-0.01	0.14	0.22	0.22	0.17
PCE-Price Index (2009=100, nation)	-1.74	-1.65	-1.73	-1.71	-1.65	-1.56
Pinellas						
Total Employment (individual jobs)	0.00	0.00	0.00	0.00	0.00	0.00
Private Non-Farm Employment (individual jobs)	-4.85	-0.45	-0.13	0.11	0.21	0.24
Residence Adjusted Employment (individual jobs)	-4.70	-0.34	-0.05	0.16	0.25	0.26
Population (individuals)	-5.67	-0.46	-0.05	0.20	0.33	0.37
Labor Force (individuals)	-2.46	-2.04	-1.74	-1.41	-1.09	-0.81
Gross Domestic Product (Millions of Fixed 2018 Dollars)	-1.69	-1.23	-1.03	-0.82	-0.62	-0.45
Output (Millions of Fixed 2018 Dollars)	-0.84	-0.20	-0.13	-0.08	-0.05	-0.03
Value Added (Millions of Fixed 2018 Dollars)	-1.47	-0.33	-0.22	-0.13	-0.08	-0.05
Personal Income (Millions of Fixed 2018 Dollars)	-0.83	-0.19	-0.13	-0.08	-0.05	-0.03
Disposable Personal Income (Millions	-0.86	-0.19	-0.11	-0.05	0.00	0.03
of Fixed 2018 Dollars) Real Disposable Personal Income	-0.72	-0.17	-0.10	-0.05	-0.01	0.01
(Millions of Fixed 2018 Dollars) PCE-Price Index (2009=100, nation)	-0.83	-0.05	-0.04	-0.02	0.00	0.00

Figure D-5 Gandy, Hillsborough Detailed Economic Impacts

Category	2045	2046	2047	2048	2049	2050
Hillsborough						
Total Employment (individual jobs)	-814.58	-15.76	31.88	62.11	70.67	66.46
Private Non-Farm Employment	-781.40	5.78	46.34	71.37	76.31	69.75
(individual jobs)						
Residence Adjusted Employment	-695.64	-19.53	39.00	66.98	74.89	70.33
(individual jobs)						
Population (individuals)	-452.01	-345.43	-276.13	-209.93	-151.99	-105.05
Labor Force (individuals)	-337.64	-201.94	-154.08	-110.13	-73.40	-44.15
Gross Domestic Product (Millions of	-162.69	-31.31	-19.52	-10.44	-5.42	-3.03
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-285.76	-56.07	-34.96	-18.88	-9.93	-5.62
Dollars)						
Value Added (Millions of Fixed 2018	-163.24	-31.38	-19.46	-10.32	-5.28	-2.88
Dollars)						
Personal Income (Millions of Fixed	-88.42	-17.50	-3.72	4.22	8.88	10.87
2018 Dollars)						
Disposable Personal Income (Millions	-74.29	-15.90	-4.33	2.39	6.42	8.20
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-136.41	-0.74	-0.97	1.77	2.99	3.26
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.16	-0.01	0.00	0.00	0.00	0.00
Pasco						
Total Employment (individual jobs)	-100.67	-13.77	-5.04	-0.45	1.26	1.24
Private Non-Farm Employment	-98.39	-12.78	-4.72	-0.50	1.07	1.02
(individual jobs)						
Residence Adjusted Employment	-19.58	-11.08	-11.13	-9.26	-7.18	-5.21
(individual jobs)						
Population (individuals)	-15.95	-15.18	-18.41	-20.90	-22.46	-23.07
Labor Force (individuals)	-16.57	-8.82	-11.84	-12.72	-12.87	-12.36
Gross Domestic Product (Millions of	-7.84	1.02	1.48	1.63	1.53	1.29
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-13.27	1.59	2.47	2.77	2.63	2.23
Dollars)						
Value Added (Millions of Fixed 2018	-7.93	1.01	1.48	1.63	1.54	1.30
Dollars)						
Personal Income (Millions of Fixed	-1.22	-2.33	1.95	2.65	2.69	2.22
2018 Dollars)						
Disposable Personal Income (Millions	-0.96	-1.93	1.50	2.01	1.99	1.57
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-7.60	0.64	1.16	1.24	1.06	0.73
(Millions of Fixed 2018 Dollars)						
,	0.04	-0.01	0.00	0.00	0.00	0.00
PCE-Price Index (2009=100, nation)						
Pinellas	-1328.92	-10.14	39.86	89.53	104.22	99.72
Total Employment (individual jobs)	1320.32	10.17	33.00	09.55	10 1.22	JJ.12

Private Non-Farm Employment	-1278.35	24.00	64.65	106.96	116.30	108.04
(individual jobs)						
Residence Adjusted Employment	-1656.13	-14.00	-10.07	44.45	64.53	66.96
(individual jobs)	202.22	676.60		440.76	240.00	252.66
Population (individuals)	-889.00	-676.60	-559.25	-442.76	-340.00	-253.66
Labor Force (individuals)	-618.96	-401.86	-329.67	-257.14	-192.97	-139.07
Gross Domestic Product (Millions of	-250.96	-65.27	-47.91	-31.87	-22.10	-16.29
Fixed 2018 Dollars) Output (Millions of Fixed 2018	-422.10	-112.81	-82.36	-54.70	-37.76	-27.67
Dollars)						
Value Added (Millions of Fixed 2018	-249.34	-64.54	-47.16	-31.16	-21.43	-15.67
Dollars)						
Personal Income (Millions of Fixed	-250.33	-36.85	-31.21	-16.68	-7.50	-1.83
2018 Dollars)	200 42	22.54	20.52	46.00	0.25	2.22
Disposable Personal Income (Millions	-208.43	-33.51	-28.52	-16.23	-8.35	-3.39
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-301.97	-3.57	-12.33	-6.74	-3.88	-2.24
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.42	-0.03	-0.01	0.00	0.00	0.00

Figure D-6 Big Bend, Hillsborough Detailed Economic Impacts

Category Units	2045	2046	2047	2048	2049	2050
Hillsborough						
Total Employment (individual jobs)	-15.55	-1.16	-0.83	-0.53	-0.40	-0.38
Private Non-Farm Employment	-14.96	-0.74	-0.50	-0.27	-0.19	-0.20
(individual jobs)						
Residence Adjusted Employment	-15.18	-1.40	-1.02	-0.69	-0.52	-0.46
(individual jobs)						
Population (individuals)	-7.88	-7.70	-7.60	-7.21	-6.65	-6.05
Labor Force (individuals)	-5.72	-4.68	-4.43	-4.07	-3.66	-3.22
Gross Domestic Product (Millions of	-2.91	-0.34	-0.27	-0.21	-0.17	-0.15
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-5.82	-0.64	-0.52	-0.40	-0.33	-0.29
Dollars)						
Value Added (Millions of Fixed 2018	-2.98	-0.35	-0.28	-0.21	-0.17	-0.15
Dollars)						
Personal Income (Millions of Fixed	-2.24	-0.52	-0.44	-0.36	-0.30	-0.26
2018 Dollars)						
Disposable Personal Income (Millions	-1.88	-0.46	-0.39	-0.33	-0.29	-0.25
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-1.97	-0.32	-0.32	-0.27	-0.23	-0.20
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00
Pasco						

Total Employment (individual jobs)	-4.50	-0.18	-0.08	-0.01	0.00	-0.01
Private Non-Farm Employment	-4.35	-0.09	-0.01	0.04	0.05	0.03
(individual jobs)						
Residence Adjusted Employment	-1.40	-1.14	-1.17	-1.14	-1.09	-1.02
(individual jobs)						
Population (individuals)	-1.03	-1.21	-1.47	-1.67	-1.80	-1.88
Labor Force (individuals)	-0.95	-0.84	-1.00	-1.09	-1.13	-1.14
Gross Domestic Product (Millions of	-0.48	-0.04	-0.03	-0.02	-0.01	-0.01
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-0.82	-0.08	-0.05	-0.03	-0.03	-0.02
Dollars)						
Value Added (Millions of Fixed 2018	-0.48	-0.05	-0.03	-0.02	-0.01	-0.01
Dollars)						
Personal Income (Millions of Fixed	-0.75	-0.06	-0.08	-0.09	-0.10	-0.12
2018 Dollars)						
Disposable Personal Income (Millions	-0.60	-0.05	-0.07	-0.08	-0.09	-0.11
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-0.50	-0.02	-0.04	-0.04	-0.05	-0.06
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00
Pinellas						
Total Employment (individual jobs)	-14.54	-0.67	-0.47	-0.22	-0.11	-0.09
Private Non-Farm Employment	-14.06	-0.38	-0.27	-0.08	0.00	0.00
• •						
(individual jobs)	-13.74	-0.69	-0.58	-0.31	-0.19	-0.14
Residence Adjusted Employment (individual jobs)						
Population (individuals)	-5.17	-4.75	-4.54	-4.16	-3.73	-3.28
	-3.45	-2.87	-2.70	-2.45	-2.17	-1.88
Labor Force (individuals) Cross Demostic Product (Millions of	-3.27	-0.22	-0.18	-0.13	-0.10	-0.09
Gross Domestic Product (Millions of						
Fixed 2018 Dollars)	-4.64	-0.37	-0.30	-0.22	-0.17	-0.14
Output (Millions of Fixed 2018	- 1					
Dollars)	-3.04	-0.21	-0.17	-0.12	-0.10	-0.08
Value Added (Millions of Fixed 2018						
Dollars)	-2.39	-0.35	-0.31	-0.24	-0.19	-0.16
Personal Income (Millions of Fixed				·		
2018 Dollars)	-1.98	-0.31	-0.28	-0.22	-0.18	-0.15
Disposable Personal Income (Millions		0.51	0.20	V.EE	3.10	0.20
of Fixed 2018 Dollars)	-1.65	-0.17	-0.19	-0.15	-0.13	-0.11
Real Disposable Personal Income	1.05	0.17	0.19	0.13	0.15	0.11
(Millions of Fixed 2018 Dollars)	0.00	0.00	0.00	0.00	0.00	0.00
PCE-Price Index (2009=100, nation)	0.00	0.00	0.00	0.00	0.00	0.00

Figure D-7 9 Inch Rain Event Detailed Economic Impacts

Category	Units	2045	2046	2047	2048	2049	2050
Hillsborough							
Total Employment (i	ndividual iobs)	-2334.47	-56.94	47.19	120.17	143.86	138.90
		-2247.03	-1.13	84.82	144.78	159.53	148.68
Private Non-Far	m Employment						
(individual jobs)		-2119.84	-58.99	38.15	108.98	134.04	132.14
Residence Adjus	ted Employment						
(individual jobs)		-1129.91	-873.41	-716.64	-562.84	-426.33	-312.98
Population (individua	•	-850.50	-522.37	-409.85	-305.45	-216.99	-144.85
Labor Force (individu	,	-448.16	-72.81	-47.00	-26.19	-14.41	-8.42
Gross Domestic Pi	roduct (Millions of	110110	72.01	17100	20115		01.12
Fixed 2018 Dollars)		-785.25	-130.54	-84.20	-47.30	-26.28	-15.50
Output (Millions of F		-449.80	-73.29	-47.13	-26.13	-14.26	-8.23
Value Added (Milli	ons of Fixed 2018	-T-19.00	-/ 3.23	-77.13	20.13	17.20	0.23
Dollars)		-296.45	-47.37	-24.41	-5.10	6.84	13.19
Personal Income (M	illions of Fixed 2018	-230. 1 3	-\.J/	-27.71	-2.10	0.07	13.13
Dollars)		240.21	42.72	22.42	7.00	2.14	0.72
Disposable Personal	Income (Millions of	-248.31	-42.72	-23.42	-7.09	3.14	8.73
Fixed 2018 Dollars)		226.42	4.00	0.40			2.22
Real Disposable	Personal Income	-336.42	-4.83	-8.48	-1.50	1.94	3.39
(Millions of Fixed 20	18 Dollars)						
PCE-Price Index (200	9=100, nation)	0.34	-0.03	-0.01	0.00	0.00	0.00
Pasco							
Total Employment (i	ndividual jobs)	-212.79	-14.01	1.76	11.44	13.29	10.92
Private Non-Far	m Employment	-203.02	-7.06	7.03	15.46	16.49	13.62
(individual jobs)							
Residence Adjus	ted Employment	-166.49	-99.65	-93.90	-83.24	-72.20	-61.57
(individual jobs)	, ,						
Population (individua	als)	-149.69	-140.85	-148.42	-152.17	-152.67	-150.17
Labor Force (individu		-139.59	-86.33	-91.94	-91.37	-88.32	-83.29
•	roduct (Millions of	-26.38	-5.01	-2.74	-1.13	-0.46	-0.34
Fixed 2018 Dollars)	Case (millions of						
Output (Millions of F	ived 2018 Dollars)	-45.66	-9.06	-4.87	-1.96	-0.73	-0.49
Value Added (Milli	,	-26.46	-5.05	-2.74	-1.12	-0.44	-0.31
,	uns un rixed 2018						
Dollars)	illians of First 2010	-56.24	-8.18	-5.68	-4.47	-4.70	-5.76
Personal Income (M	illions of Fixed 2018						
Dollars)	/ / / / / / / / / / / / / / / / / / / /	-45.41	-7.03	-5.17	-4.38	-4.74	-5.75
	Income (Millions of	-					-
Fixed 2018 Dollars)		-59.88	-0.17	-1.87	-1.67	-2.10	-2.74
Real Disposable	Personal Income	33.00	0117	1107	1.07	2.10	2., 1
(Millions of Fixed 20)	,	0.21	-0.02	0.00	0.00	0.00	0.00
PCE-Price Index (200	9=100, nation)	0.21	-0.02	0.00	0.00	0.00	0.00
Pinellas		1500.00	F1 C1	24.64	05.24	107.10	105.64
Total Employment (i	ndividual jobs)	-1599.06	-51.84	21.04	85.24	107.43	105.64

Private Non-Farm I	Employment	-1540.80	-12.05	49.91	105.49	121.40	115.22
(individual jobs)							
Residence Adjusted I	Employment	-1835.44	-51.43	-8.38	58.70	84.69	87.83
(individual jobs)							
Population (individuals)		-978.77	-752.69	-621.97	-491.35	-375.41	-277.90
Labor Force (individuals)		-681.59	-447.35	-366.83	-285.45	-213.03	-152.14
Gross Domestic Product	(Millions of	-302.05	-78.85	-57.26	-38.11	-26.40	-19.48
Fixed 2018 Dollars)							
Output (Millions of Fixed 201	18 Dollars)	-501.64	-131.54	-94.58	-62.25	-42.50	-30.91
Value Added (Millions of	Fixed 2018	-297.74	-76.87	-55.46	-36.52	-24.99	-18.22
Dollars)							
Personal Income (Millions o	f Fixed 2018	-277.11	-48.64	-35.15	-17.44	-6.09	0.74
Dollars)							
Disposable Personal Income	(Millions of	-230.71	-43.56	-32.08	-17.14	-7.44	-1.48
Fixed 2018 Dollars)							
Real Disposable Person	al Income	-334.65	-6.18	-13.42	-6.74	-3.25	-1.37
(Millions of Fixed 2018 Dolla	rs)						
PCE-Price Index (2009=100, I	nation)	0.46	-0.04	-0.01	-0.01	0.00	0.00

Figure D-8 Category 3 Hurricane Detailed Economic Impacts

Category	Units	2045	2046	2047	2048	2049	2050
Hillsborough							
Total Employment (ir	ndividual jobs)	-1251.65	-60.32	62.93	127.96	148.58	141.04
Private Non-Farm E	Employment	-1200.15	-26.26	84.43	140.10	154.20	142.54
(individual j	jobs)						
Residence Adjusted	Employment	-734.64	-61.75	156.33	214.22	230.66	216.87
(individual j	jobs)						
Population (ind	lividuals)	-696.79	-532.58	-395.28	-267.02	-155.71	-67.58
Labor Force (inc	dividuals)	-518.90	-302.00	-210.53	-127.50	-58.82	-5.03
Gross Domestic Produ	uct (Millions of	-254.40	-54.19	-28.73	-11.65	-2.65	0.91
Fixed 2018 D	ollars)						
Output (Millions of	f Fixed 2018	-444.95	-99.12	-53.51	-22.97	-6.64	0.02
Dollars)						
Value Added (Millions	s of Fixed 2018	-254.95	-54.65	-28.87	-11.63	-2.54	1.06
Dollars)						
Personal Income (Mi	llions of Fixed	-55.85	-32.29	15.90	32.81	43.11	46.88
2018 Dolla	ars)						
Disposable Personal Ir	ncome (Millions	-47.69	-28.96	11.31	25.66	34.53	37.96
of Fixed 2018	Dollars)						
Real Disposable Per	sonal Income	-208.12	0.06	9.46	14.71	17.15	17.24
(Millions of Fixed 2	018 Dollars)						
PCE-Price Index (2009	9=100, nation)	0.32	-0.03	-0.01	0.00	0.00	0.00
Pasco	Pasco						
Total Employment (ir	ndividual jobs)	-316.04	-27.41	0.07	16.10	19.25	15.26

Private Non-Farm Employment	-299.39	-14.77	10.08	24.03	25.74	20.83
(individual jobs)	202 52	477 70	467.04	440.57	101.05	112.26
Residence Adjusted Employment	-292.53	-177.72	-167.34	-149.57	-131.05	-113.26
(individual jobs)	-268.22	-254.53	-266.96	-273.50	-274.77	-271.15
Population (individuals)	-248.78	-156.09	-164.71	-163.87	-158.92	-150.73
Labor Force (individuals)	-43.81	-11.26	-6.93	-3.92	-2.51	-2.08
Gross Domestic Product (Millions of	-75.01	-11.20	-0.93	-3.32	-2.51	-2.00
Fixed 2018 Dollars)	-75.70	-20.07	-12.15	-6.74	-4.19	-3.40
Output (Millions of Fixed 2018						
Dollars)	-43.83	-11.32	-6.92	-3.88	-2.46	-2.02
Value Added (Millions of Fixed 2018	13.03	11.52	0.52	3.00	2.10	2.02
Dollars)	-89.46	-16.86	-12.42	-10.47	-10.84	-12.63
Personal Income (Millions of Fixed	-09.40	-10.00	-12.42	-10.47	-10.04	-12.03
2018 Dollars)	72.25	1.4.41	11.00	0.02	10.44	12.15
Disposable Personal Income (Millions	-72.25	-14.41	-11.08	-9.83	-10.44	-12.15
of Fixed 2018 Dollars)						
Real Disposable Personal Income	-101.05	-2.66	-4.83	-4.52	-5.18	-6.22
(Millions of Fixed 2018 Dollars)						
PCE-Price Index (2009=100, nation)	0.37	-0.03	-0.01	0.00	0.00	0.00
Pinellas						
Total Employment (individual jobs)	-5978.98	-287.97	-72.07	128.35	207.92	218.53
Private Non-Farm Employment	-5789.59	-159.04	22.32	196.29	256.74	253.88
(individual jobs)						
Residence Adjusted Employment	-6593.31	-279.76	-227.66	-20.31	70.96	100.60
(individual jobs)						
Population (individuals)	-3043.35	-2418.20	-2070.74	-1710.23	-1381.86	-1097.87
Labor Force (individuals)	-2096.12	-1446.94	-1227.41	-1000.79	-793.91	-615.04
Gross Domestic Product (Millions of	-1019.56	-234.72	-174.01	-118.93	-84.61	-63.63
Fixed 2018 Dollars)						
Output (Millions of Fixed 2018	-1725.68	-391.54	-287.61	-194.59	-136.78	-101.71
Dollars)	-1013.35	-229.26	-169.06	-114.55	-80.73	-60.19
Value Added (Millions of Fixed 2018						
Dollars)	-950.43	-171.47	-151.12	-100.82	-67.59	-45.68
Personal Income (Millions of Fixed	550.15	1, 1, 1,	151.12	100.02	07.55	15.00
2018 Dollars)	-790.28	-152.38	-134.77	-92.46	-64.19	-45.29
Disposable Personal Income (Millions	7 30.20	132.30	137.//	-32.70	07.15	73,43
of Fixed 2018 Dollars)	075.00	3F 00	60.72	41.21	20.67	24.07
Real Disposable Personal Income	-975.00	-35.09	-60.73	-41.31	-30.67	-24.07
(Millions of Fixed 2018 Dollars)	1 24	0.12	0.02	0.03	0.04	0.00
PCE-Price Index (2009=100, nation)	1.21	-0.12	-0.03	-0.02	-0.01	0.00

Appendix E. Climate Scenarios

Category 1 Storm

Category 1 Storm plus Sea Level Rise High Projection

Category 1 Storm plus Sea Level Rise Intermediate-Low Projection

Category 3 Storm

Category 3 Storm plus Sea Level Rise High Projection

Category 3 Storm plus Sea Level Rise Intermediate-Low Projection

Category 5 Storm

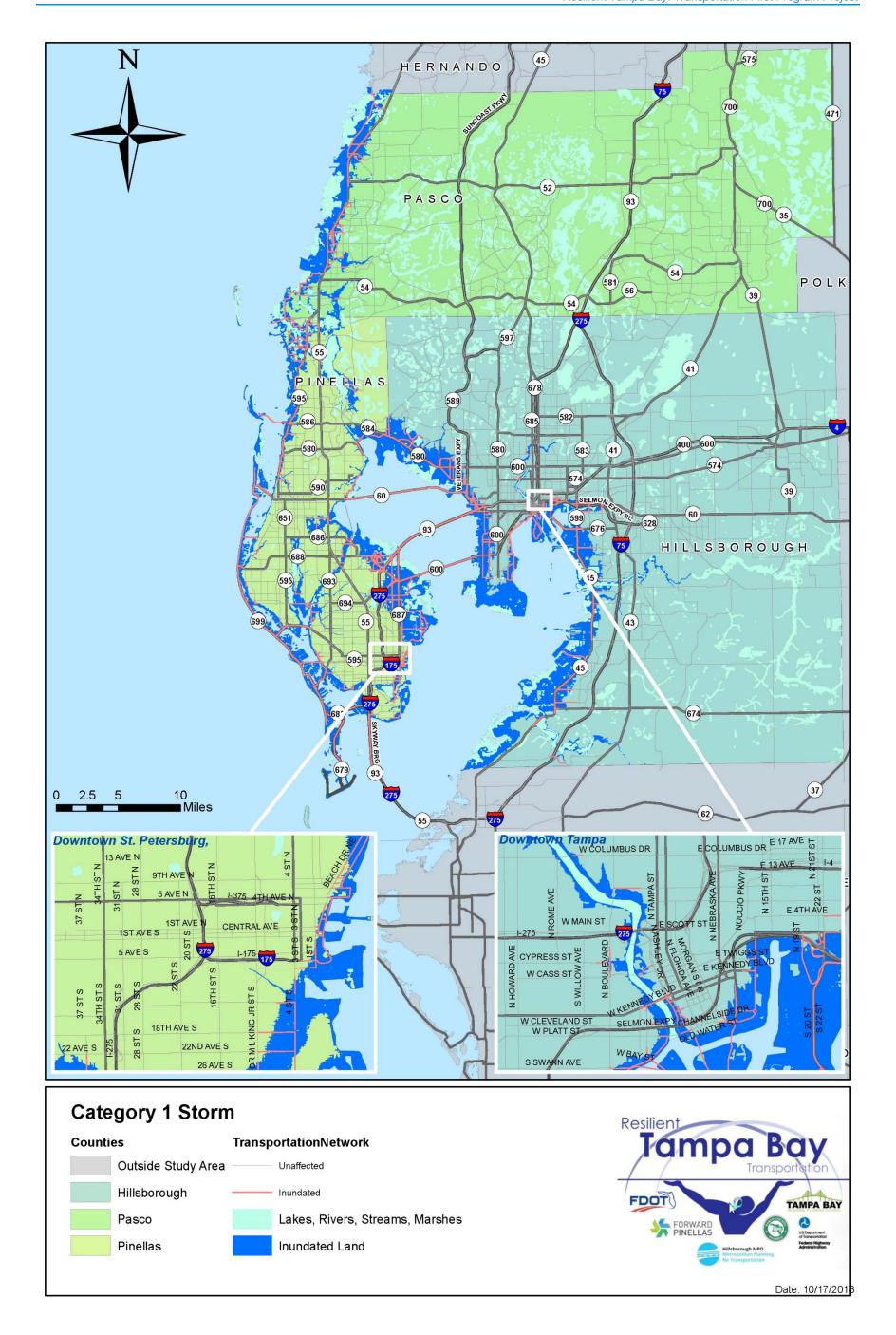
Precipitation - 9 inches of rain over 24 hours (1 day)

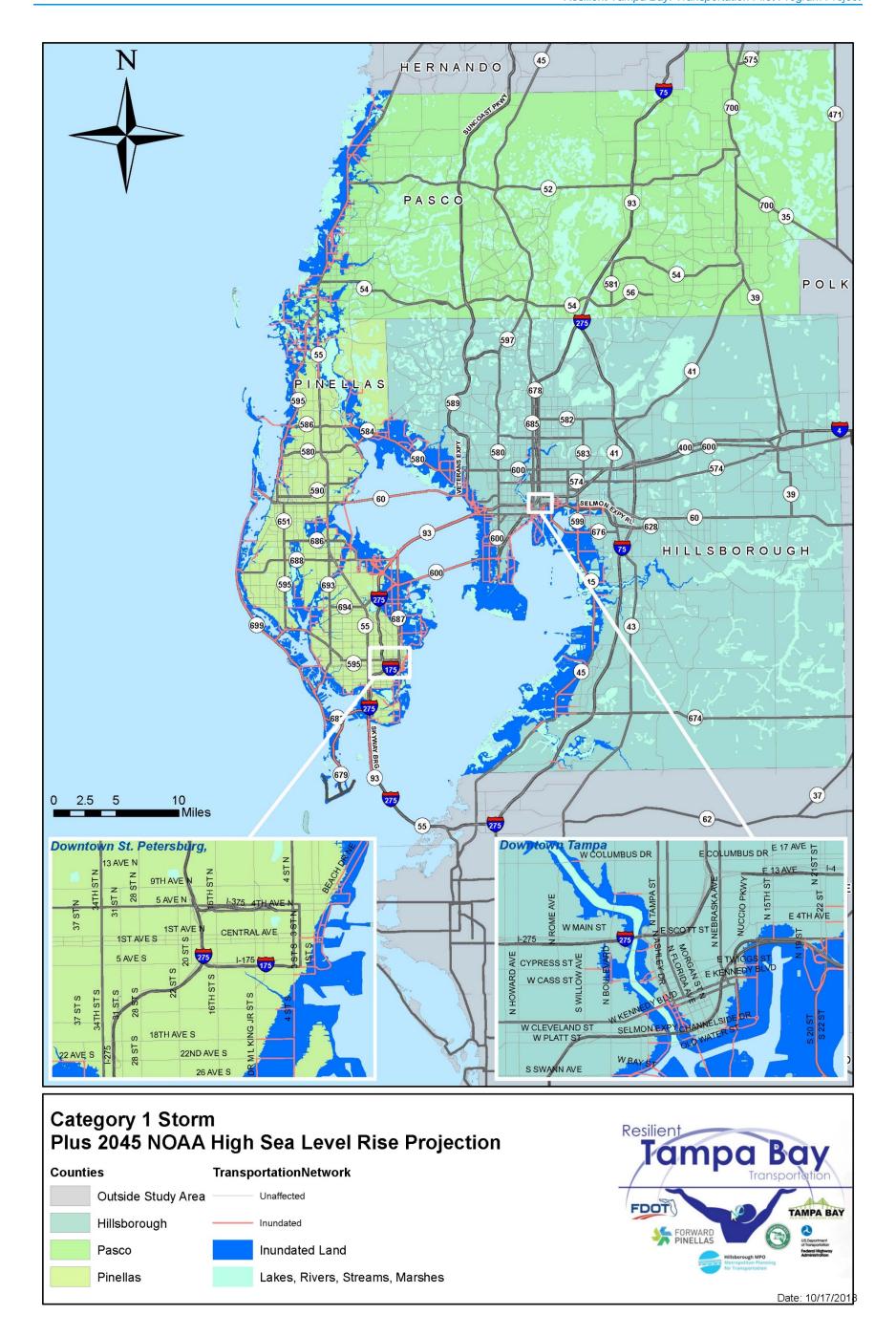
Precipitation - 11 inches each day for 3 days (33 total inches)

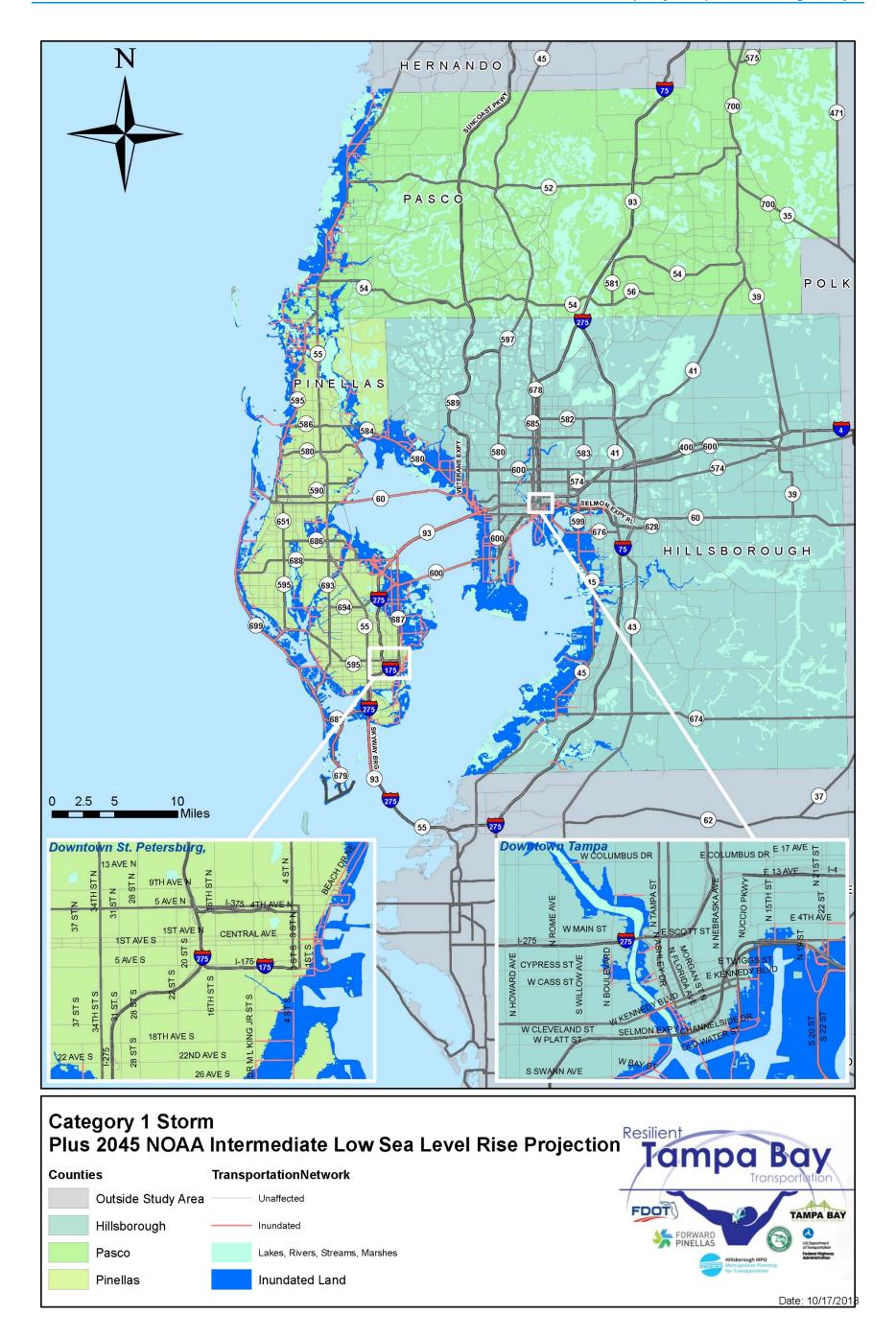
Summary of impact on Hillsborough County High Criticality Segments

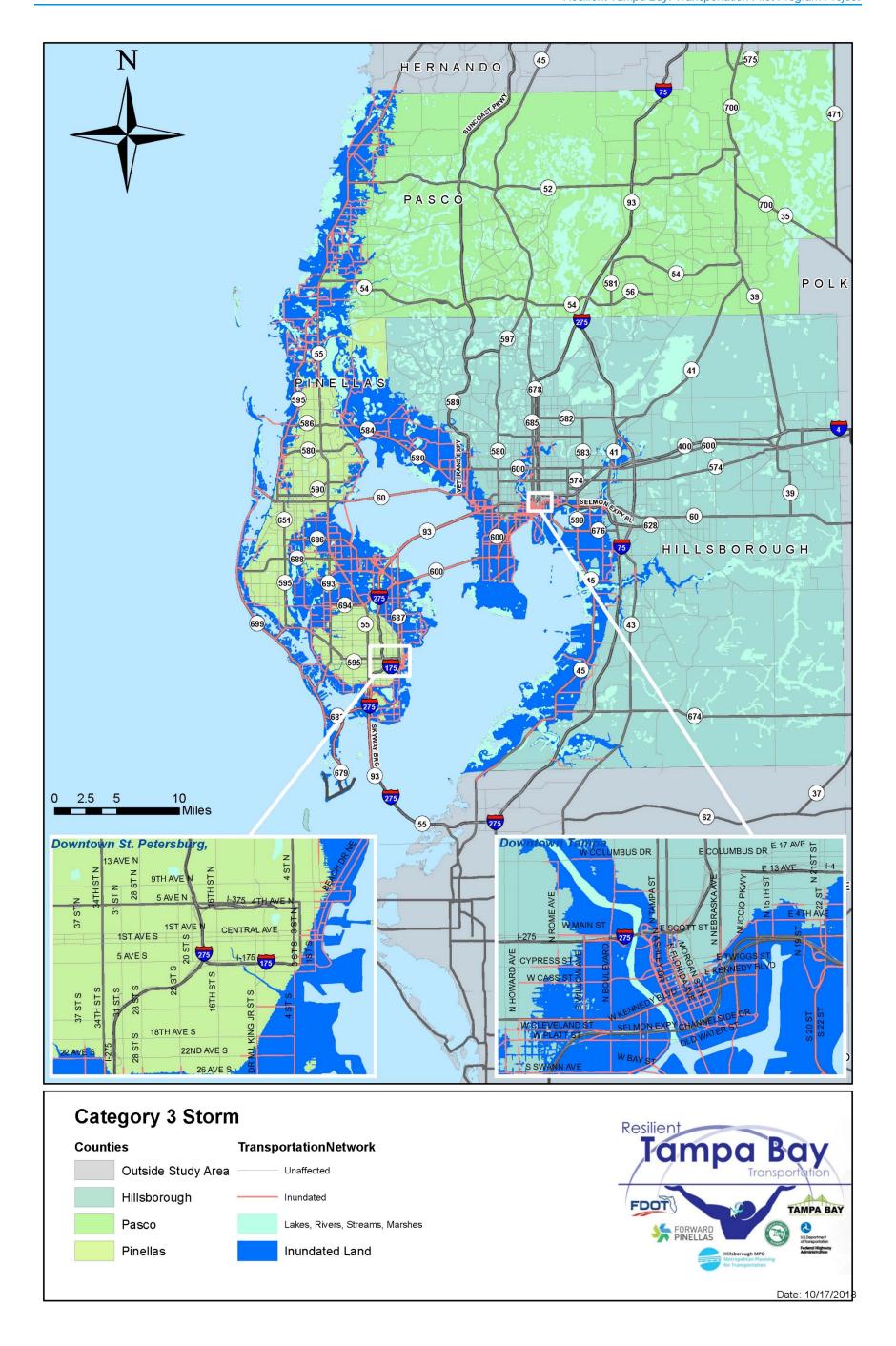
Summary of impact on Pinellas County High Criticality Segments

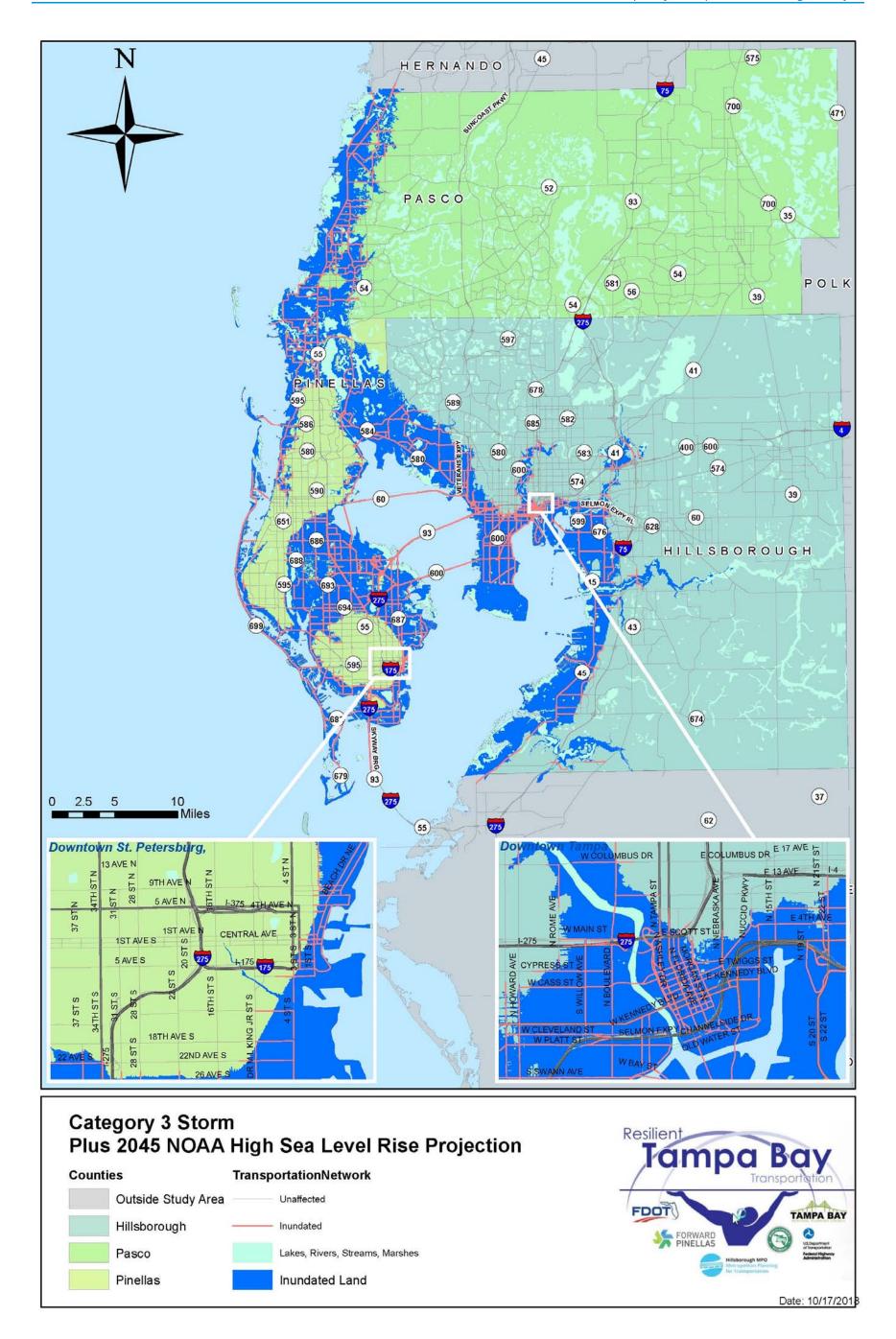
Summary of impact on Pasco County High Criticality Segments

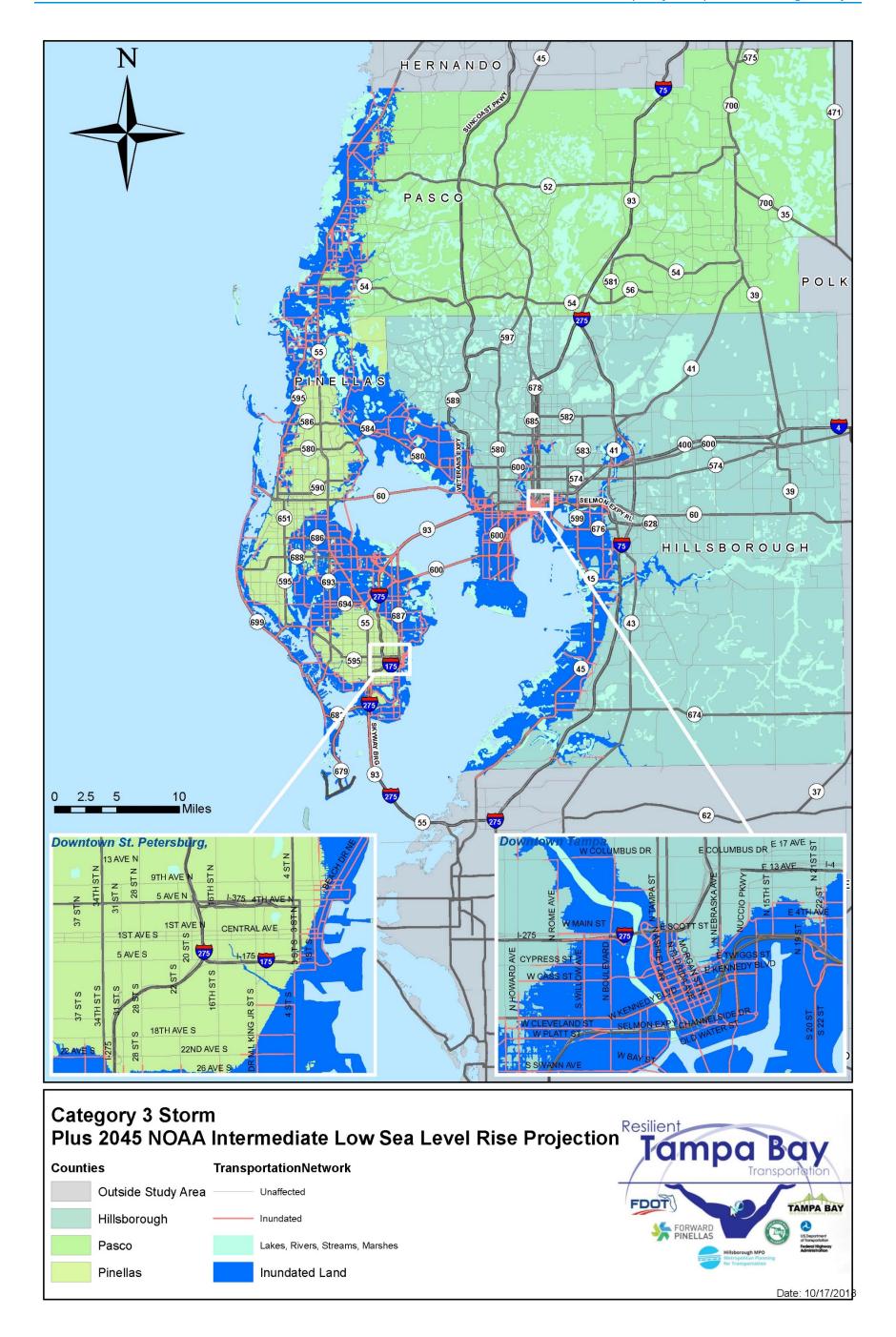


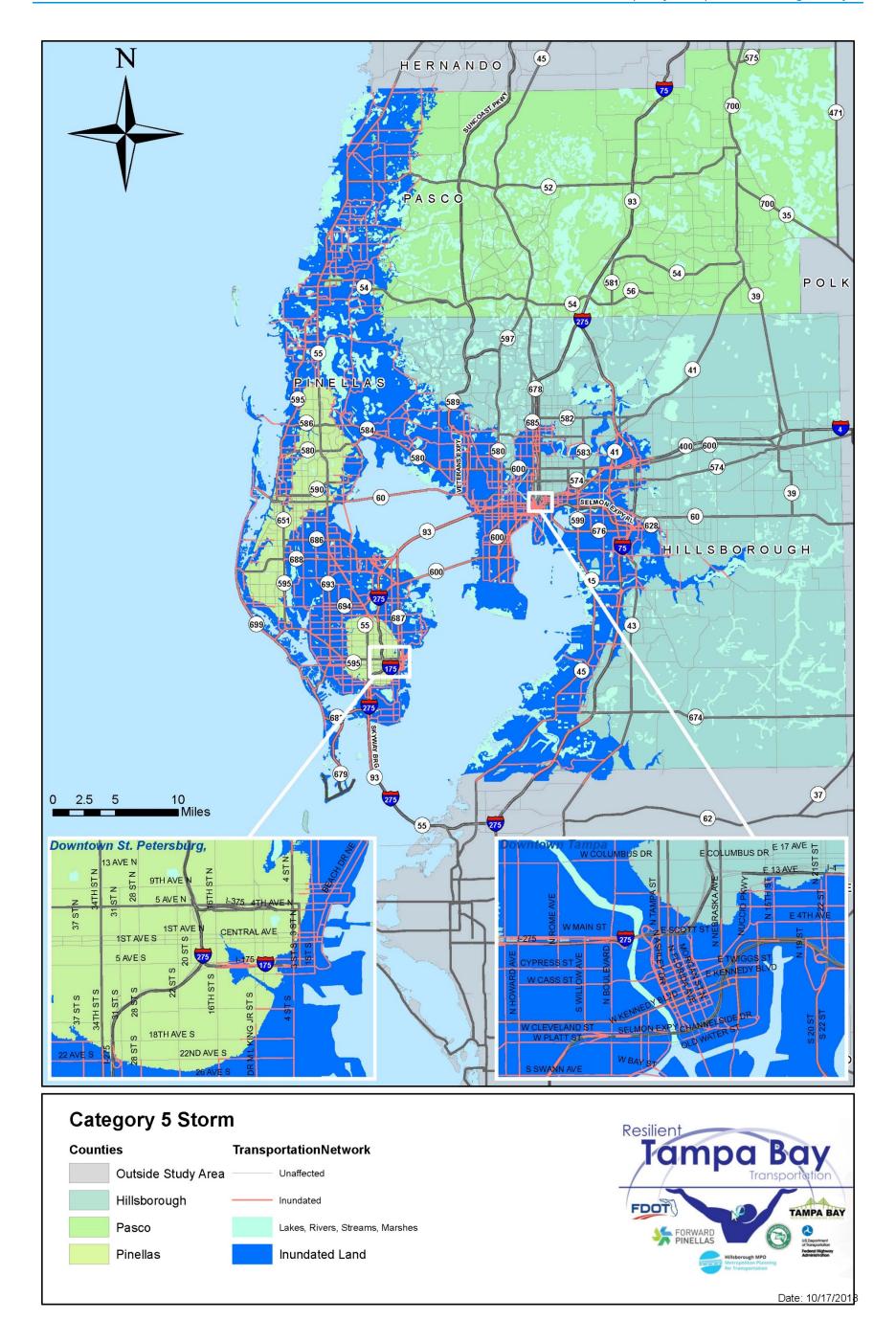


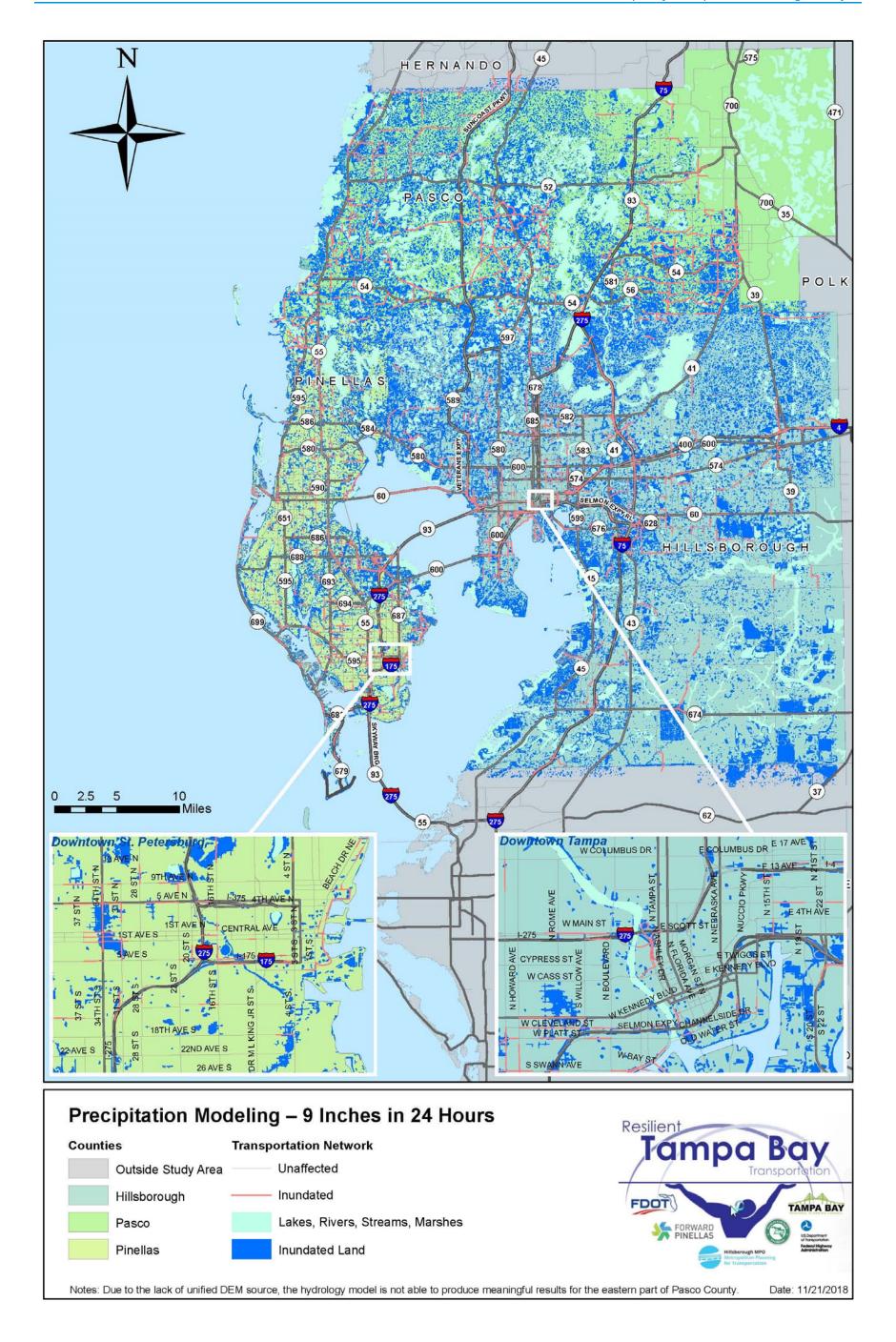












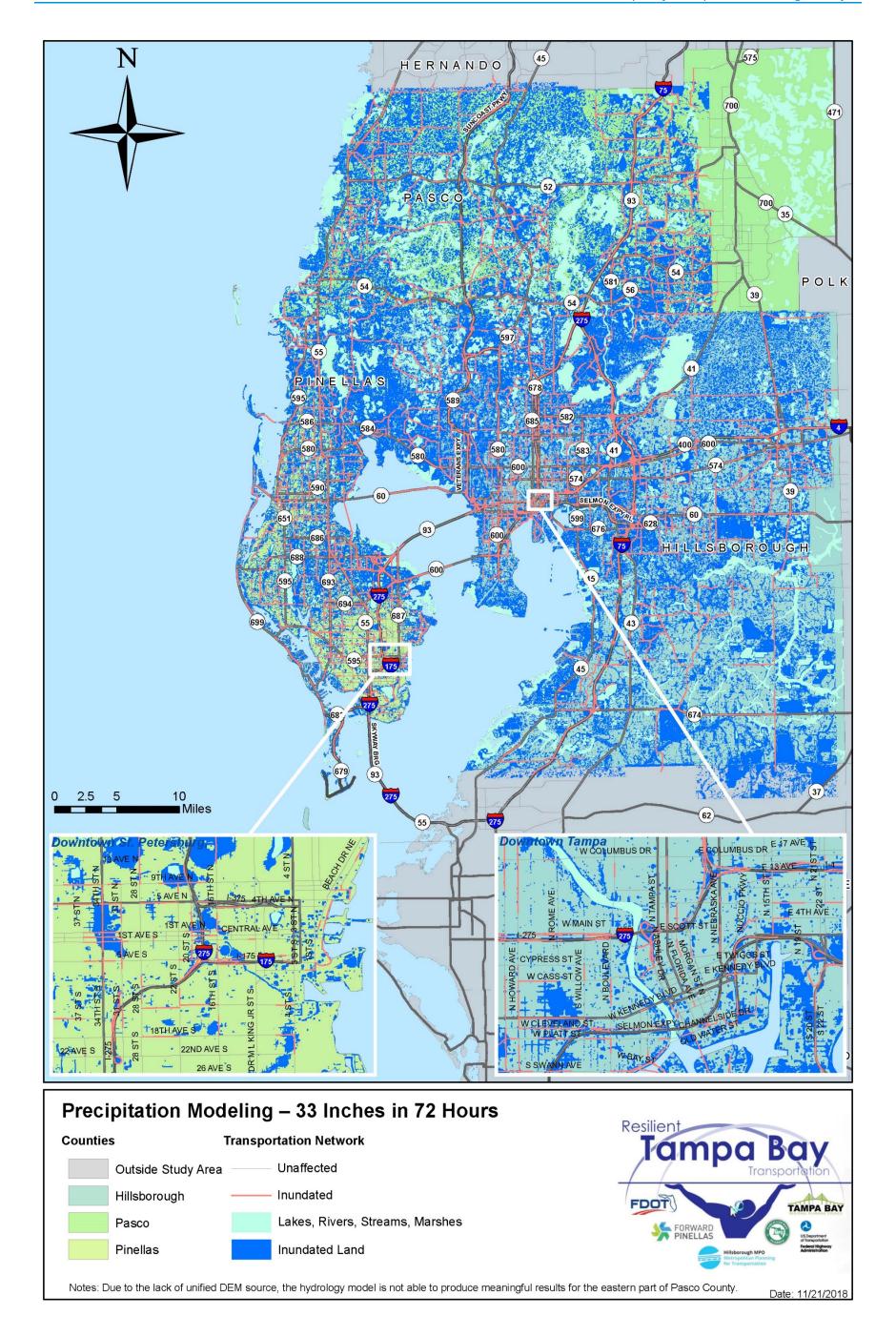


 Table E-1
 Hillsborough County High Criticality Segments

				les)	a	Criticality Score		y Score Percentage of Roadway Impacted												
ID	Road Name	From	То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm +	Category 1 Storm +	Category 3 Storm	Category 3 Storm +	Category 3 Storm +	Category 5 Storm	9 Inches Precipitati	33 Inches Precipitati				
1	Sun City Center Blvd	SR 674 / US 41	Pebble Beach Blvd / SR 674	5.0	21.0	14.6	16	5%	33%	9%	33%	33%	33%	39%	0%	43%				
2	I 75	Exit 240A	19Th Ave	1.7	10.8	16.0	16	43%	48%	48%	64%	67%	64%	75%	0%	58%				
3	US 41	3Rd Ave	27Th Ave	2.1	8.3	14.3	15	100%	100%	100%	100%	100%	100%	100%	12%	73%				
4	US 41	Mirabay Blvd / Spindle Shell Way	Flamingo Dr	1.8	7.0	14.0	14	54%	100%	69%	100%	100%	100%	100%	0%	0%				
5	US 301 S	Mallard Farm Rd	Dixon Dr	0.4	2.5	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	100%				
6	Big Bend Rd	Simmons Loop / Simmons Rd	Big Bend Rd / Lincoln Rd	0.8	4.5	14.5	15	0%	0%	0%	0%	0%	0%	0%	0%	0%				
7	CR 672	US 41	I 75	1.6	9.5	15.0	15	0%	27%	27%	48%	48%	48%	95%	0%	27%				
8	US 41	CR 672	Alice Ave / Gibsonton Dr / US 41 S	4.0	15.8	14.1	16	100%	100%	100%	100%	100%	100%	100%	22%	47%				
9	US 41	Pennsylvania Ave / US 41 S	N/A	0.3	1.1	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%				
10	Gibsonton Dr	Alafia St	I 75	1.7	6.4	14.2	16	0%	22%	22%	68%	68%	68%	100%	0%	15%				
11	175	Symmes Rd	Gibsonton Dr	0.0	2.4	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%				
12	Boyette Rd	Gibsonton Dr / US 301 / US 301 S	#N/A	0.1	0.9	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%				
13	US 301 S	Cone Grove Rd	Connecting Rd / Duncan Rd	2.9	17.5	14.6	16	0%	0%	0%	33%	45%	45%	54%	0%	0%				
14	Bloomingdale Ave	CR 676A / US 301	Gornto Rd	4.8	13.3	14.6	17	0%	0%	0%	0%	0%	0%	81%	0%	44%				
15	CR 676A	175	Valleydale Dr	0.2	0.5	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%				
16	CR 676A	78Th St	Magnolia Park blvd	1.0	3.6	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%				
17	175	Gibsonton Dr	Brandon Blvd	19.9	195.5	15.8	19	0%	0%	0%	3%	9%	7%	56%	4%	69%				
18	50Th St	Port Sutton Rd / US 41	31St Ave	1.3	8.0	14.1	15	100%	100%	100%	100%	100%	100%	100%	0%	10%				
19	SR 60	Brandon Town Center Dr	Strawberry Ridge Blvd	6.6	42.4	15.3	18	0%	0%	0%	0%	0%	0%	0%	21%	29%				
20	SR 60	175	Falkenburg Rd	0.6	4.6	14.0	14	0%	0%	0%	0%	0%	0%	81%	0%	0%				
21	US 301	Selmon Expy	Palm River Rd	0.9	4.3	14.2	16	0%	0%	0%	0%	0%	0%	92%	0%	46%				
22	175	Hobbs St / Woodberry Rd	Grand Regency Blvd / Woodberry Rd / York Dr	0.3	1.1	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%				
23	SR 574	Dr Martin Luther King Jr Blvd / Williams Rd	Queen Palm Dr	1.5	7.9	14.8	16	0%	0%	0%	0%	0%	0%	41%	0%	41%				
24	US 41	Causeway Blvd	14	7.6	32.5	15.5	18	55%	62%	62%	82%	87%	83%	96%	0%	49%				
25	SR 60	Orient Rd	34Th St	1.3	5.2	14.3	15	0%	64%	36%	78%	78%	78%	100%	0%	30%				
26	Adamo Dr	26Th St	Channel Dr	3.6	15.5	15.5	19	71%	71%	71%	76%	76%	76%	76%	0%	31%				
27	78Th St	SR 618	N/A	0.1	0.2	14.0	14	0%	100%	100%	100%	100%	100%	100%	0%	0%				
28	US 301	Broadway Ave	21St Ave	0.7	2.9	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	70%				
29	Columbus Dr	CR 574 / Ramp	Orient Rd	0.6	1.2		14	0%	0%	0%	0%	0%		100%	0%					
30	Dr Martin Luther King Jr Blvd	Orient Rd	US 301	0.8	4.8	14.9	15	0%	0%	0%	0%	0%	0%	100%	0%	0%				
31	SR 599	44Th St	21St Ave / Melburne Blvd	0.0	0.5		14	0%	0%	0%	0%	0%	0%		100%					
32	SR 599	Palm River Rd / US 41	21St Ave / Melburne Blvd	2.0	11.2	17.0	20	47%	47%	47%	63%	63%	63%	74%	9%	34%				
33	Channelside Dr	Kennedy Blvd	14Th St	0.4	1.7	16.5	18		69%	69%	69%	69%	69%	69%	0%					
34	Edison Ave	Occident St / SR 60	11Th St	4.1	21.1	15.1	16	18%	30%	18%	70%	93%	77%	99%	14%					

		From	(verilla)	(sə	Mile	Criticalit	y Score	Score Percentage of Roadway Impacted											
ID	Road Name		То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm +	Category 1 Storm +	Category 3 Storm	Category 3 Storm +	Category 3 Storm +	Category 5 Storm	9 Inches Precipitati	33 Inches Precipitati			
35	US 92	Mango Ave	Euclid Ave	2.3	8.6	15.5	17	0%	19%	0%	100%	100%	100%	100%	46%	95%			
36	Jefferson St	US 41 Bus	Kennedy Blvd	0.1	0.2	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%			
37	Jackson St	Ashley Dr / Kennedy Blvd / SR 60	Jefferson St	0.4	1.3	15.3	16	24%	36%	24%	100%	100%	100%	100%	0%	0%			
38	Nebraska Ave	SR 45 / Zack St	Cass St / Nuccio Pky / SR 45	0.1	0.1	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%			
39	Selmon Expy	Gandy Blvd	I 75	14.4	114.9	15.6	18	0%	2%	1%	12%	14%	13%	40%	5%	14%			
40	Gandy Blvd	US 92	SR 573	5.1	18.0	17.3	19	96%	98%	96%	99%	99%	99%	99%	42%	42%			
41	US 92	Perez Park Dr	Mobile Villa Dr	0.0	1.4	14.0	14	0%	0%	0%	0%	0%	0%	100%	48%	100%			
42	Hillsborough Ave	Race Track Rd	Orient Rd	17.6	106.0	16.1	19	38%	38%	38%	46%	49%	47%	66%	17%	33%			
43	14	I 275	Mango Rd	10.2	116.9	16.4	20	0%	0%	0%	2%	2%	2%	55%	11%	55%			
44	I 275	Howard Frankland Bridge	Bearss Ave	18.0	191.2	18.4	20	21%	24%	22%	30%	33%	30%	54%	7%	35%			
45	Courtney Campbell Cswy	Causeway Bridge	Veterans Expy	6.7	27.7	14.4	17	98%	98%	98%	100%	100%	100%	100%	80%	86%			
46	George J Bean Pkwy	Terminal Pky	Veterans Expy	0.6	4.0	14.8	16	75%	75%	75%	82%	82%	82%	82%	17%	75%			
47	Veterans Expy	SR 60	Ehrlich Rd	10.5	109.5	15.7	20	24%	28%	25%	48%	53%	50%	86%	19%	55%			
48	US 92	Corona St	Cayuga St	5.3	25.7	15.1	19	0%	0%	0%	40%	51%	42%	98%	16%	45%			
49	14	Exit 14	Park Rd	8.8	49.0	14.2	15	0%	0%	0%	0%	0%	0%	0%	38%	62%			
50	Baker St	Park Rd / SR 601 / US 92	Wilder Rd	0.5	2.0	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	0%			
51	Baker St	SR 39 / US 92	Michigan Ave	0.0	1.1	14.7	15	0%	0%	0%	0%	0%	0%	0%	0%	46%			
52	Reynolds St	Davis St	Pennsylvania Ave	0.8	1.6	14.1	15	0%	0%	0%	0%	0%	0%	0%	0%	0%			
53	Wheeler St	Park St	Herring St	0.3	0.9	14.1	15	0%	0%	0%	0%	0%	0%	0%	0%	31%			
54	Collins St	Drane St / SR 39	Reynolds St	0.1	0.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%			
55	Alexander St	Granfield Ave	Baker St / US 92	0.3	0.9	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	22%			
56	Thonotosassa Rd	Plant Ave	Alexander St / Oak Ave	0.1	0.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	100%			
57	Baker St	Alexander St / US 92	Plant Ave / Risk St	0.0	0.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%			
58	Baker St	Lemon St	#N/A	0.1	0.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%			
59	US 92	SR 583	#N/A	0.0	0.1	16.5	17	0%	0%	0%	0%	0%	0%	0%	0%	0%			
60	40Th St	Ellicott St	#N/A	0.4	1.5	14.0	14	0%	0%	0%	0%	0%	0%	0%	100%	100%			
61	22Nd St	Frierson Ave	Hillsborough Ave	0.1	0.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%			
62	22Nd St	Chelsea St	Osborne Ave	0.5	1.0	14.2	15	0%	0%	0%	0%	0%	0%	0%	0%	29%			
63	15Th St	Cayuga St	Osborne Ave	0.1	0.1	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%			
64	SR 574	Central Ave	Taliaferro Ave	0.1	0.5	17.2	19	0%	0%	0%	0%	0%	0%	0%	0%	0%			
65	Lake Ave	Central Ave	Taliaferro Ave	0.1	0.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%			
66	15Th St	15Th St / Nuccio Pky	14Th Ave / 15Th St	0.1	0.1	17.8	18	0%	0%	0%	0%	0%	0%	0%	0%	0%			
67	Avenida Rep de Cuba	14Th Ave / 14Th St / AVE Republica De Cuba	13Th Ave / 14Th St	0.0	0.1	20.0	20	0%	0%	0%	0%	0%	0%	0%	0%	0%			
68	14Th Ave	15Th St	14Th St / AVE Republica De Cuba	0.0	0.1	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	0%			
69	13Th Ave	14Th St	15Th St	0.1	0.1	17.0	17	0%	0%	0%	0%	0%	0%	0%	0%	0%			
70	Nuccio Pky	10Th Ave	Palm Ave	0.0	0.1	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%			

		Road Name From		les)	a	Criticalit	y Score	Score Percentage of Roadway Impacted										
ID	Road Name			Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High SIR	1 Storm +	Category 3 Storm	Category 3 Storm +	Category 3 Storm +	Category 5 Storm	9 Inches Precipitati	33 Inches Precipitati		
71	7Th Ave	21St St	22Nd St	0.0	0.1	14.0	14	0%	0%	0%	0%	100%	100%	100%	0%	0%		
72	Floribraska Ave	Elmore Ave	Taliaferro Ave	0.1	0.2	18.5	19	0%	0%	0%	0%	0%	0%	0%	0%	0%		
73	Cass St	Governor St	Central Ave	0.0	0.2	14.0	14	0%	0%	0%	0%	100%	0%	100%	0%	0%		
74	Short Emery St	Cass St	Central Ave / Scott St	0.2	1.4	14.0	14	0%	0%	0%	0%	100%	0%	100%	0%	17%		
75	Scott St	Tampa St / US 41 Bus	Jefferson St	0.3	0.9	16.6	17	0%	0%	0%	0%	0%	0%	0%	0%	0%		
76	1 275	Kay St / Tampa St / US 41 Bus	Scott St / Tampa St / US 41 Bus	0.0	0.2	16.0	16	0%	0%	0%	0%	0%	0%	0%	0%	0%		
77	N Blvd	Laurel St / N Blvd	Green St	0.1	0.2	18.4	20	0%	0%	0%	0%	0%	0%	0%	0%	0%		
78	Rome Ave	I 275	I 275	0.0	0.1	17.0	17	0%	0%	0%	0%	0%	0%	100%	0%	0%		
79	Howard Ave	Howard Ave / Laurel St	Green St	0.1	0.2	17.2	18	0%	0%	0%	0%	0%	0%	0%	0%	0%		
80	Armenia Ave	Laurel St	I 275	0.0	0.1	18.4	19	0%	0%	0%	0%	0%	0%	0%	0%	0%		
81	Himes Ave	Laurel St	Green St	0.1	0.3	17.7	19	0%	0%	0%	0%	0%	0%	42%	0%	0%		
82	Lois Ave	Lemon St / Lois Ave	Gray St	0.2	0.7	15.8	20	0%	0%	0%	60%	60%	60%	60%	0%	0%		
83	Lois Ave	Cypress St	Laurel St	0.3	1.0	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	100%		
84	Cypress St	Lois Ave	Manhattan Ave	0.3	1.5	15.2	18	0%	0%	0%	66%	66%	66%	66%	0%	0%		
85	Columbus Dr	Fremont Ave	Rome Ave	0.1	0.5	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	100%		
86	Boy Scout Blvd	CR 587 / SR 589 / West Shore Blvd	Manhattan Ave	0.4	2.4	14.0	14	0%	0%	0%	32%	100%	48%	100%	0%	0%		
87	Columbus Dr	Jim Walter Blvd / SR 589	Columbus Dr / Grady Ave	0.3	1.6	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	49%		
88	Columbus Dr	SR 616 / US 92	Himes Ave	0.2	1.5	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%		
89	Cimino Ave	Columbus Dr	Armenia Ave / Tampa Bay Blvd	0.5	1.1	14.2	15	0%	0%	0%	31%	100%	78%	100%	0%	69%		
90	Himes Ave	Columbus Dr	Dewey St	0.3	1.2	14.0	14	0%	0%	0%	0%	0%	0%	100%	100%	100%		
91	Armenia Ave	Columbus Dr	Wishart Blvd	0.4	3.5	14.4	15	0%	0%	0%	0%	0%	0%	100%	18%	32%		
92	SR 574	Dr Martin Luther King Jr Blvd / US 92	Albany Ave	1.5	6.5	14.7	16	0%	0%	0%	0%	16%	0%	100%	10%	26%		
93	Himes Ave	Tampa Bay Blvd	Osborne Ave	1.0	4.1	14.5	15	0%	0%	0%	0%	0%	0%	100%	90%	90%		
94	Habana Ave	Eddy Dr / Habana Way	Wilder Ave	0.5	1.9	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	48%		
95	Dale Mabry Hwy	SR 580	#N/A	0.0	0.1	17.0	17	0%	0%	0%	0%	0%	0%	0%	0%	0%		
96	Armenia Ave	Hillsborough Ave	Sligh Ave	1.0	4.0	14.2	15	0%	0%	0%	0%	0%	0%	0%	0%	45%		
97	Sligh Ave	Armenia Ave	Albany Ave	0.2	1.0	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%		
98	Lambright St	Dale Mabry Hwy / Pine Crest Blvd / SR 580 / SR 598	Garsh Loop	0.1	0.3	14.0	14	0%	0%	0%	0%	0%	0%	100%	100%	100%		
99	Dale Mabry Hwy	Powhatan Ave / SR 580	Sligh Ave	0.8	4.8	14.8	15	0%	0%	0%	0%	0%	0%	100%	32%	32%		
100	Sligh Ave	I 275	Exit 48 / Taliaferro Ave	0.1	0.2	19.0	19	0%	0%	0%	0%	0%	0%	0%	0%	0%		
101	Waters Ave	CR 584 / SR 580	N/A	0.1	0.5	15.0	15	0%	0%	0%	0%	0%	0%	100%	100%	100%		
102	Waters Ave	Armenia Ave / CR 584	Fremont Ave	0.3	1.4	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%		
103	Waters Ave	N Blvd	Branch Ave	0.6	2.4	14.0	14	0%	0%	0%	0%	0%	0%	84%	0%	16%		
104	Dale Mabry Hwy	Dale Mabry Hwy	Lake Carroll Way / SR 597	0.7	4.4	14.6	15	0%	0%	0%	0%	0%	0%	0%	31%	68%		
105	Florida Ave	J L Young Jr Apts	Bougainvillea Ave	1.4	7.6	14.0	14	0%	0%	0%	0%	0%	0%	80%	32%	70%		
106	Busch Blvd	N Blvd	Florida Ave / US 41 Bus	0.5	2.1	14.0	14	0%	0%	0%	0%	0%	0%	100%	100%	100%		

				iles)	e e	Criticalit	y Score	Score Percentage of Roadway Impacted												
ID	Road Name	From		Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High STR	Category 1 Storm +	Category 3 Storm	Category 3 Storm +	Category 3 Storm +	Category 5 Storm	9 Inches Precipitati	33 Inches Precipitati				
107	Busch Blvd	1275	1275	0.2	1.2	15.0	15	0%	0%	0%	0%	0%	0%	100%	0%	0%				
108	Busch Blvd	16Th St / SR 580	18Th St	0.2	1.1	14.0	14	0%	0%	0%	0%	0%	0%	0%	100%	100%				
109	Busch Blvd	30Th St	Hidden Shadow Dr / Orangeview Ave	0.7	4.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	39%	39%				
110	Spectrum Blvd	40Th St / SR 580	Busch Gdns / Mckinley Dr	0.1	0.4	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%				
111	Seminole Ave	Seminole Ave	Waters Ave	0.2	0.7	18.0	19	0%	0%	0%	0%	0%	0%	100%	0%	0%				
112	Bird St	Seminole Ave	Lamar St	0.1	0.2	18.5	19	0%	0%	0%	0%	0%	0%	0%	0%	0%				
113	Waters Ave	CR 584 / Seminole Ave	Huntley Ave	0.1	0.5	17.7	20	0%	0%	0%	0%	0%	0%	50%	0%	0%				
114	Nebraska Ave	Hillsborough Ave / US 41	Broad St	4.4	17.7	15.7	17	4%	4%	4%	13%	19%	19%	49%	5%	43%				
115	Anderson Rd	Anderson Ave / CR 584 / Waters Ave	Linebaugh Ave	1.1	6.3	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	99%				
116	Linebaugh Ave	SR 589	#N/A	0.1	0.5	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%				
117	Dale Mabry Hwy	Hudson Ln	Stall Rd	0.8	4.5	14.0	14	0%	0%	0%	0%	0%	0%	0%	100%	100%				
118	30Th St	113Th Ave	SR 582	0.2	1.0	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	100%				
119	SR 583	50Th St	SR 583	0.5	3.1	14.5	15	0%	0%	0%	0%	0%	0%	0%	0%	0%				
120	Fowler Ave	Central Ave	Leroy Collins Blvd	2.7	19.0	15.9	19	0%	0%	0%	0%	0%	0%	0%	0%	67%				
121	Fletcher Ave	Dale Mabry Hwy / SR 597	Nebraska Ave	3.4	13.4	14.3	18	0%	0%	0%	0%	0%	0%	0%	0%	10%				
122	131St Ave	27Th St	Bruce B Downs Blvd / Holly Dr	0.2	0.4	14.0	14	0%	0%	0%	0%	0%	0%	0%	100%	100%				
123	Florida Ave	Bearss Ave / CR 582 / US 41 Bus	Sinclair Hills Rd	0.2	1.0	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%				
124	Bearss Ave	CR 582 / Florida Ave / US 41 Bus	Nebraska Ave / US 41	0.5	2.4	14.4	18	0%	0%	0%	0%	0%	0%	0%	0%	0%				
125	Nebraska Ave	Fletcher Ave	CR 582	1.3	5.1	14.7	15	0%	0%	0%	0%	0%	0%	0%	29%	60%				
126	Bearss Ave	Gregory Dr / Turtle Creek Cir	Bruce B Downs Blvd	0.8	4.8	14.6	16	0%	0%	0%	0%	0%	0%	0%	45%	70%				
127	Magnolia Dr	CR 582A / Fletcher Ave	N/A	0.1	0.3	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	0%				
128	Bruce B Downs Blvd	#N/A	Elm Leaf / Skipper Rd	1.7	11.4	15.1	18	0%	0%	0%	0%	0%	0%	0%	0%	31%				
129	CR 582A	12Th St / Coastal Key Rd	Hidden River Pky / Morris Bridge Rd	5.3	29.4	16.2	19	0%	0%	0%	0%	0%	0%	3%	9%	24%				
130	US 41	Chapman Rd / Nebraska Ave	Crenshaw Lake Rd / Whitaker Rd	0.8	4.1	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	100%				
131	CR 581	Palm Springs Blvd / Tampa Palms Blvd	Hunters Green Dr	2.3	18.7	14.6	16	0%	0%	0%	0%	0%	0%	0%	0%	61%				
132	Bruce B Downs Blvd	CR 581 / Pebble Creek Dr	County Line Rd	1.7	13.6	14.8	15	0%	0%	0%	0%	0%	0%	0%	0%	41%				
133	US 41	Newberger Rd	Land O Lakes Blvd / Willow Bend Pky	0.8	5.0	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	100%				
134	Bougainvillea Ave	Central Ave	Florence Ave	0.1	0.1	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	0%				

 Table E-2
 Pinellas County High Criticality Segments

						Criticality	y Score	e Percentage of Roadway Impacted									
ID	Road Name	From	То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High SLR	Category 1 Storm + Int-Low SLR	Category 3 Storm	Category 3 Storm + Int-Low SLR	Category 3 Storm + High SLR	Category 5 Storm	9 Inches Precipitation	33 Inches Precipitation	
1	I 275	54Th Ave	62Nd Ave	8.5	65.1	15	19	4%	15%	6%	27%	28%	28%	36%	8%	38%	
2	I 275	Gandy Blvd	Howard Frankland Bridge	8.5	87.1	15	19	60%	65%	62%	98%	98%	98%	99%	7%	49%	
3	I 175	1 275	4Th St	1.2	8.4	17	19	0%	0%	0%	2%	2%	2%	65%	17%	16%	
4	I 375	1 275	5Th St	1.3	6.5	16	17	0%	0%	0%	0%	0%	0%	7%	0%	14%	
5	22Nd Ave	Luana Ln	16Th St	4.0	17.7	15.5	20	0%	12%	0%	41%	58%	54%	69%	6%	6%	
6	Pinellas Bay Way	Sun Blvd	Harbor Way	2.5	9.0	14.3	15	76%	76%	76%	76%	76%	76%	76%	17%	17%	
7	54Th Ave	34Th St	12Th St	1.4	5.7	14.2	16	7%	29%	11%	72%	89%	72%	89%	28%	50%	
8	Gulf Blvd	30Th Ave / Pass A Grille Way	SR 682 / SR 699	0.4	0.7	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%	
9	Gulf Blvd	58Th Ave	68Th St	0.5	2.1	14.3	15	100%	100%	100%	100%	100%	100%	100%	53%	53%	
10	SR 693	Blind Pass Rd / SR 699	Bay St	2.3	12.0	14.6	17	79%	79%	79%	92%	92%	92%	100%	4%	35%	
11	Blind Pass Rd	78Th Ave	79Th St	0.0	0.1	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%	
12	Gulf Blvd	99Th Ave	116Th St	1.3	4.5	14.0	14	100%	100%	100%	100%	100%	100%	100%	44%	44%	
13	Treasure Island Cswy	107Th Ave / Gulf Blvd	107Th Ave / 1St St	0.1	0.6	14.0	14	100%	100%	100%	100%	100%	100%	100%	100%	100%	
14	54Th Ave	54Th Ave	SR 682	0.0	0.3	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%	
15	US 19	54Th Ave	SR 694	8.1	48.5	15.9	18	9%	15%	9%	19%	33%	25%	36%	11%	46%	
16	31St St	24Th Ave	22Nd Ave	0.1	0.1	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%	
17	31St St	10Th Ave	Melrose Ave	0.2	0.4	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
18	49Th St	11Th Ave	The Pinellas Trl	0.2	1.0	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
19	7Th Ave	54Th Ave / SR 682	Burlington Ave	3.0	15.3	14.3	16	49%	54%	54%	68%	68%	68%	74%	38%	38%	
20	8Th St	9Th Ave / 9Th St / Dr Martin Luther King Jr St	I 375	1.2	3.9	16.7	19	0%	0%	0%	0%	0%	0%	0%	0%	0%	
21	5Th Ave	8Th St	3Rd St	0.0	1.3	15.6	16	0%	0%	0%	0%	0%	0%	0%	0%	0%	
22	3Rd St	3Rd Ave	2Nd Ave / SR 687	0.1	0.2	14.0	14	0%	0%	0%	0%	100%	0%	100%	0%	0%	
23	3Rd St	5Th Ave	Delmar Ter	0.1	0.2	15.0	15	0%	0%	0%	100%	100%	100%	100%	0%	0%	
24	4Th St	6Th Ave	Delmar Ter	0.1	0.5	15.2	18	0%	0%	0%	0%	80%	0%	100%	0%	0%	
25	4Th St	1St Ave S	1St Ave N	0.0	0.5	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
26	9Th St	SR 687	22Nd Ave	0.0	0.1	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
27	16Th St N	1375	Burlington Ave	0.1	0.6	15.7	16	0%	0%	0%	0%	0%	0%	0%	0%	0%	
28	16Th St	5Th Ave / Dunmore Ave	Central Ave	0.4	1.3	14.6	17	0%	0%	0%	0%	0%	0%	0%	30%	30%	
29	1St Ave	49Th St	20Th St	2.4	4.8	15.2	17	0%	0%	0%	0%	0%	0%	0%	21%	24%	

					Criticality Score Percentage of Roadway Impacted											
ID	Road Name	From	То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High SLR	Category 1 Storm + Int-Low SLR	Category 3 Storm	Category 3 Storm + Int-Low SLR	Category 3 Storm + High SLR	Category 5 Storm	9 Inches Precipitation	33 Inches Precipitation
30	1St Ave	Pasadena Ave	58Th St	1.2	2.5	15.6	16	0%	0%	0%	0%	0%	0%	100%	0%	0%
31	Pinellas Way	Central Ave / Pasadena Ave / SR 693	66Th St	0.2	0.8	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%
32	66Th St	1St Ave	Central Ave	0.1	0.2	15.5	16	0%	0%	0%	0%	0%	0%	100%	0%	0%
33	49Th St	5Th Ave	15Th Ave	1.3	5.4	14.5	15	0%	0%	0%	0%	0%	0%	0%	0%	0%
34	5Th Ave	SR 595	1 275	3.6	14.6	14.9	17	0%	0%	0%	0%	0%	0%	20%	37%	61%
35	Dr Martin Luther King Jr St	9Th Ave	22Nd Ave	0.8	2.9	15.1	16	0%	0%	0%	0%	0%	0%	0%	0%	0%
36	4Th St	9Th Ave	33Rd St	1.4	6.1	14.3	15	0%	0%	0%	0%	13%	13%	34%	10%	0%
37	22Nd Ave	Dr Martin Luther King Jr St	US 92	0.5	2.0	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	22Nd Ave	28Th St	16Th St	1.0	4.0	15.2	18	0%	0%	0%	0%	0%	0%	0%	25%	38%
39	22Nd Ave	37Th St	US 19	0.3	1.0	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%
40	22Nd Ave	49Th St	40Th St	0.8	3.0	14.0	14	0%	0%	0%	0%	0%	0%	0%	67%	67%
41	22Nd Ave	SR 693	58Th St	1.0	4.1	14.2	15	0%	0%	0%	0%	0%	0%	100%	0%	53%
42	SR 595	Tyrone Blvd	22Nd Ave	0.1	0.7	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%
43	SR 693	5Th Ave / 66Th St	26Th Ave	1.3	7.5	14.7	15	0%	0%	0%	0%	0%	0%	100%	26%	77%
44	49Th St	22Nd Ave	36Th Ave	0.9	3.3	14.4	15	0%	0%	0%	0%	0%	0%	0%	0%	6%
45	Driveway	30Th Ave / SR 693	51St Ter / 66Th St	1.4	8.2	15.1	17	0%	0%	0%	6%	74%	53%	100%	19%	65%
46	38Th Ave	68Th St	60Th St	0.9	3.7	14.0	14	0%	0%	0%	28%	100%	55%	100%	72%	100%
47	38Th Ave	80Th St / Tyrone Blvd / US 19 Alt	71St St	0.8	3.0	14.0	14	0%	0%	0%	0%	39%	0%	100%	39%	100%
48	38Th Ave	49Th St	40Th St	0.7	3.0	14.3	15	0%	0%	0%	0%	0%	0%	0%	0%	0%
49	38Th Ave	33Rd St	Dr Martin Luther King Jr St	1.9	7.7	14.7	16	0%	0%	0%	0%	0%	0%	0%	15%	15%
50	Dr Martin Luther King Jr St	28Th Ave	36Th Ave / Foster Hill Dr	0.5	2.0	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%
51	Dr Martin Luther King Jr St	38Th Ave	42Nd Ave / Monticello Blvd	0.2	0.9	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%
52	50Th Ave	24Th St	23Rd St	0.1	0.1	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%
53	54Th Ave N	62Nd St	1 275	3.4	14.4	14.6	17	0%	0%	0%	0%	0%	0%	22%	4%	25%
54	35Th St	42Nd St	34Th St / 62Nd Ave / US 19 N	0.7	2.8	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	36%
55	Haines Rd	31St St / 62Nd Ave	US 19 N	0.5	1.1	15.9	17	0%	0%	0%	0%	44%	44%	100%	0%	44%
56	Gulf Blvd	125Th Ave	Bath Club Cir	3.7	14.7	14.2	15	100%	100%	100%	100%	100%	100%	100%	12%	32%
57	SR 666	Gulf Blvd / SR 666 / SR 699	Bay Pines Ter	1.0	4.2	15.2	16	100%	100%	100%	100%	100%	100%	100%	0%	0%
58	Tyrone Blvd N	Bay Pines Blvd / Hoover Blvd	US 19 Alt	1.5	7.3	15.3	17	75%	75%	75%	99%	99%	99%	99%	53%	65%
59	Bay Pines Blvd	100Th Way / Bay Pines Blvd	100Th Way / Bay Pines Blvd	0.3	0.9	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	68%

						Criticality	y Score	Percentage of Roadway Impacted								
ID	Road Name	From	То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High SLR	Category 1 Storm + Int-Low SLR	Category 3 Storm	Category 3 Storm + Int-Low SLR	Category 3 Storm + High SLR	Category 5 Storm	9 Inches Precipitation	33 Inches Precipitation
60	Seminole Blvd	54Th Ave / US 19 Alt	72Nd Ave	1.1	5.6	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%
61	Gulf Blvd	192Nd Ave	195Th Ave	0.6	0.6	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%
62	49Th St	38Th Ave	76Th Ave	2.4	14.3	15.6	16	0%	0%	0%	0%	16%	5%	47%	0%	13%
63	4Th St	#N/A	116Th Ave / Lincoln Shores	4.5	26.6	15.1	18	88%	93%	93%	100%	100%	100%	100%	5%	34%
64	Dr Martin Luther King Jr St	57Th Ave	73Rd Ave	1.0	4.1	14.0	14	100%	100%	100%	100%	100%	100%	100%	58%	58%
65	Dr Martin Luther King Jr St	77Th Ave	118Th Ave	2.5	10.1	15.4	18	98%	98%	98%	98%	98%	98%	98%	28%	71%
66	Seminole Blvd	Johnson Blvd / Village Dr	86Th Ave	0.6	3.5	14.0	14	0%	0%	0%	48%	75%	48%	100%	0%	0%
67	US 19	102Nd Ave	106Th Ave	0.3	1.8	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%
68	Connecting Rd	CR 694 / US 19 Alt	43Rd St	5.8	35.0	14.7	17	39%	50%	46%	72%	100%	93%	100%	12%	48%
69	Gandy Blvd	43Rd St	Gandy Bridge	8.3	56.8	16.2	20	67%	72%	71%	98%	98%	98%	98%	11%	58%
70	66Th St	54Th Ave / SR 693	121St Ave	4.2	25.2	14.6	16	0%	8%	0%	82%	94%	82%	99%	12%	66%
71	71St St	Park Blvd / SR 694	90Th Ave / Bayou Club Blvd	1.1	6.2	14.5	15	0%	47%	0%	100%	100%	100%	100%	0%	47%
72	Belcher Rd	68Th St	75Th St	0.8	4.6	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%
73	CR 296	102Nd Ave / Seminole Blvd / US 19 Alt	102Nd Ave / 98Th St	0.7	3.0	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%
74	Gulf Blvd	SR 688	8Th Ave	0.4	0.8	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%
75	SR 688	118Th Ave / SR 688	SR 688	0.5	2.1	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%
76	Gulf Blvd	1St St	Causeway Blvd	0.0	0.5	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%
77	Wilcox Rd	125Th St / Jackson St	SR 688 / Ulmerton Rd	0.1	0.3	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	100%
78	SR 686	Roosevelt Blvd	34Th St	2.8	18.1	16.2	19	82%	91%	89%	97%	97%	97%	97%	11%	53%
79	Ulmerton Rd	Walsingham Rd	SR 693	5.9	35.2	15.7	18	0%	10%	0%	13%	23%	13%	61%	0%	38%
80	Ulmerton Rd	SR 688 / SR 693	58Th St	1.0	7.9	16.0	18	7%	13%	13%	41%	81%	66%	84%	5%	25%
81	Ulmerton Rd	58Th St / SR 688	50Th Way	0.6	5.0	15.0	15	0%	62%	62%	100%	100%	100%	100%	0%	0%
82	Ulmerton Rd	CR 611 / SR 688	34Th St / Ramp / SR 686	1.3	7.7	14.0	15	41%	48%	41%	97%	97%	97%	97%	5%	33%
83	SR 688	Roosevelt Blvd	49Th St	1.5	8.7	14.8	15	99%	99%	99%	99%	99%	99%	99%	0%	47%
84	Bryan Dairy Rd	34Th St	Endeavor Ave	5.2	26.2	14.8	17	0%	20%	8%	96%	99%	99%	99%	18%	65%
85	Bryan Dairy Rd	Starkey Rd	Endeavor Ave	1.6	9.5	15.0	16	0%	0%	0%	46%	100%	85%	100%	12%	48%
86	Belcher Rd	CR 296 / Ramp	Belle Oak Blvd	2.7	16.3	14.5	16	0%	0%	0%	41%	100%	95%	100%	20%	83%
87	Starkey Rd	122Nd Ave / CR 1	Christie Dr	1.2	5.6	14.0	14	0%	0%	0%	0%	75%	0%	100%	0%	84%
88	9Th Ave	113Th St / SR 688	8Th Ave / Clearwater Largo Rd	1.0	6.2	14.5	15	0%	0%	0%	0%	0%	0%	0%	0%	0%
89	Clearwater Largo Rd	Bay Dr / SR 686 / US 19 Alt	Rosery Rd	0.8	3.1	14.7	16	0%	0%	0%	0%	0%	0%	0%	0%	0%

					Criticality Score			icality Score Percentage of Roadway Impacted											
ID	Road Name	From	То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High SLR	Category 1 Storm + Int-Low SLR	Category 3 Storm	Category 3 Storm + Int-Low SLR	Category 3 Storm + High SLR	Category 5 Storm	9 Inches Precipitation	33 Inches Precipitation			
90	Fort Harrison Ave	16Th Ave	C St / Lakeview Rd	1.2	3.6	15.7	17	0%	0%	0%	0%	0%	0%	0%	0%	0%			
91	Lakeview Rd	C St / Fort Harrison Ave	Railroad	0.2	0.6	14.7	16	0%	0%	0%	0%	0%	0%	0%	0%	0%			
92	Missouri Ave	124Th Ave / Seminole Blvd	Rosery Rd	2.9	17.3	15.4	17	0%	0%	0%	0%	0%	0%	5%	0%	23%			
93	CR 1	CR 1 / Willow Ave	Bay Dr / SR 686	0.5	3.1	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	63%			
94	Belcher Rd	Bay Dr	Willowbrook Dr	0.3	1.4	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%			
95	Roosevelt Blvd	12Th St / The Pinellas Trl	CR 611	6.4	36.6	15.4	18	8%	8%	8%	71%	80%	76%	80%	0%	14%			
96	Missouri Ave	Jasper St	Belleair Rd	0.5	3.1	14.7	15	0%	0%	0%	0%	0%	0%	0%	0%	61%			
97	SR 693	123Rd Ave / Connecting Rd	US 19	1.3	6.3	15.2	16	0%	0%	0%	0%	24%	4%	100%	0%	77%			
98	US 19	70Th Ave	Via Granada	15.0	139.5	15.3	20	4%	6%	5%	38%	49%	47%	55%	14%	39%			
99	SR 60	CR 669 / Gulfview Blvd	SR 60	0.9	2.8	14.7	16	100%	100%	100%	100%	100%	100%	100%	53%	78%			
100	Fort Harrison Ave	Lakeview Rd / Myrtle Ave	Edgewater Dr / Sunset Point Rd	2.8	10.5	15.0	17	15%	15%	15%	15%	15%	15%	34%	35%	49%			
101	Memorial Cswy	SR 60	Missouri Ave / Ramp	0.9	4.3	15.8	17	0%	0%	0%	0%	0%	0%	0%	9%	30%			
102	Court St	Osceola Ave	Myrtle Ave	0.0	2.6	14.8	16	0%	0%	0%	0%	0%	0%	0%	71%	79%			
103	Fort Harrison Ave	Turner St	Court St / SR 60 / US 19 Alt	0.2	0.4	15.0	16	0%	0%	0%	0%	0%	0%	0%	0%	0%			
104	Cleveland St	East Ave / The Pinellas Trl	Myrtle Ave	0.1	0.1	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	100%			
105	Missouri Ave	Queen St	Rogers St	1.1	6.3	15.9	17	0%	0%	0%	0%	0%	0%	18%	0%	9%			
106	Drew St	Connecting Rd	US 19	0.2	0.8	16.0	17	0%	0%	0%	0%	0%	0%	0%	0%	0%			
107	Drew St	Belcher Rd	Terrace Dr	0.2	0.4	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	100%			
108	Countryside Blvd	11Th St / Druid Rd	121St Ave	4.2	19.5	15.1	18	0%	0%	0%	0%	0%	0%	0%	24%	73%			
109	Gulf To Bay Blvd	Starkey Rd	Mcmullen Booth Rd	4.6	26.3	14.7	17	0%	8%	8%	8%	8%	8%	27%	0%	30%			
110	Mcmullen Booth Rd	CR 611 / Drew St	Featherwood Ct	0.0	0.3	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%			
111	McMullen Booth Rd	CR 102 / CR 611 / Enterprise Rd / Mcmullen Booth Rd	CR 611 / Eastland Blvd / Mcmullen Booth Rd	0.2	1.2	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%			
112	SR 580	3Rd St	US 19	1.3	8.1	14.4	15	0%	0%	0%	0%	0%	0%	0%	0%	0%			
113	SR 580	Belcher Rd / Main St	US 19	0.8	3.4	15.0	16	0%	0%	0%	0%	0%	0%	0%	44%	44%			
114	SR 580	Bass Blvd / Skinner Blvd	CR 1	1.2	5.8	14.9	15	0%	0%	0%	0%	0%	0%	0%	0%	14%			
115	Skinner Blvd	Broadway / Tilden St	Douglas Ave	0.1	0.5	15.0	15	59%	59%	59%	100%	100%	100%	100%	59%	59%			
116	Edgewater Dr	Beltrees St	San Salvador Dr	1.7	3.4	15.1	16	95%	100%	100%	100%	100%	100%	100%	22%	63%			
117	McMullen Booth Rd	Briar Creek Blvd	Landmark Blvd	1.5	9.0	14.0	14	0%	19%	0%	34%	57%	34%	68%	0%	85%			
118	Curlew Rd	Countryside Blvd	SR 584	1.5	9.0	15.0	15	0%	52%	0%	80%	80%	80%	100%	0%	72%			
119	US 19 N	Phoenix Ave	Becketts Way	0.1	0.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%			

						Criticalit	y Score	re Percentage of Roadway Impacted								
ID	Road Name	From	То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High SLR	Category 1 Storm + Int-Low SLR	Category 3 Storm	Category 3 Storm + Int-Low SLR	Category 3 Storm + High SLR	Category 5 Storm	9 Inches Precipitation	33 Inches Precipitation
120	SR 580	Saint Clair Ave	Saint Petersburg Dr	0.4	1.6	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	100%
121	Forest Lake Blvd	Mears Blvd	Tampa Rd	0.3	1.4	14.0	14	100%	100%	100%	100%	100%	100%	100%	0%	0%
122	Tampa Rd	Bay Dr	Burbank Rd / Tampa Rd	4.3	27.7	14.9	17	12%	67%	17%	96%	96%	96%	96%	0%	11%
123	US 19	Tampa Rd	Pine Ridge Way	1.2	6.4	14.6	15	0%	0%	0%	0%	0%	0%	0%	0%	53%
124	Keystone Rd	Walton Ave	US 19	2.0	7.9	14.3	16	0%	81%	0%	100%	100%	100%	100%	23%	76%
125	US 19	CR 880 / Klosterman Rd / US 19 N	Klosterman Rd	2.8	14.9	14.6	17	1%	76%	16%	94%	94%	94%	98%	18%	69%
126	Tarpon Ave	Pinellas Ave	Safford Ave	0.1	0.3	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	100%
127	Klosterman Rd	Pinellas Ave	Roberts Rd	0.0	0.2	14.0	14	0%	100%	0%	100%	100%	100%	100%	0%	0%
128	Pinellas Ave	Valley Rd	Curlew Pl	1.8	3.7	14.4	15	59%	82%	68%	100%	100%	100%	100%	14%	46%
129	US 19	1St Ave	Brittany Park Blvd	0.3	1.5	14.0	14	0%	0%	0%	0%	100%	100%	100%	0%	0%
130	Belcher Rd	Belleair Rd	Wistful Vista Dr	0.0	0.2	15.0	15	0%	100%	100%	100%	100%	100%	100%	0%	0%

 Table E-3
 Pasco County High Criticality Segments

						Criticality	Percentage of Roadway Impacted											
ID	Road Name	From	То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High SLR	Category 1 Storm + Int- Low SLR	Category 3 Storm	Category 3 Storm + Int- Low SLR	Category 3 Storm + High SLR	Category 5 Storm	9 Inches Precipitation	33 Inches Precipitation		
1	County Line Rd	I 75	#N/A	0.1	0.6	16.0	16	0%	0%	0%	0%	0%	0%	0%	0%	0%		
2	Land O Lakes Blvd	Land O Lakes Blvd / Willow Bend Pky	Dale Mabry Hwy	1.0	5.9	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%		
3	I 75	Wesley Chappel Blvd	Tupper Rd	0.9	3.2	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	47%		
4	SR 56	Oak Grove Blvd	Paseo Dr	6.5	28.4	14.5	17	0%	0%	0%	0%	0%	0%	0%	18%	57%		
5	Bruce B Downs Blvd	Bruce B Downs Blvd / SR 56	Vanguard St	0.5	3.2	14.5	16	0%	0%	0%	0%	0%	0%	0%	0%	100%		
6	Wesley Chapel Blvd	SR 54	Magnolia Blvd / SR 54	3.3	14.1	14.5	16	0%	0%	0%	0%	0%	0%	0%	0%	26%		
7	Wesley Chapel Blvd	Old Pasco Rd / SR 54	#N/A	0.0	0.5	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%		
8	I 75	N/A	Exit 279	0.0	2.6	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	100%		
9	Wesley Chapel Blvd	Gateway Blvd	Pointe Pleasant Blvd	1.4	8.7	14.4	15	0%	0%	0%	0%	0%	0%	0%	10%	10%		
10	Bruce B Downs Blvd	Stockton Dr	Wesley Chapel Blvd	0.8	4.9	14.9	15	0%	0%	0%	0%	0%	0%	0%	0%	89%		
11	SR 54	Boyette Rd	SR 54	1.0	4.9	14.5	15	0%	0%	0%	0%	0%	0%	0%	0%	71%		
12	SR 54	Altamont Ln	Collier Pky	8.1	48.6	14.5	16	0%	0%	0%	0%	0%	0%	0%	0%	17%		
13	Exit 19	SR 589	Ramp / SR 54	0.1	0.2	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%		
14	Gunn Hwy	Duck Slough Blvd	Monmouth Dr	2.5	14.9	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	47%		
15	Trinity Blvd	CR 996 / Robert Trent Jones Pky	Duck Slough Blvd / Grand Lakes Blvd	1.9	7.4	14.5	16	0%	0%	0%	0%	0%	0%	23%	31%	31%		
16	SR 54	CR 1 / Little Rd	Starkey Blvd	1.7	10.3	14.8	16	0%	0%	0%	0%	0%	0%	0%	0%	0%		
17	Little Rd	Mitchell Blvd / Robert Trent Jones Pky	Old County Rd 54 / Villa Entrada	2.6	15.4	15.2	17	0%	0%	0%	0%	0%	0%	60%	0%	14%		
18	SR 54	Crescent Moon Dr	Old County Rd 54	0.4	2.4	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%		
19	SR 54	CR 595 / Grand Blvd / SR 54	Seven Springs Blvd	1.9	11.1	15.0	15	0%	0%	0%	32%	32%	32%	48%	0%	14%		
20	US 19	1St Ave / Phoenix Ave	Continental Dr / US 19 Alt	0.6	3.8	14.0	14	0%	0%	0%	100%	100%	100%	100%	28%	58%		
21	US 19	Camry Dr	Beacon Hill Dr	1.3	7.4	14.0	14	0%	20%	0%	68%	76%	68%	100%	0%	23%		
22	US 19	High St	Green Key Rd	1.2	7.0	14.6	15	100%	100%	100%	100%	100%	100%	100%	0%	0%		
23	Rowan Rd	Baillie Dr / SR 518	Plathe Rd	0.2	1.0	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%		
24	Rowan Rd	Baillie Dr / SR 518	Plathe Rd	0.2	1.0	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%		
25	Little Rd	Blueberry Dr	Arevee Dr / Ross Ln	0.1	0.4	14.0	14	0%	0%	0%	0%	0%	0%	100%	0%	0%		
26	Ridge Rd	CR 296 / Ramp	Custom Blvd	0.3	1.4	14.0	14	0%	0%	0%	100%	100%	100%	100%	0%	0%		
27	Ridge Rd	High St	US 19	0.4	1.6	14.9	15	100%	100%	100%	100%	100%	100%	100%	0%	69%		
28	US 19	Grand Blvd	Richey Rd	2.1	10.6	15.0	15	100%	100%	100%	100%	100%	100%	100%	0%	22%		
29	US 19	Butch St	Coventry Dr	1.0	6.3	14.0	14	48%	100%	53%	100%	100%	100%	100%	0%	0%		

						Criticality Score Percentage of Roadway Impacted											
ID	Road Name	From	То	Length (Miles)	Lane Mile	Average	Maximum	Category 1 Storm	Category 1 Storm + High SLR	Category 1 Storm + Int- Low SLR	Category 3 Storm	Category 3 Storm + Int- Low SLR	Category 3 Storm + High SLR	Category 5 Storm	9 Inches Precipitation	33 Inches Precipitation	
30	Regency Park Blvd	Cutty Sark Dr	Embassy Blvd	0.1	0.3	14.0	14	0%	0%	0%	100%	100%	100%	100%	100%	100%	
31	Little Rd	CR 1 / Embassy Blvd / Hilltop Dr / Ramp	SR 52	2.8	17.0	14.5	15	0%	0%	0%	16%	16%	16%	100%	0%	62%	
32	SR 52	Waterson St	Elkton Ave	1.5	8.9	14.0	14	8%	32%	32%	100%	100%	100%	100%	8%	63%	
33	US 19	SR 52	#N/A	0.2	0.5	14.0	14	100%	100%	100%	100%	100%	100%	100%	26%	100%	
34	US 19	Edna Ave	Beach Blvd	0.6	3.7	15.0	15	100%	100%	100%	100%	100%	100%	100%	0%	56%	
35	US 41	CR 1 / Willow Ave	SR 52	2.4	9.8	14.2	15	0%	0%	0%	0%	0%	0%	0%	0%	0%	
36		SR 52	Blanton Rd	8.4	67.4	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	90%	
37	Trilby Rd	Driveway	US 301	0.4	0.9	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
38	US 98	Louis Ave	Trilby Rd	0.8	1.6	14.6	15	0%	0%	0%	0%	0%	0%	0%	0%	0%	
39	US 301	Old Lakeland Hwy / SR 35A / US 98	Brittany Park Blvd	7.4	27.3	15.2	18	0%	0%	0%	0%	0%	0%	0%	0%	0%	
40	Lock St	Julian St	SR 578 / US 301 / US 98	0.2	0.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
41		Florida Ave	US 301	1.0	2.1	15.0	16	0%	0%	0%	0%	0%	0%	0%	0%	0%	
42		Townsend Rd	CR 52A / Clinton Ave	1.3	5.0	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
43	Gall Blvd	Valley Rd	Walton Ave	3.0	14.4	15.5	17	0%	0%	0%	0%	0%	0%	0%	0%	0%	
44	CR 54	Fort King Rd	Orris St	0.8	3.3	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
45	6Th St	4Th Ave	6Th St / 9Th Ave	0.0	2.9	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
46	Gall Blvd	Tucker Rd	Palm Grove Dr	0.2	0.8	14.3	15	0%	0%	0%	0%	0%	0%	0%	0%	0%	
47	Gall Blvd	7Th St	South Ave	0.5	2.6	14.5	16	0%	0%	0%	0%	0%	0%	0%	0%	0%	
48		6Th St / A Ave	A Ave	0.1	0.2	15.0	15	0%	0%	0%	0%	0%	0%	0%	0%	0%	
49		Gall Blvd	7Th St	0.1	0.1	14.0	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	
50	7Th St	Gall Blvd	5Th Ave	0.4	1.2	14.8	15	0%	0%	0%	0%	0%	0%	0%	0%	0%	

Appendix 4.5

LRTP Environmental Consultation Workshop



Technical Memorandum 2045 Long-Range Transportation Plan Environmental Consultation Workshop

Hosted by:





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Introduction

Purpose of the Meeting

The Hillsborough, Pinellas, Pasco, and Hernando/Citrus MPOs held a regional workshop to discuss with Federal, State, and Tribal wildlife, land management and regulatory agencies potential environmental mitigation strategies to include as a part of the Long-Range Transportation Plan updates. For transportation projects, the Long-Range Transportation Plan (LRTP) is required to consider potential environmental mitigation activities, ways in which environmental impact from transportation projects can be avoided, minimized, or mitigated. {23 CFR 450.324(f)(10)}

Maps Reviewed

Background and Questions

For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. The LRTP discussion can be at a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used when these environmental areas are affected by projects in the LRTP. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might take advantage of later.

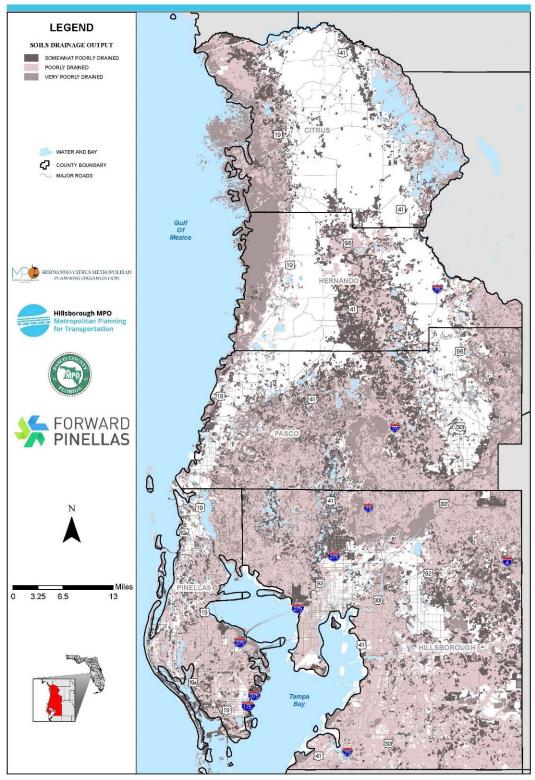
At the workshop, the following questions were posed to workshop participants:

- What policies/programs/activities does your agency currently undertake to mitigate development impacts to the environment?
- What limitations are there for each of these areas?
 - o Is there no capacity remaining in mitigation banks?
 - o Is there no consideration for new mitigation banks in the future?
 - o Is there limited success with certain activities?
- o How should critical habitat considerations be addressed to protect wildlife?
- Are you aware of any untapped opportunities to enhance environmental mitigation activities?

West Central Florida Regional Maps

WCF REGIONAL SOILS CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



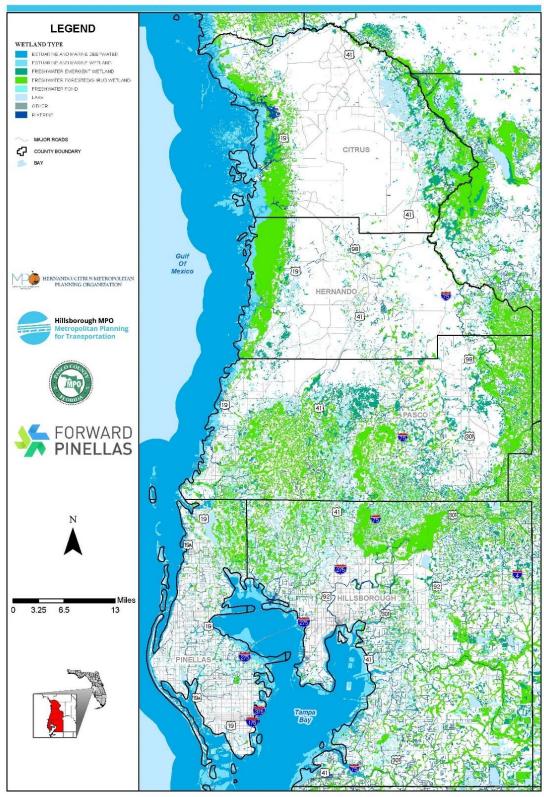
Data Source: Hillsborough County MPO, Pinellas MPO, Pasco MPO, and Citrus-Hernando MPO. Soils - NRCS = National Resources Conservation Service, Water, Lakes - FDEP

G:\gisroot\Projects\Roger\2045_LRTP\Environmental Workshop\WCF_Regional_Soils_Classification_11x17.mxd Author: Roger Mathie Updated: June 6, 2019

WCF = WEST CENTRAL FLORIDA

WCF REGIONAL WETLANDS

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019

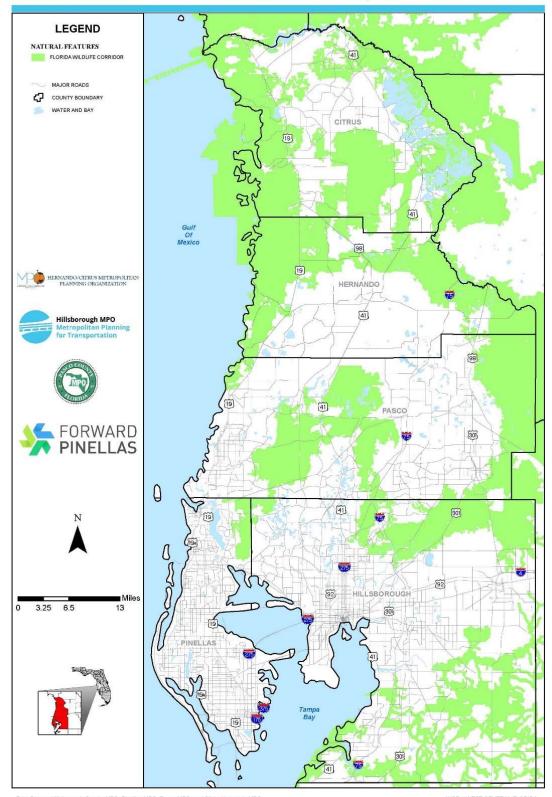


Data Source: Hillsborough County MPO, Pinellas MPO, Pasco MPO, and Citrus-Hernando MPO. Wetlands - National Wetlands Inventory. Water, Lakes - FDEP

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Author: Cathy Welsh Updated: June 5, 2019

WCF REGIONAL FLORIDA WILDLIFE CORRIDOR

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



Data Source: Hillsborough County MPO, Pinellas MPO, Pasco MPO, and Citrus-Hemando MPO, Florida Wildlife Corridors - floridawildlifecorridor.org. Water, Lakes - FDEP

WCF = WEST CENTRAL FLORIDA

G\gisroot\Projects\Cathy\Arcmap\NEW_MXD\Areawide\MPO_Forward_Pinellas_REGIONAL_WILDLIFE_CORRIDOR_11x17.mxd Author: Cathy Welsh Updated: June 5, 2019

Wildlife Corridors:

All Counties - Need the highway corridor to overlay on top of all maps - especially the wildlife corridor to show areas; Consider adding trails as linear parks; I-4: wildlife crossings considered in permitting (SWFWMD); Prescribed burns needed, but public also needs to be informed/educated on the topic

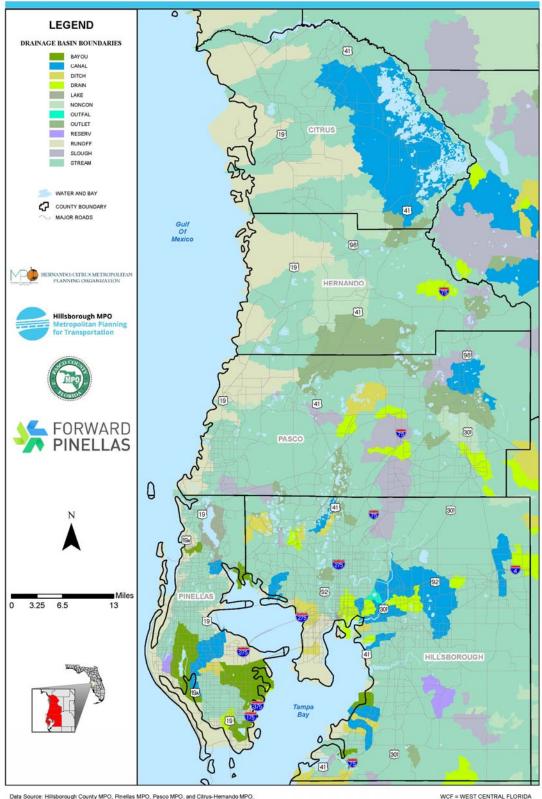
Hillsborough - Crossings cannot be considered locally - education needed at decision-making stage; HC possesses wildlife crossings; provide them in the initial transportation plans/maps.

Pasco - 1 cent tax in Pasco: environmental lands - adopted ecological corridors.

Pinellas - Pinellas Trail is a wildlife corridor.

WCF REGIONAL DRAINAGE BASIN CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



Data Source: Hillsborough County MPO, Pinellas MPO, Pasco MPO, and Citrus-Hernando MPO. Drainage Basins - SWFWMD, Water, Lakes - FDEP

G:\gisroot\Projects\Roger\2045_LRTP\Environmental Workshop\WCF_Regional_Drainage_Classification_11x17.mxd Author: Roger Mathie Updated: June 6, 2019

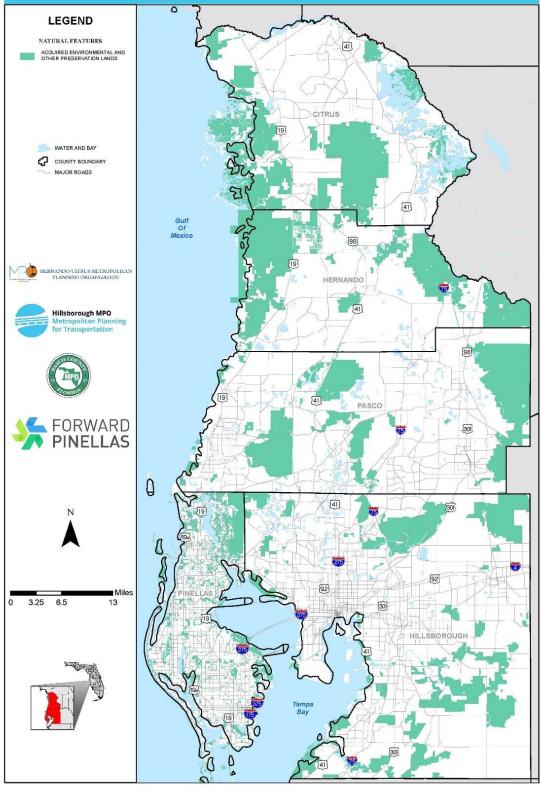
Drainage Basin Classification:

All Counties - The categories in this legend make no sense in terms of drainage basin delineated; The Chassahowitzka River and Homosassa River and Crystal River watersheds as labeled DITCH or RUNOFF. They are watersheds not ditch or runoff; The canal designation is not appropriate; Having main highways and streets labeled would help in reading/understanding ALL maps.

Pinellas - How to improve water quality of Lake Tarpon? Assuming building up in Pinellas.

WCF REGIONAL NATURAL CONSERVATION LANDS

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



Data Source: Hillsborough County MPO, Pinellas MPO, Pasco MPO, and Citrus-Hernando MPO, Soils - NRCS = National Resources Conservation Service, Water, Lakes - FDEP

WCF = WEST CENTRAL FLORIDA

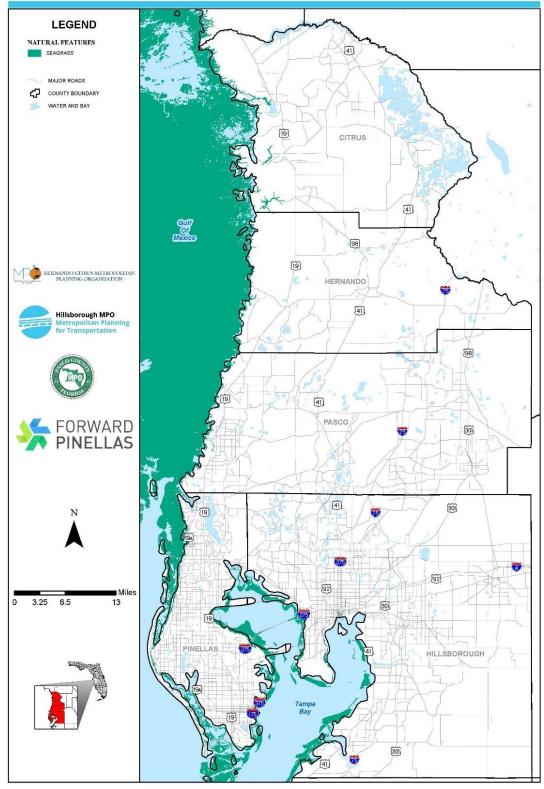
G\gisroot\Projects\Roger\2045_LRTP\Environmental Workshop\WCF_Regional_Natural_Conservation_Areas_11x17.mxd Author: Roger Mathie Updated: June 6, 2019

Natural Conservation Lands:

Hernando - Is this the Peck Sink Project Area? If not, only 150 acres are actually protected as conservation land.

WCF REGIONAL SEAGRASS

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



Data Source: Hillsborough County MPO, Pinellas MPO, Pasco MPO, and Citrus-Hernando MPO, Seagrass - MyFlorida.com. Water, Lakes - FDEP

WCF = WEST CENTRAL FLORIDA

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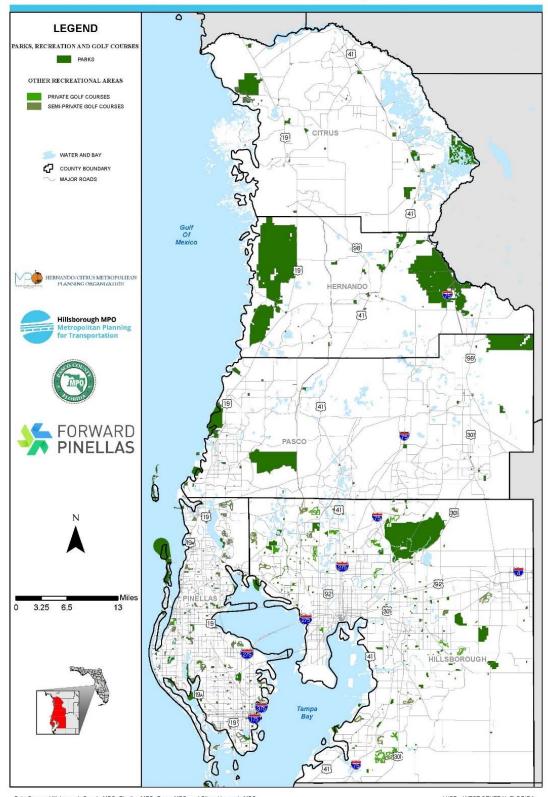
Seagrass:

Hillsborough - Circulation improvements in OTB for seagrass offsets; Hooker Lake to Hillsborough River area. There is a connection under US 92, I4, US301 - little consideration given to wildlife crossings.

Pinellas - Circulation improvements in OTB for seagrass offsets.

WCF REGIONAL PARKS AND RECREATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



Data Source: Hillsborough County MPO, Pinellas MPO, Pasco MPO, and Citrus-Hernando MPO. Soils - NRCS = National Resources Conservation Service, Water, Lakes - FDEP

WCF = WEST CENTRAL FLORIDA

G\gisroot\Projects\Rogen\2045_LRTP\Environmental Workshop\WCF_Regional_Parks_Recreation_11x17.mxd Author: Roger Mathie Updated: June 6, 2019

Parks and Recreation:

All Counties - Information isn't consistent across maps; Greens should be in different colors.

Citrus - The Citrus tract of Withlacoochee State Forest should be delineated on this map, as it is on Regional Conservation Land Map.

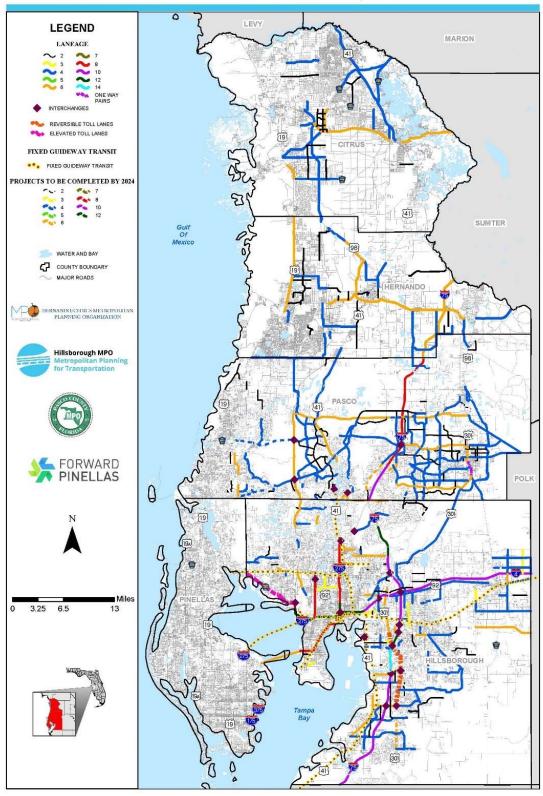
Hillsborough - Why no Brooker Creek identified on this map?

Pasco - Why has most of the public ownership in Green Swamp been excluded from this map? Both Hernando and Pasco counties.

WCF REGIONAL 2045 HIGHWAY NEEDS PLAN

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019

DRAFT



Data Source: Hillsborough County MPO, Pinellas MPO, Pasco MPO, and Citrus-Hernando MPO. 2045 Highway Needs Projects - See each Counties roadway plan for details.

G\gisroot\Projects\Roger\2045_LRTP\Environmental Workshop\WCF_Regional_2045_Needs_Plan_11x17.mxd Author: Roger Mathie Updated: June 18, 2019

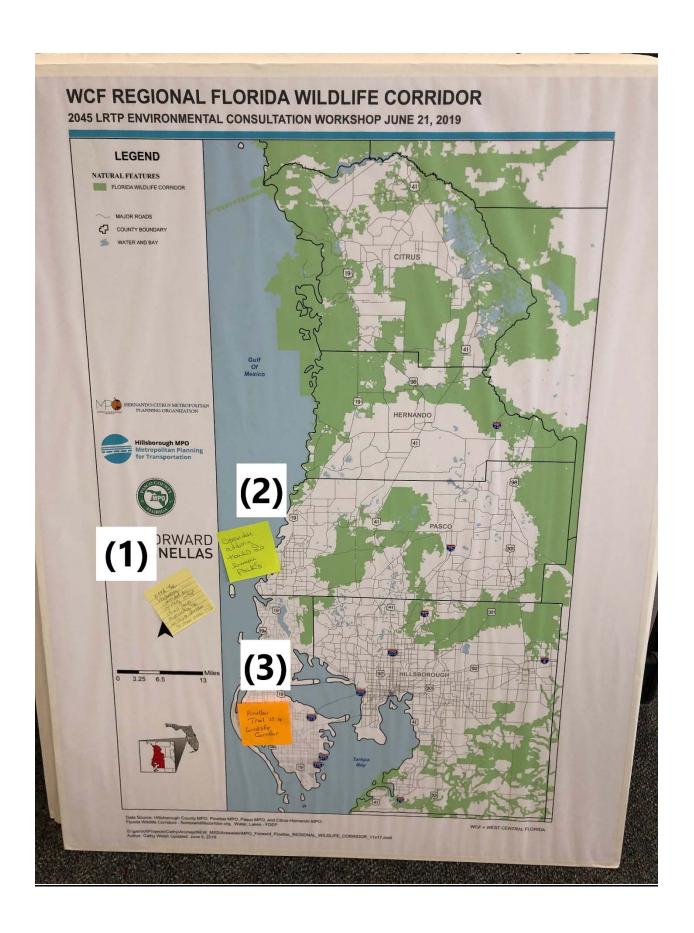
WCF = WEST CENTRAL FLORIDA

2045 Highway Needs Plan:

All Counties - Need to show "New Roads" vs Existing in a different color.

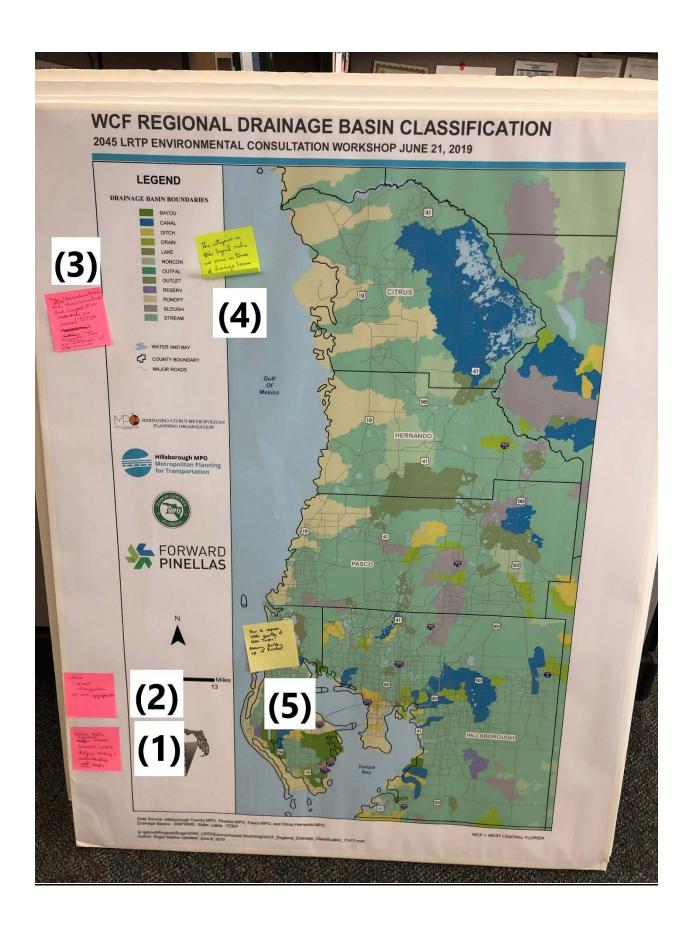
Citrus - Where is the "coastal connector" roadway (turnpike) project?

Hillsborough - Wildlife crossing, add to PD + E. Hooker Lake to Hillsborough River area; There is a connection under US 92, I4, US301 - little consideration given to wildlife crossings.



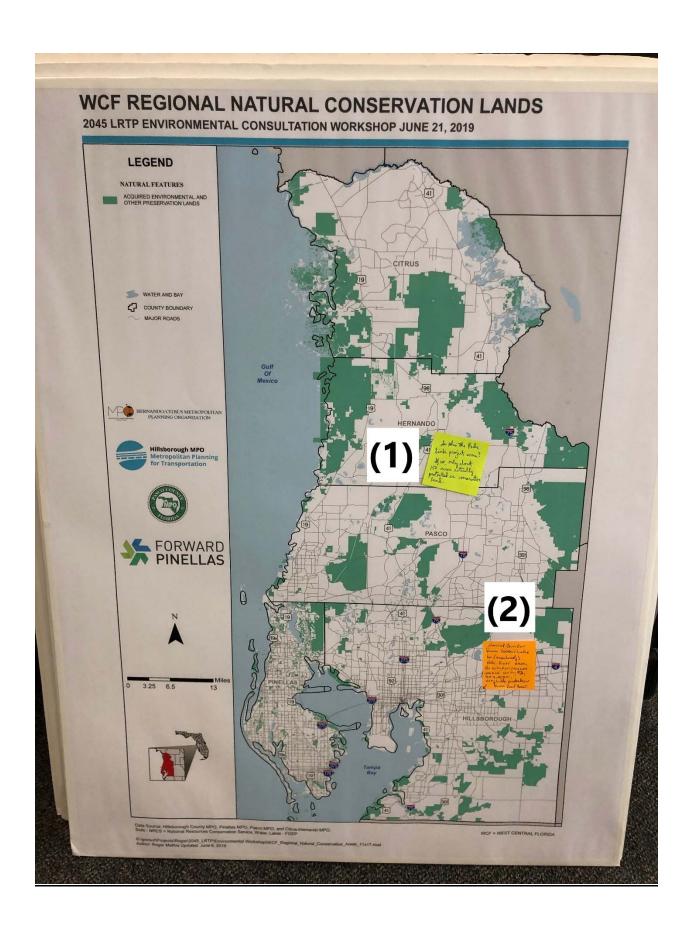
Wildlife Corridors:

- (1) Need the highway corridor to overlay on top of all maps especially the wildlife corridor to show areas.
- (2) Consider adding trails as linear parks.
- (3) Pinellas Trail is a wildlife corridor.



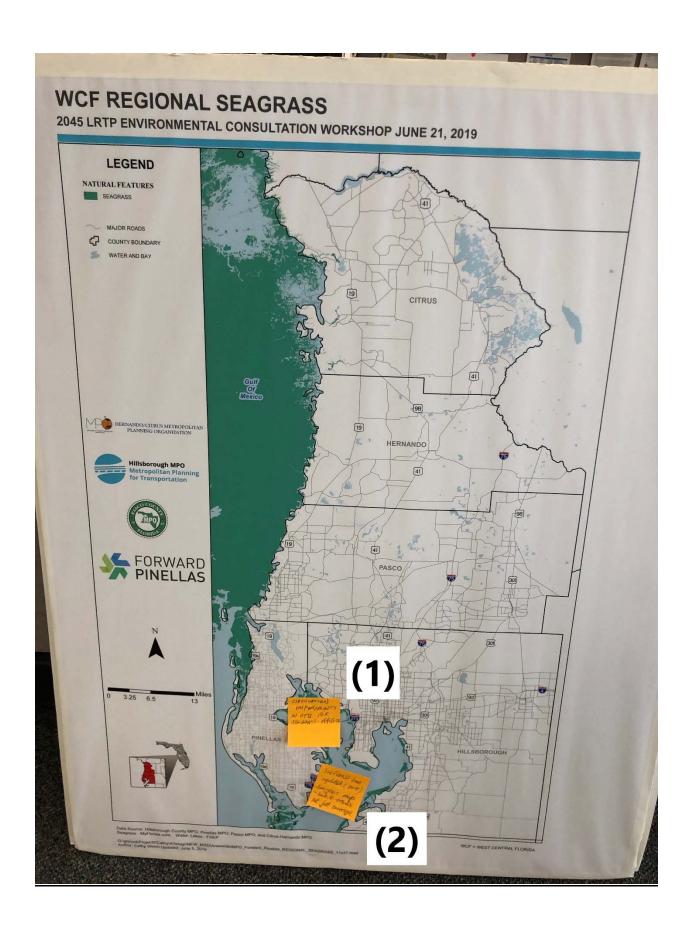
Drainage Basin Classification:

- (1) Having main highways and streets labeled would help in reading/understanding ALL map.
- (2) The canal designation is not appropriate.
- (3) The Chassahowitzka River and Homosassa River and Crystal River watersheds as labeled DITCH or RUNOFF. They are watersheds not ditch or runoff.
- (4) The categories in this legend make no sense in terms of drainage basin delineated.
- (5) How to improve water quality of Lake Tarpon? Assuming building up in Pinellas?



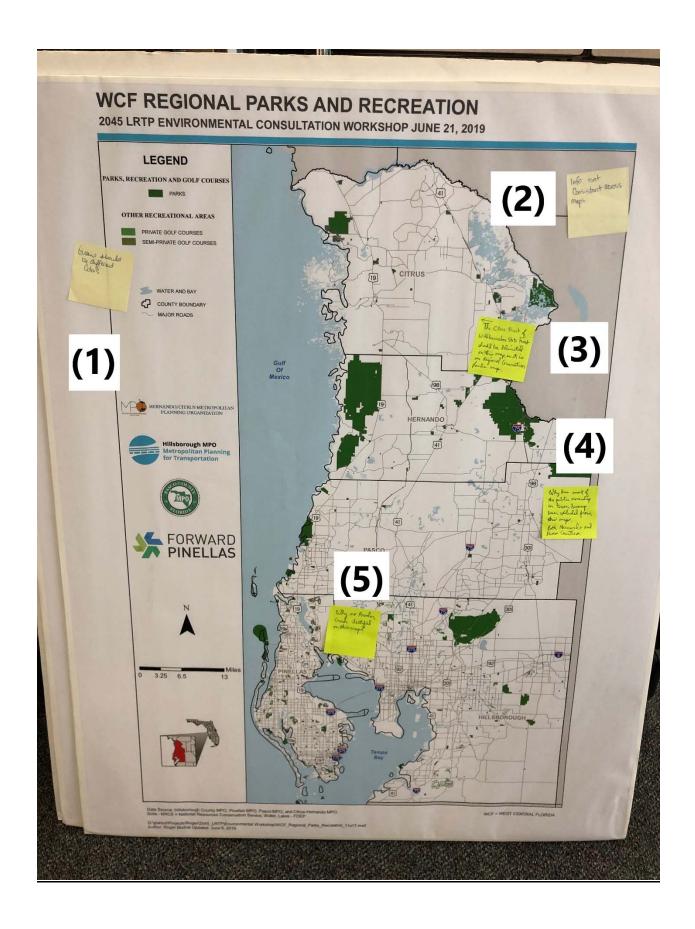
Natural Conservation Lands:

- (1) Is this the Peck Sink Project Area? If not, only 150 acres are actually protected as conservation land.
- (2) Natural Corridor from Hooker Lake to (eventually) Hillsborough River area. The corridor crosses under US Hwy 92, very little protection from road construction.



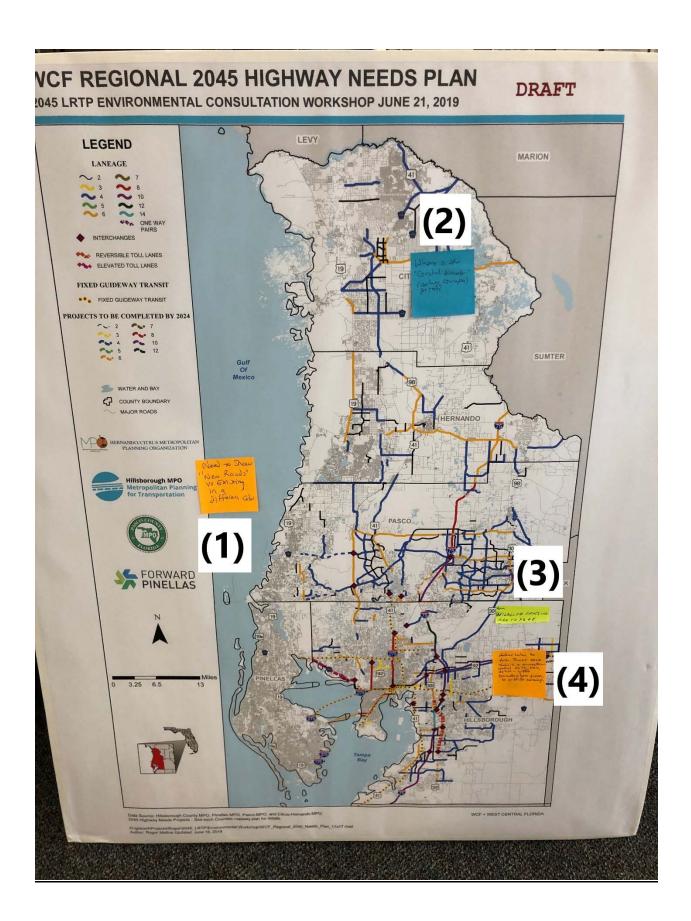
Seagrass:

- (1) Circulation improvements in OTB for seagrass offsets.
- (2) SWFWMD has updated (2018) seagrass map look at trends, not just coverage.



Parks and Recreation:

- (1) Greens should be in different colors.
- (2) Information isn't consistent across maps.
- (3) The Citrus tract of Withlacoochee State Forest should be delineated on this map, as it is on Regional Conservation Land Map.
- (4) Why has most of the public ownership in Green Swamp been excluded from this map? Both Hernando and Pasco counties.
- (5) Why no Brooker Creek identified on this map?



2045 Highway Needs Plan:

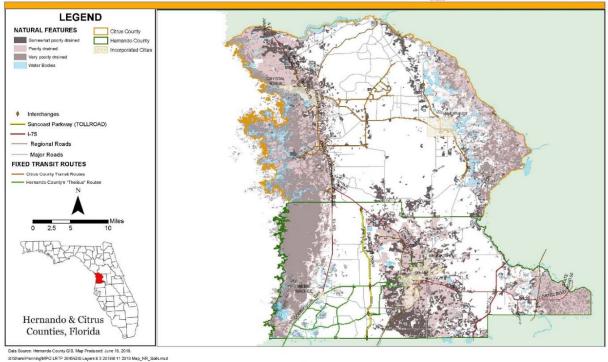
- (1) Need to show "New Roads" vs Existing in a different color.
- (2) Where is the "coastal connector" roadway (turnpike) project?
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- **(4)** Hooker Lake to Hillsborough River area: There is a connection under US 92, I4, US301 little consideration given to wildlife crossings.

Citrus/Hernando County

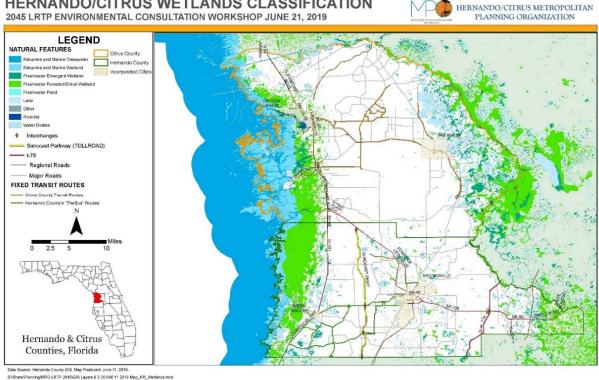
HERNANDO/CITRUS SOILS CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



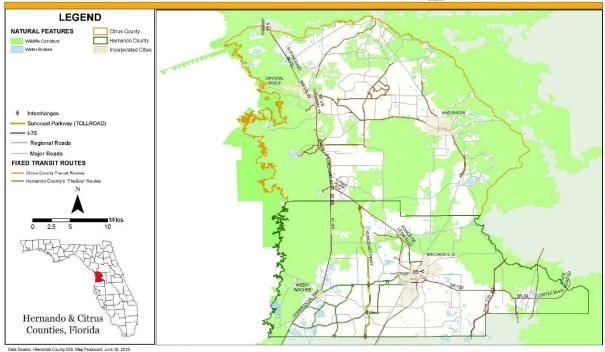




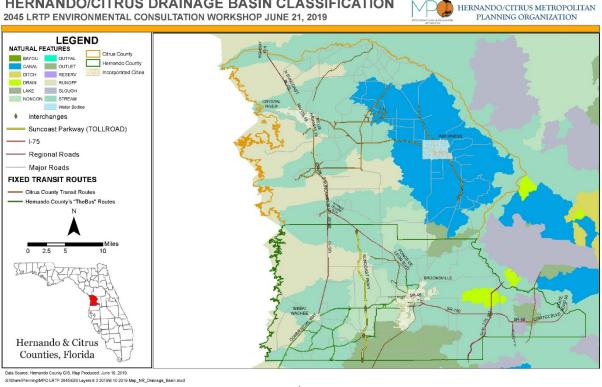


HERNANDO/CITRUS WILDLIFE CORRIDORS CLASSIFICATION 2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019





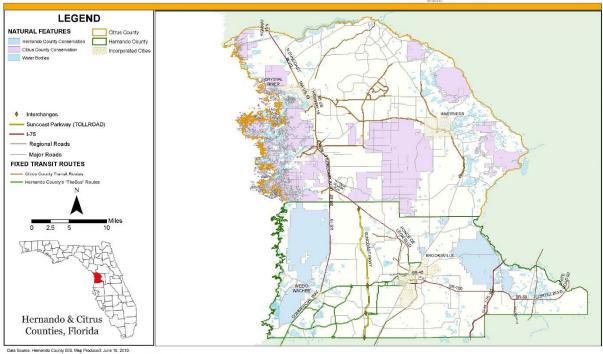
HERNANDO/CITRUS DRAINAGE BASIN CLASSIFICATION



HERNANDO/CITRUS NATURAL AREAS CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019

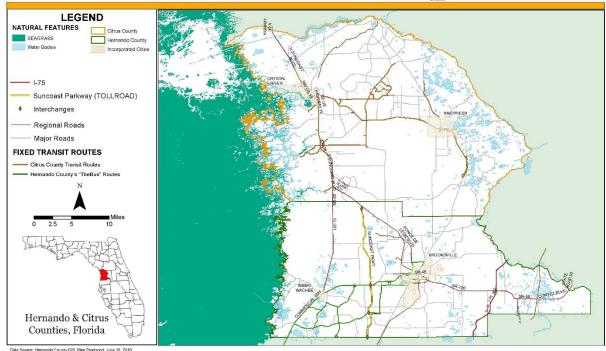




HERNANDO/CITRUS SEAGRASS CLASSIFICATION



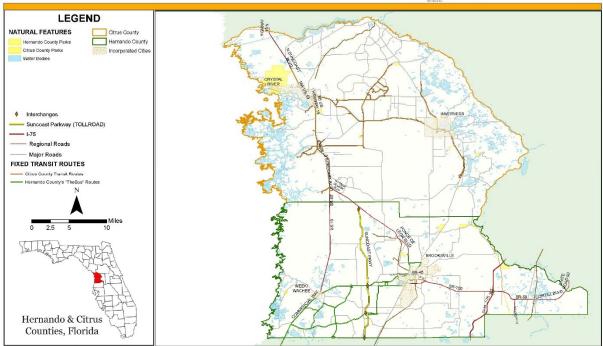




Data Source: Hernando County GIS. Map Produced: June 16, 2019. S\Share\Planning\MPO LRTP 2045\GIS Leyers 6 3 2019\6 10 2019 Map_NR_Seagrass.mxd

HERNANDO/CITRUS OTHER RECREATIONAL AREAS CLASSIFICATION 2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



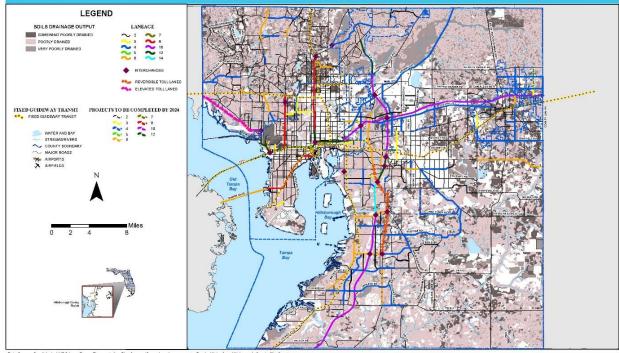


Hillsborough County

HILLSBOROUGH COUNTY SOILS CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019





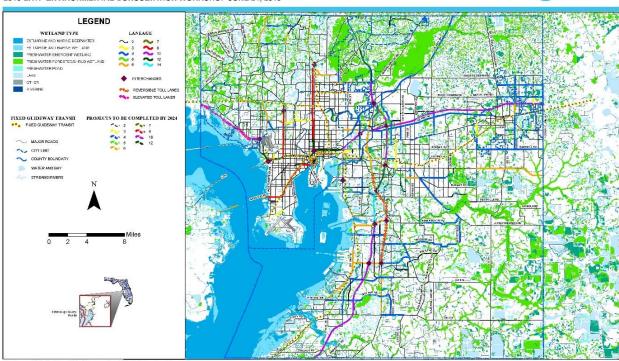
Data Source: See Adopted MPO Long Range Transportation Plan for specific roadway improvements. Roads, Water from Hillsborough County City-Planning Commission. Soils Classification - USDA, National Resources Conservation Service, Soil Data Viewer.

Grigisroot/Projects/Rogen/2045_ERTP/Environmental Workshop/Hillsborough_Soils_Classification_11x17.mxd Author: Roger Mathie Updated: June 3, 2019

HILLSBOROUGH COUNTY WETLANDS CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019





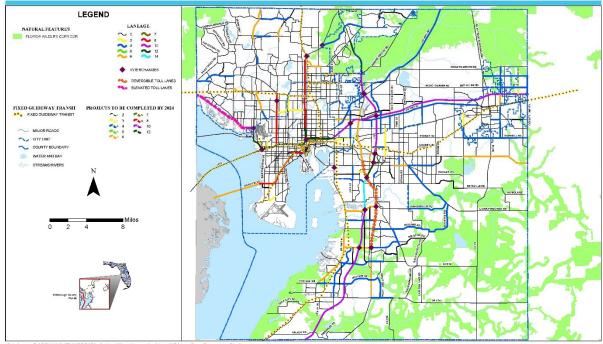
Data Source: Wetlands - National Wetlands Inventory. See Adopted MPO Long Range Transportation Plan for specific roadway inprovements. Roads. Water from Hillaborough County City-County Planning Commission.

Gigiaroot/Projects/Roger/2045_LRTP/Environmental Workshopt/From_Cathyt-fillsborough_Wellands_Glassification_f1x17.mxd Author: Cathy, Wellah Updated: June 5, 2019

HILLSBOROUGH COUNTY FLORIDA WILDLIFE CORRIDOR

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



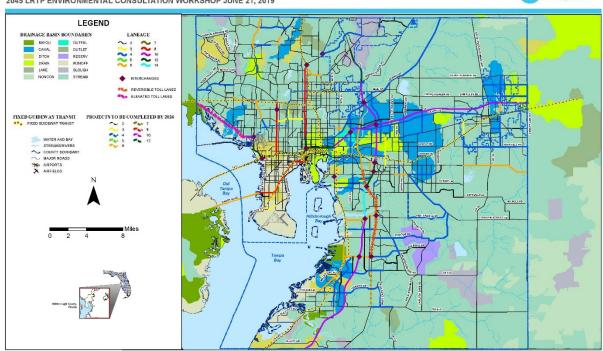


Girgisroot/Projects/Roger/2045_LRTP/Environmental Workshopt/From_Cathyt-fillisborough_Wildlife_Corndors_11x17.mxd Author: Cathy Welsh Updated June 5, 2019

HILLSBOROUGH COUNTY DRAINAGE BASIN CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019





Data Source: See Adopted MPO Long Range Transportation Plan for specific readway inpr. Commission. Drainage Basins - SWFWMID

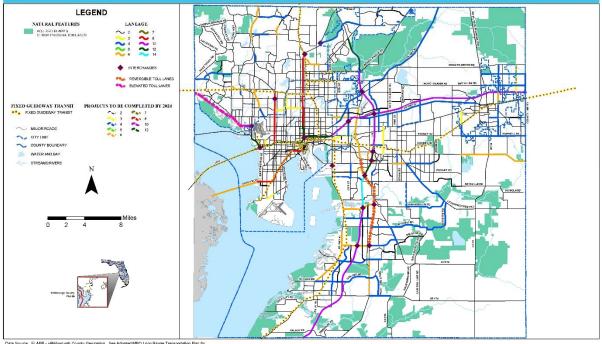
GiglsrodtProjeds/Roger/2045_LRTP/Environmental Workshop/Hillsborough_Drainage_Basin_Classification_11x17.mrd Author: Roger Mathie Updated: June 3, 2019

HILLSBOROUGH COUNTY ELAPP LANDS

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



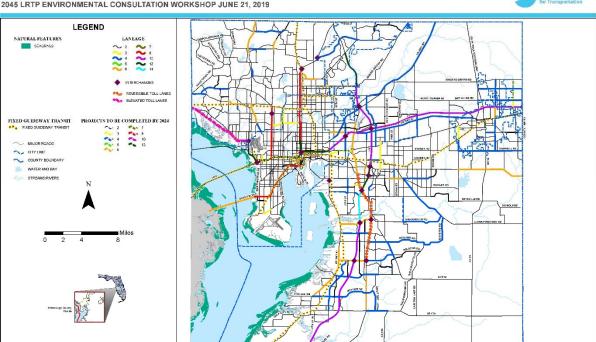
Hillsborough MPC Metropolitan Plans



Grigisroot/Projects/Roger/2045_LRTP/Environmental Workshop/From_Cathyt-tillsborough_ELAPP_Classification_11x17.mxd Author: Cathy Welsh Updated. June 5, 2019

HILLSBOROUGH COUNTY SEAGRASS CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



Data Source: Seagrass - MyFlorida.com. See Adopted MPO Long Range Transportation Plan for specific roadway inprovements. Roads. Vibiter from Hillsborough County City-County Planning Commission.

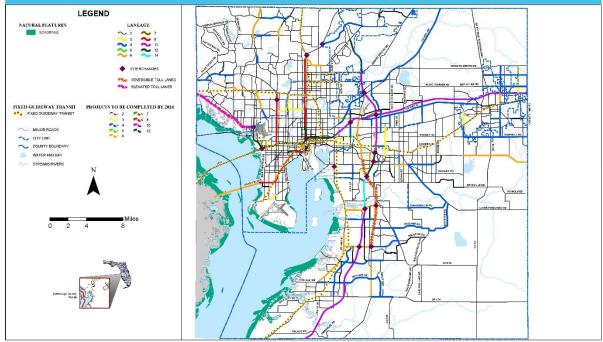
GrightrootProjects/Roger/2045_LRTP/Environmental Workshop/From_Cathy/Hillsborough_Seagrass_Classification_11x17.mxd Author. Cathy Welsh Updated: June 5, 2019

HILLSBOROUGH COUNTY SEAGRASS CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



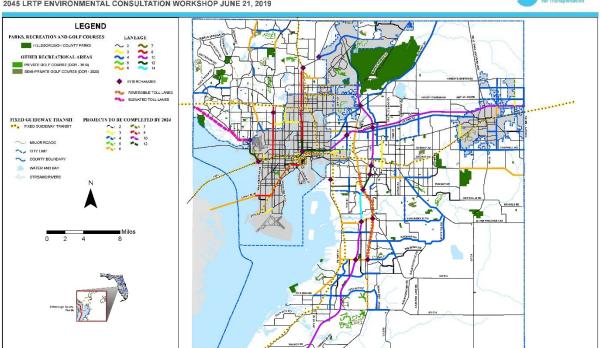
Hillsborough MPO



Grigisroot/Projects/Roger/2045_LRTP/Environmental Workshop/From_Cathyt-fillsborough_Seagrass_Classification_11x17.mxd Author: Cathy Welsh Updated June 5, 2019

HILLSBOROUGH COUNTY PARKS AND RECREATION

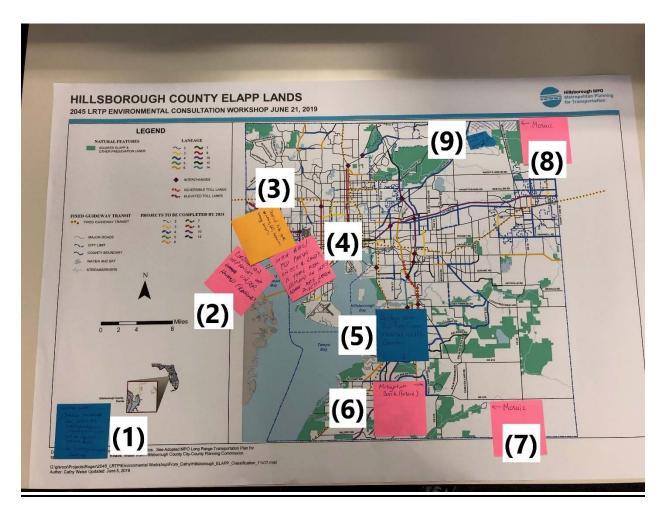
2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



Data Source: Parks, Recreation and Golf Courses - Hillsborough County Property Appreiser DOR Codes. See Adopted MPO Long Range Transportation Plan for specific roadway increwements. Roads: Water from Hillsborough County City-County Planning Commission. Grigisroot/Projects/Roger/2045_LRTP/Environmental Workshop/From_Cathy/Hillsb-Author: Jurid McAdoo Updated Jure 5, 2019



(1) Remove – taken out by MPO



(1) SWFWMD Note:

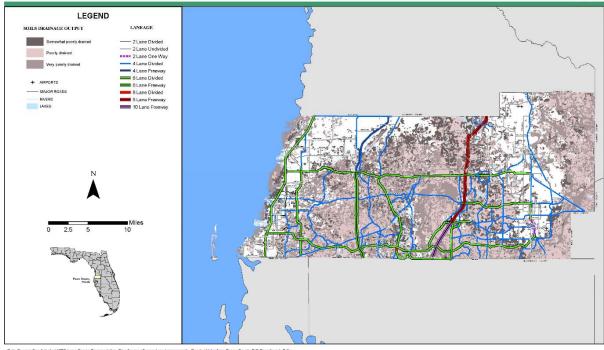
- a. Jessica Hendricks: use 303D list, add hydrological reconnection list
- b. List of acquired/desired lands
 - i. Ex. Courtney Campbell Causeway
- (2) Circulation improvement under Howard Franklin
- (3) Derelict tide gate along 60, Bahama breeze basin
- (4) With bike/ped paths on Courtney Campbell Causeway and Gandy, is there real demand on HE? What are launch points?
- (5) Bridge over Bullfrog Creek, natural wildlife corridor
- (6) Mitigation bank (future)
- (7) Mosaic
- (8) Mosaic
- (9) Wildlife crossing, trying to buy

Pasco County

PASCO COUNTY SOILS CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



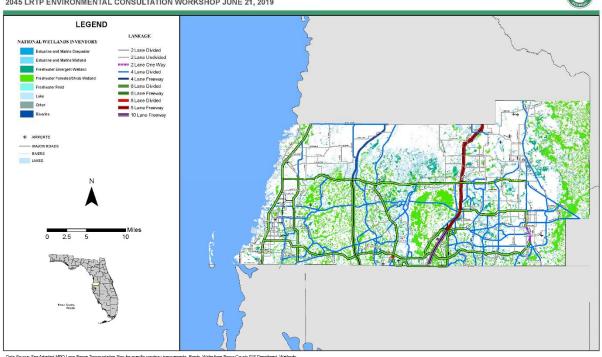


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Author: Nathan Deliman Updated: Juna 4, 2019

PASCO COUNTY NATIONAL WETLANDS INVENTORY

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



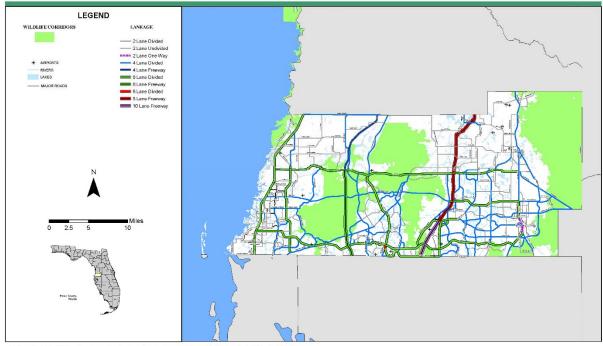


SVGISINATE_GISIMPOVRegionalIMXDNPasco_National_Wetlands_Inventory.mxd Author: Nathan Deliman Updated: June 4, 2019

PASCO COUNTY WILDLIFE CORRIDOR

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



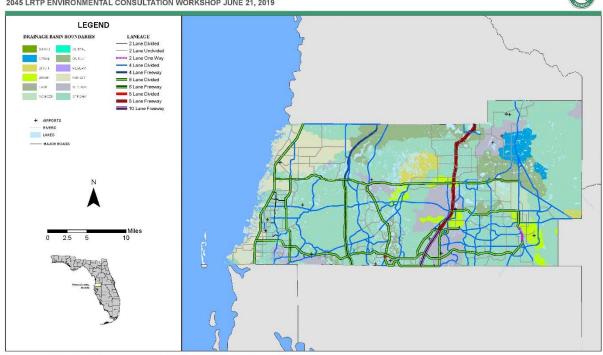


Data Source: See Adopted MPO Long Range Transportation Plan for specific readway inprovements, Roads, Water from Pasco County GIS Department. Wildlife Contidor - Florido Fish and Wildlife S:\GISINATE_GIS\MPO\Regional\MXD\Pasco_\Wildlife_Corridor.mxd Author: Nathan Deliman Updated; June 4, 2019

PASCO COUNTY DRAINAGE BASIN CLASSIFICATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019





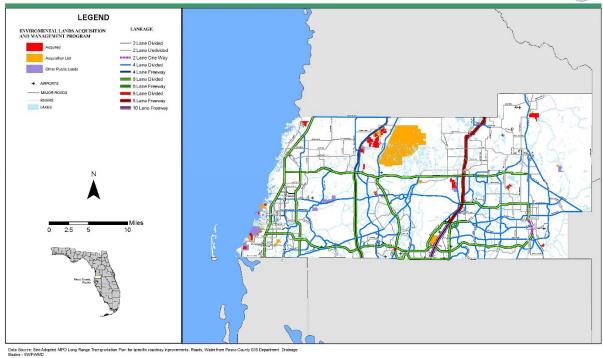
Data Source: See Adopted MPO Long Range Transportation Plan for specific readway inprovements. Roads, Water from Pasco County GIS Depat Basins - SWFWMD

SIGISNATE_GISMPOVRegiona.N4XDi.Pesco_Dreinage_Classification.mmd Author; Nathan Deliman Updated: June 5, 2019

PASCO COUNTY ENVIROMENTAL LANDS AQUISITION AND MANAGAMENT PROGRAM

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019



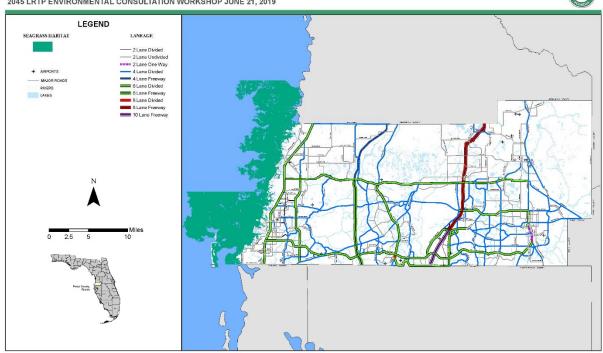


Basins - SVFPMMD
SIGENATE, GSWPP/ReginstMXDPssco, ELAMP mtd
Alfacr: Nahan Delman Updated: June 4, 2015

PASCO COUNTY SEAGRASS HABITAT

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019





Data Source: See Adopted MPO Long Range Transportation Plan for specific readway inprovements. Roads, Water from Pasco County GIS Department. Drainage Basins - Florida Fish and Wildlife

S:\GIS\NATE_GIS\WPO\Regional\WXD\Pasco_Seagrass_Extent.mxd Author: Nathan Deliman Updated: June 4, 2019

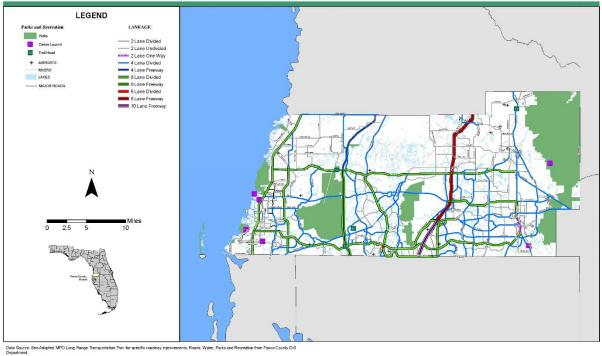
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PASCO COUNTY PARKS AND RECREATION

2045 LRTP ENVIRONMENTAL CONSULTATION WORKSHOP JUNE 21, 2019

S'\GISINATE_GISIMPO\Regional\MXD\Pasco_Parks_Rec.mmd Author: Nathan Deliman Updated: June 4, 2019

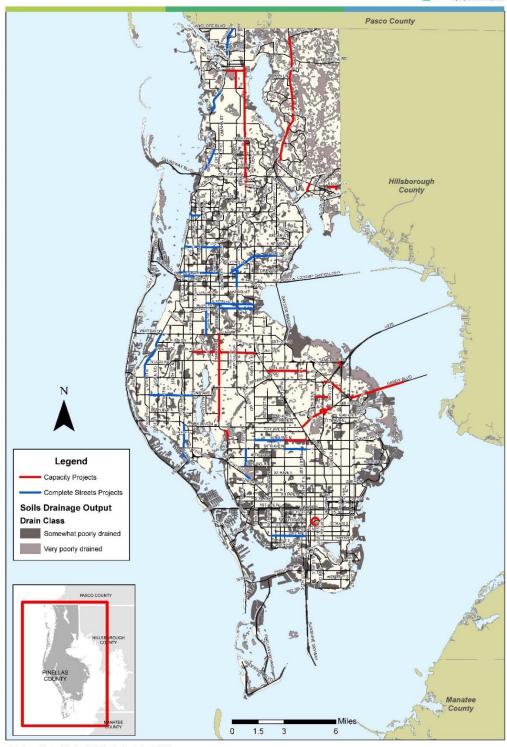




Pinellas County

Pinellas Hydric Soils



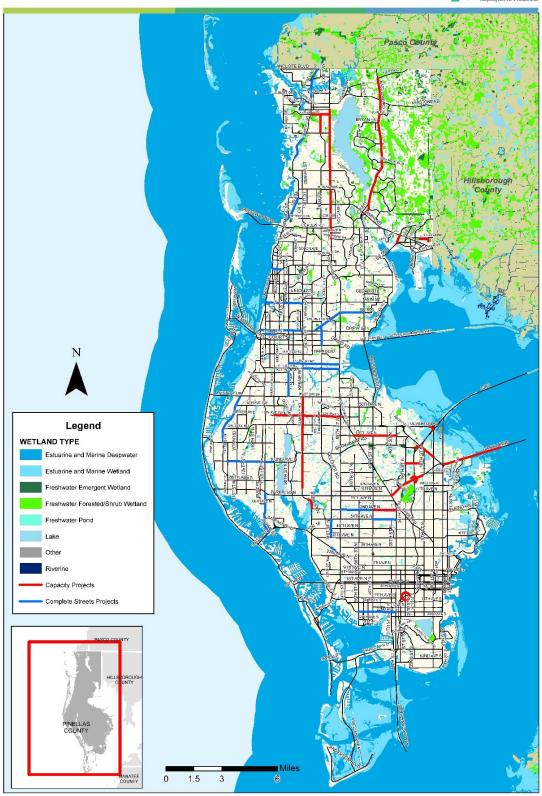


Data Source: Forward Pinellas, 2016. Map Produced: June 4, 2019.

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Pinellas Wetlands



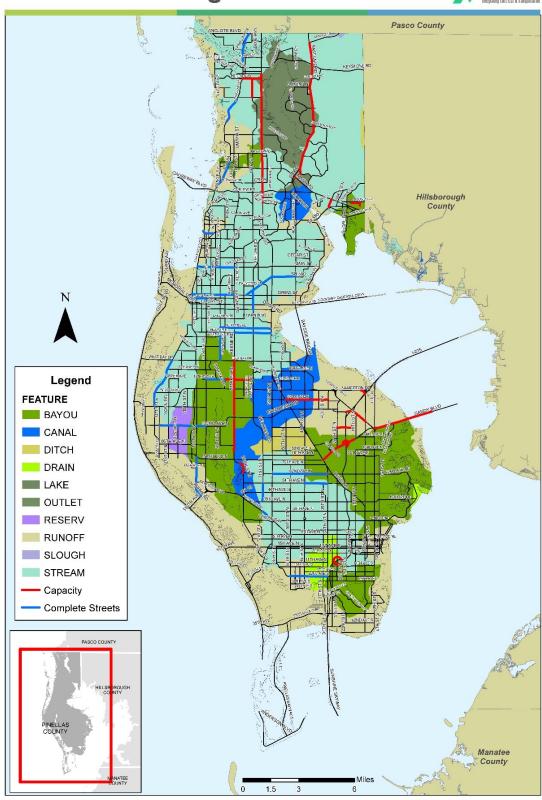


Data Source: Forward Pinellas, 2016. Map Produced: May 30, 2019.

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Pinellas Drainage Basin



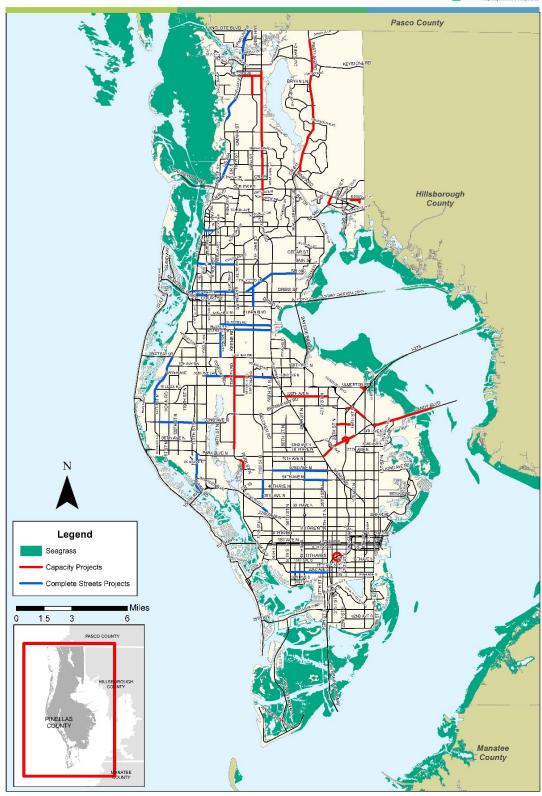


Data Source: Forward Pinellas, 2016. Map Produced: June 6, 2019.

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Pinellas Seagrass



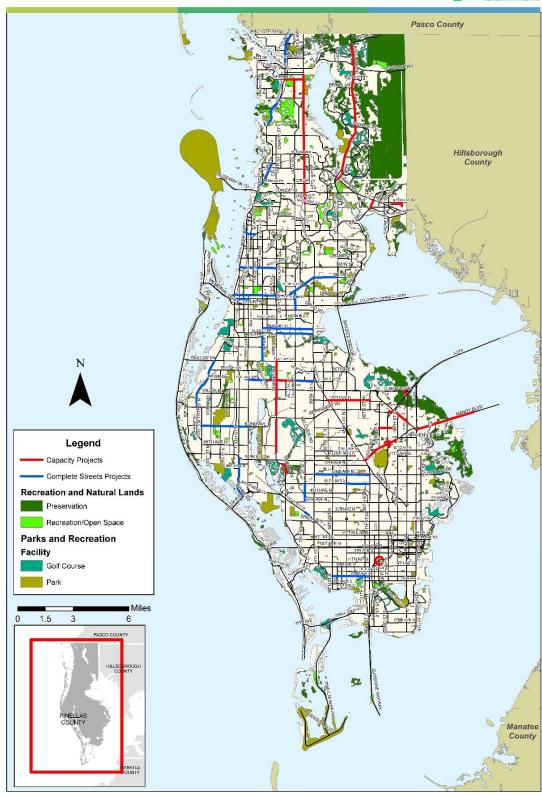


Data Source: Forward Pinellas, 2016. Map Produced: June 5, 2019.

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Pinellas Parks, Recreation, Natural Lands





Data Source: Forward Pinellas, 2016. Map Produced: June 5, 2019.

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Comments

Comments Matrix

					_		
<u>Topics</u>	2045 Highway Needs Plan	All Counties (1) Need to show "New Roads" vs Existing in a different color.	(3) Wildlife crossing, add to PD + E (4) Hooker Lake to Hillsborough River area. There is a connection under US 92, 14, US301 - little consideration given to wildlife crossings.	Pinellas	Pasco	Hernando	(2) Where is the "coastal connector" roadway (turnpike) project?
	Seagrass		(1) Circulation improvements in OTB for seagrass offsets. (2) SWFWMD has updated (2018) seagrass map look at trends, not just coverage.	Circulation improvements in OTB for seagrass offsets.			
	Parks and Recreation	(2) Information isn't consistent across maps. (1) Greens should be in different	(5) Why no Brooker Creek identified on this map?		(4) Why has most of the public ownership in Green Swamp been excluded from this map? Both Hernando and Pasco counties.		(3) The Citrus tract of Withlacoochee State Forest should be deliniated on this map, as it is on Regional Conservation Land Map.
	Wildlife Corridors	colors. (1) Need the highway corridor to overlay on top of all maps - especially the wildlife corridor to show areas. (2) Consider adding trails as linear parks. I-4: wildlife crossings considered in permitting (SWFWMD) Perscribed burns needed, but public also needs to be informed/educate d on the topic	HC possesses wildlife crossings; provide them in the initial transportation plans/maps.	(3) Pinellas Trail is a wildlife corridor.	1 cent tax in Pasco: environmental lands - adopted ecological corridors		
	Natural Conservation Lands		(2) Natural Corridor from Hooker Lake to (eventually) Hillsborough River area. The corridor crosses under US Hwy 92, very little protection from road construction.			(1) Is this the Peck Sink Project Area? If not, only 150 acres are actually protected as conservation land.	

				5			
		All Counties	Hillsborough	Pinellas	Pasco	Hernando	Citrus
<u>Topics</u>	Drainage Basin Classification	(4) The categories in this legend make no sense in terms of drainage basin delineated. (3) The Chassahowitzka River and Homosassa River and Crystal River watersheds as labeled DITCH or RUNOFF. They are watersheds not ditch or runoff. (2) The canal designation is not appropriate. (1) Having main highways and streets labeled would help in reading/understanding ALL maps.		(5) How to improve water quality of Lake Tarpon? Assuming building up in Pinellas.			
	ROMA Areas		Planning stage: how many mitigation projects for 10+ years that won't be dependent on private banks?		Align strategies with land acquisition		
	Florida Forever	Program needs to be fully funded. No more silos for the issue.					
	Agricultural Communication Coordination	Encourage direct communication with transportation agencies.					
	Engineer Rubric/Guidelines for Green Infrastructure Improvement	Not composed yet, but should be.					
	Septic Tanks	Consider connecting sewage lines with transportation projects to stop public reliance on septic tanks - 70% sepage.					
	Mitigation Banks	See description in "Additional Comments" section.					

Additional Notes

Mitigation Banks:

All counties - The FDOT designs, builds and maintains transportation systems. The installation of these systems may add impervious pavement and re-route the natural drainage pattern of an area. Both the transportation facility and the stormwater management system take up space and in some instances expansions can encroach into an area that is currently not developed with commercial or residential attributes. When this occurs, environmental scientists must determine if this natural acreage supports wetlands or surface waters and if so, evaluate the level of impact the construction of the project will have. Scientists must also determine which listed species of animal, bird, reptile, plant, insect or fish may also live on the land (or in the water). The goal is to have 'no net loss' of function or value to wetlands, surface waters, listed species or their habitats, in the post construction condition to meet the state and federal environmental regulations.

In the United States, water quality is governed nationally by the Environmental Protection Agency (EPA) through the Clean Water Act. In the State of Florida, water is owned by the public and maintaining water quality is regulated through Chapter 373, Part IV of the Florida Statutes. The US Army Corp of Engineers (USACE) implements the federal regulatory program on behalf of the EPA in Florida and the Southwest Florida Water Management District (SWFWMD) implement's the State of Florida's program for District Seven. Environmental permits are intended to minimize adverse environmental, water quality, or water quantity impacts during construction and the subsequent operation. The agencies are required to evaluate the potential for impacts for each construction or maintenance project in which a dredge or fill action is proposed in wetlands or surface waters on listed threatened or endangered species, including species of special concern here in Florida, and their designated habitat. These evaluations often require concurrence from other state or federal agencies including the National Marine Fisheries Service, US Fish and Wildlife Service, and the Florida Fish and Wildlife Conservation Commission.

The Uniform Mitigation Assessment Method (UMAM), establishes a standardized procedure for evaluating the functions provided by wetlands and surface waters, the amount those functions are reduced by a proposed impact, and the amount of mitigation needed to offset that loss. The loss is offset or mitigated with replacing the lost function within the same drainage basin to achieve a 'no net loss' as previously mentioned. In general, mitigation is best accomplished through creation, restoration, or enhancement of ecological communities like those being impacted. Mitigation can be conducted on the project site, off-site, or through the purchase of credits from an established mitigation bank. A Mitigation Bank has obtained a permit from both SWFWMD and USACE to construct, operate, manage and maintain a property upon which

creation, enhancement, and/or restoration of wetlands and surface waters is undertaken to provide for the withdrawal of mitigation credits for a cost.

The FDOT and other transportation authorities (established pursuant to Chapters 348 or 349) must evaluate mitigation alternatives according to Chapter 373.4137 of the Florida Statutes. The Florida Legislature determined impacts from proposed transportation projects can be more effectively achieved by long range mitigation planning rather than on a project by project basis. The use of mitigation banks and any other alternative mitigation options that satisfy state and federal requirements in a manner that promotes efficiency, timeliness in project delivery, and cost-effectiveness can be used. One alternative program developed by the SWFWMD in this region of the State is the FDOT Mitigation Program (a.k.a. 'senate bill mitigation'). However, for each proposed project, all available alternatives are evaluated for efficiency, timeliness in project delivery, and cost-effectiveness prior to making a commitment to a mitigation source. Some of the evaluating factors include whether there are suitable and sufficient mitigation bank credits available in the appropriate drainage basin and whether the mitigation source satisfies state and federal regulatory requirements, including long term maintenance and liability. Off-site mitigation alternatives are commonly the preferred method of mitigation for transportation projects because of limited right-of way.

	I						I		
Current mitigation banks within District 7:									
Updated:	Jun-19		19-Mar						
ERP Basins in District 7		Freshwater Forested (Palustrine Forested)		Freshwater Non- Forested (Palustrine Emergent+Open Water)		Mangrove (Estuarine Forested)		Salt Marsh (Estuarine Emergent)	
		Available ¹		Available ¹		Available ¹		Available ¹	
		State	Fed	State	Fed	State	Fed	State	Fed
	Tampa Bay			12.88	19.089	0	0.168	14.65	19.542
	Bullfrog Creek ⁶	0	0						
Tampa Bay/ Coastal	Nature Coast ⁶	n/a	n/a	n/a	n/a	6.35		1.06	
	Hernand					n/a	n/a	n/a	n/a
	o Beach ⁶ Mangrov					.,, -	.,, .	.,, -	, -
	e Point ⁶					0	0	0	0
	FL Gulf Coast (partial) ⁴	er Mitigatio	on Service	Area does	not includ			20.85	18.38
	Aripeka ⁶	n/a	n/a	n/a	n/a			0	0
	Nature Coast ⁶	n/a	n/a	n/a	n/a	6.35		1.06	
Upper Coastal	Old Florida	110.09	10.823	46.108	14.091				
	Hernand o Beach ⁶					n/a	n/a	n/a	n/a
	Upper Coastal ^{5,}	12.065	0.685	n/a	n/a				
	6	12.005	0.065	11/4	11/4				
	Hillsboro ugh River	19.87	10.83	0.32	6.81				
	North Tampa	0	2.88						
	Two Rivers ⁶	n/a	n/a	n/a	n/a				
Hillsborough River	Wiggins Prairie ⁶	n/a	n/a	n/a	n/a				
	Alafia River ⁶	n/a	n/a	n/a	n/a				
	Fox Branch	40.71	0	0.51	0				
	Boarshe ad Ranch	0.15	0	1.02	0				
	Green Swamp	19.4	0	0.43	0				
	Withlaco ochee	63	0	0	0.07				
Withlacoochee	FL Gulf Coast	reshwater M	litigation Servi	ce Area does	not include D			20.85	18.38
	Crooked	n/a	n/a	n/a	n/a				
	River ⁶								
	Hilochee Boarshe ad Ranch	0.15	0	1.02	0				
Alafia	Alafia River ⁶	5.08	0	0.02	0				
Little Manatee	Manatee	n/a	n/a	n/a	n/a				
		_							

Current FDOT Mitigation Program											
sites within District 7:											
ERP Basins in District 7	SWFWM D FDOT Mitigatio n Site	Freshwater Forested (Palustrine Forested)		Freshwater Non- Forested (Palustrine Emergent+Open Water)		Mangrove (Estuarine Forested)		Salt Marsh (Estuarine Emergent)		Seagrass	
		Credits	Acres	Credits	Acres	Credits	Acres	Credits	Acres	Credits	Acres
	Brooker Creek	36.59	114.35	12.12	37.86						
	Alligator Lake	0.71	3.13	4.61	10.35						
	Bahia Beach	1.41	6.06		18.62	1.06	16.14	15.39	15.39		
	Ekker	0		0							
	Mobbly Bayou										
Tampa Bay/ Coastal	Cockroac h Bay										
	Ft DeSoto Park									2.91	12.38
	Gateway										
	Tappan Tract										
	Apollo										
	Beach Boyd Hill										<u> </u>
	Total	38.71		28.3		1.06		15.39		2.91	
Upper Coastal	Conner Preserve	50.34	502.27	31.89	325.84	2.00		25.05		2.52	
	Anclote Parcel										
	Colt Creel	12.01	39.04	8.37	23.61						
	Conner Preserve	13.52	85.02	12.05	83.68						
Hillsborough River	Fussell										
	Hills. River Corridor	n/a	n/a	n/a	n/a						
Withleseshee	Colt Creek	287.82	1000.12	37.81	110.18						
Withlacoochee	Baird Tract										
	Halpata Tastanaki	17.24	103.36								
Alafia	Balm Boyette										
Little Manatee	Little Manatee										
	River										



Agenda for Today

- 10 AM 10:30 AM Introductions
- 10:30 AM 12:30 PM Regional Discussion
 - Overview Presentation
 - Review and comments of Regional Maps
 - Discussion and feed to ak with staff (Filip Chart and Fost-It Hotes)
- 12:30- 1:30 Boxed Lunch (on site)
- 1:30 PM 3:00 PM County Breakout Session
 - Review and comments of Regional Maps
 - Discussion and feed to ak with staff (Flip Chart and Fost-It Hotes)



Purpose

- To enhance the consideration of environmental issues and impacts in the transportation planning process.
- Strengthen efforts to engage resource agencies earlier in the development of a project.
- Bring transportation agencies closer to coordination with the resource agencies as projects advance.





FHWA Requirements

- Long Range Plans must include a discussion on the types of environmental mitigation activities and the potential areas to carry them out.
- Must be developed in consultation with federal, state and tribal wildlife, land management and regulatory agencies.
- Systemwide level to identify where mitigation may be undertaken, and what types of mitigation activities may be undertaken in areas affected by LRTP projects
- Focus on broader mitigation needs and opportunities that projects may later take advantage of
- Not project specific



LRTP Needs Plan

- Future projects needed for mobility in each county
- Projects will undergo a full environmental assessment as funding is identified and project is advanced for funding
- Review project locations against environmental lands to identify potential red flags so that consideration can be given to adding funding for possible mitigation costs.

Do we have one map with all of the 'needs'? We can put that here...

Current Strategies

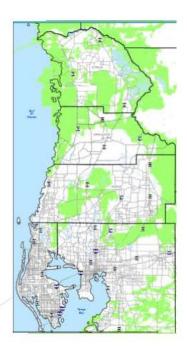
- Wetland mitigation
 - ► Environmental Resource Permitting Program
 - Existing SWFWMD mitigation banks
- Seagrasses
 - Avoidance
 - Strategic reconfiguration of causeways to allow for better water flow to protect seagrasses





Questions for you

- What policies/programs/activities does your agency currently undertake to mitigate development impacts to the environment?
- What limitations are there for each of these areas?
 - No remaining capacity in mitigation banks?
 - Not adding new mitigation banks in the future?
 - Limited success with certain activities?
- Are you aware of any untapped opportunities to enhance environmental mitigation activities?



Additional Comments



Contact Information

All materials posted online:

http://www.planhillsborough.org/2045-lrtp-environmental-consultation-workshop-draft/

▶ Direct additional comments/questions to: Allison Yeh, Hillsborough MPO - yeha@plancom.org Chelsea Favero, Forward Pinellas - cfavero@forwardpinellas.org Cayce Dagenhart, Pasco Hernando/Citrus MPO - CDagenhart@co.hernando.fl.us Tania Gorman, Pasco MPO - Tania Gorman <tgorman@pascocountyfl.net</p>

Q&A Summary

Could the development of transportation systems decrease the number of people using septic systems?

Yes. More people living near the transportation systems can be connected to the sewage pipeline and, if marketed correctly to consumers, can decrease the number of septic system users.

2004 Environmental Lands Acquisition Program

2016 Florida Water Protection Act

30% of nitrates are removed from sewage using the septic system, but the rest cannot be treated and must be disposed into the environment. Pasco county is in the process of acquiring private utilities to connect more people to the county's sewage system.

Is there a rubric available to guide engineers towards sustainable development in roadway development?

Nothing yet.

How should critical habitats be addressed when they are impacted by transportation projects?

The FWC doesn't have regulatory authority to address these habitats. However, permits are available to transfer animals from the affected area to other critical habitats

How should wildlife corridors be implemented in transportation plans?

Hillsborough County already has wildlife corridors for some portions of its roadways. However, human development should not interfere with local water sources to ensure wildlife are healthy when migrating to areas of Hillsborough County.

Are studies available that show how the Tampa Region's highway projects affect local wildlife, and what are the best ways to mitigate further wildlife impacts?

Environmental and cultural consequences are analyzed for each transportation project. Further, permits are issued when highway projects demonstrate a reasonable degree of wildlife impact. However, elected officials determine whether these issues are a problem. Environmental strategies are not found in local legislation, so environmentally-informed elected officials are

important for the implementation of environmental strategies. Transportation planners cannot implement new environmental strategies without the compliance with elected officials.

It is also important to note that secondary impacts can result from transportation projects. Roads are long walls. Because wildlife managers cannot control the movement of wildlife to wildlife corridors, it is unsure what portions of wildlife benefit from completing their migration routes. Prescribed fires nearby roadways are NIMBY for people using transportation close to the fire. People need to be notified of prescribed fires before they happen to lessen the perceived severity.

Are mitigation credits allowed to be implemented at the planning stage? And are MPO's allowed to create their own ROMA's?

During the planning stage, mitigation credits are not implemented. 10+ year projections are required for transportation projects to estimate ROMA's. MPO's should stop relying on private banks and create their own ROMA's.

Are MPO's working with the agricultural sectors of their counties?

MPO's do not work directly with agricultural sectors but have representatives that coordinate with agricultural people. It is suggested that there should be direct communication with the agricultural sector by the MPO's.

Are golf courses Senate Bill Mitigation approved?

MPO's do not have control over purchasing golf courses unless state governments such as the FDOT are involved in the situation.

Other notes:

- MPO's should fund/support environmental programs such as Florida Forever.
- Transportation projects should also account for sea level rise in the next several decades and have road elevations built based on these projections.

Conclusions

Staff-Researched Mitigation Strategies

Mitigation Banks:

When land-based transportation projects in Florida are constructed on wetlands, mitigation banks are the main method of restoring lost natural habitat. Wetlands play a vital role for the Floridian ecosystem by filtering local water of pollutants and housing diverse arrays of wildlife exclusive to Florida (USDA). The Florida Fish and Wildlife Conservation Commission (FWC), the U.S Fish and Wildlife Service (FWS), and the National Marine Fisheries Service (NMFS) require that measures be taken for projects to have the least amount of habitat impact on state and federally-protected species. Mitigation banks work to restore natural habitats by "[restoring, establishing, enhancing, or preserving]" aquatic areas in places nearby or outside of the impacted area (EPA, 2019). Wetland credits can be purchased from the mitigation bank. The number of credits purchased indicates the degree of ecological function that was provided by the impacted environment and be restored with this mitigation strategy (EPA, 2019). Four options are available for mitigation banks:

o Tampa Bay Mitigation Bank:

The Tampa Bay Mitigation Bank is currently the only bank with wetland credits available for purchase for projects in Hillsborough County. The 161-acre wetland creation site is located in southwestern Hillsborough County, along the headwaters of Andrews Creek, and provides wetland credits for roadway projects located in western coastal regions of Hillsborough County (within the Tampa Bay Basin). Estuarine and tidal forest credits are available for state and federal permitting requirements, and estuarine and freshwater credits are offered to satisfy County permitting criteria. Although this mitigation bank currently has credits for sale, its future availability of credits for transportation projects will depend on the extent of future development within the bank's service area.

North Tampa Mitigation Bank:

The North Tampa Mitigation Bank is a 161-acre bank located in Temple Terrace, which will service projects located within the Hillsborough River Basin. This bank was permitted in November 2009 by the SWFWMD and is likely to have state wetland credits available for purchase soon; however, the availability of credits is expected to be limited. The USACE permit is currently pending, and it is unknown when federal wetland credits will be available for purchase at this mitigation bank.

Regional Offsite Mitigation Areas:

Regional Offsite Mitigation Areas (ROMAs) are similar to private mitigation banks but are sponsored by government entities to provide credits for associated government-funded projects. The Hillsborough County Board of County Commissioners currently owns a 14,000-acre tract of land located in northeastern Hillsborough County (Cone Ranch), which is currently targeted for ELAPP acquisition. Although a ROMA does not currently exist at Cone Ranch, it could potentially prove to be a suitable site for establishment of a ROMA, due to the strong need for land restoration and management activities at the site.

Senate Bill Mitigation:

"Senate Bill Mitigation" was established pursuant to Chapter 348 and 349 Florida Statutes (F.S.) and may be used for County roadway projects that are funded by FDOT. This form of mitigation consists of providing funding to the SWFWMD for "...acquisition for preservation, restoration or enhancement, and the control of invasive and exotic plants in wetlands and other surface waters, to the extent that such activities comply with the mitigation requirements adopted" under Chapter 373 FS (The Florida Senate, 2018). "Senate Bill Mitigation" is currently available for statefunded roadway projects throughout Hillsborough County and is expected to remain a viable option for future projects; however, it cannot be used to offset adverse impacts to seagrass resulting from transportation projects.

Mitigation Bank Alternatives:

When these mitigation opportunities are not available for transportation projects, mitigation in the form of wetland habitat creation, restoration, enhancement, and/or preservation can be utilized to offset adverse wetland impacts resulting from transportation improvements in Hillsborough County. This can be accomplished by designing a mitigation site(s) that provides the necessary wetland functions to replace the ecological value of the impacted wetland(s). This method of mitigation may consist of creating a new wetland within an upland area, restoring a degraded wetland to its historic condition (this may include removal of undesirable plant species from the wetland), enhancing a wetland to a more desirable condition (in order to provide a greater habitat value to wildlife), and preservation (establishment of a conservation easement over the wetland to prevent future development). Due to the need for restoration, enhancement, and preservation of existing wetlands throughout Hillsborough County, these mitigation opportunities are expected to continue to remain available for transportation projects.

Wildlife Corridors:

For transportation projects that cut through natural areas, wildlife corridors are constructed under roads to preserve the natural functions of the surrounding environment. Animals such as the Florida Panther and Florida Black Bear rely on various terrains throughout Florida for feeding, shelter and reproduction (Florida Wildlife Corridor). Wildlife corridors allow for the continuation of these migration routes. Additionally, corridors allow for the continuation of Florida's natural flow of freshwater and preserve the processes that allow us to have water resources (Florida Wildlife Corridor).

Critical Habitats:

For transportation projects to be further environmentally conscious, critical habitats must be preserved during the planning process to ensure the continuation of Florida's endemic wildlife. Critical habitats are areas within a region that possess "physical or biological features that are essential to the conservation of endangered and threatened species and that may need special management or protection" (FWC, 2017). Protecting organisms native to Florida serves to support the state's ecological processes; the vulnerable gopher tortoise creates burrow habitats that support over 350 different species of animals (FWS, 2019). Food webs are complex,

interconnected systems. Reducing the availability of land for our wildlife will reduce our supply of natural resources. The preservation of these areas ultimately preserve our own lifestyles.

Ecological Corridors

o North Pasco (Starkey) to Crossbar Ecological Corridor

This Ecological Corridor follows the Pithlachascotee River and begins at the northern County line along the Masaryktown Canal to the Crossbar Ranch wellfield. Crews Lake Park lies approximately midway between the north Pasco and Crossbar wellfields and is included in the Ecological Corridor. Large portions of this corridor are not currently in public ownership. The overall distance between the public lands to be interconnected requires a width of 2,200 feet to provide functionality for this Ecological Corridor. The Corridor contains flatwoods, mesic hammocks, and forested wetlands associated with the Pithlachascotee floodplain, including the extremely dynamic hydrologic basin associated with Crews Lake, but also will preserve portions of the historic Sandhill communities as it approaches the Crossbar Ranch. The essential features are the flatwoods, mesic hammocks, forested wetlands, the Pithlachascotee floodplain and xeric uplands on either side of the Masaryktown Canal.

Boundaries: Being one thousand one hundred (1,100) feet on each side of the centerline of Pithlachascotee River and its associated wetlands, flatwoods and uplands, extending from the Starkey Wilderness Park easterly boundary to the Cross Bar Ranch westerly boundary, conceptually indicated on Exhibit 804-1 of this Section.

o Crossbar to Connerton Ecological Corridor

The Conner Preserve, formerly known as the Connerton purchase, serves as the nexus for three of the seven Ecological Corridors. The Crossbar to Connerton connection is a 2,200-foot-wide corridor that will preserve a broad expanse of herbaceous marshes in the west central portion of the County. Much of the area encompassed by the Crossbar to Connerton Ecological Corridor is comprised of seasonally flooded sandhill and flatwoods marshes. The mosaic created by the presence of these marshes, flatwoods, and imbedded adjacent uplands provides for the preservation of seasonally flooded, mesic, and xeric habitats that will be used by a wide variety of wildlife. The essential features are the Sandhill, marsh and flatwood habitats which create a unique mix of diverse habitat types within the confines of this corridor.

Boundaries: Being one thousand one hundred (1,100) feet on each side of the centerline of the Category 1 wetlands, extending from the Conner Preserve northerly boundary to the Al Bar Portion of Crossbar Ranch southerly boundary, conceptually indicated on Exhibit 804-2 of this Section.

North Pasco (Starkey) to Connerton Ecological Corridor

Throughout much of its approximately four-mile course, this Ecological Corridor incorporates the forested wetland systems associated with Five Mile Creek. There is an existing large, open span undercrossing at the juncture with the Suncoast Parkway. An additional large mammal undercrossing is designed for this Corridors' juncture with U.S. 41 providing connectivity with the Conner Preserve. Much of the western portion of this 2,200-foot-wide corridor is comprised of

forested wetlands and the floodplain associated with Five Mile Creek. This corridor includes areas of historic flatwoods habitat that have been modified to agricultural and silvicultural use. The flatwoods communities can be restored as part of the preservation of this Corridor, but several areas of relic Sandhill also exist within the confines of the recommended Corridor boundaries enhancing its diversity and value as habitat. The essential features within the confines of the Ecological Corridor are the forested wetlands and floodplain associated with Five Mile Creek and the small, imbedded upland habitats within the limits of the Ecological Corridor boundary.

Boundaries: Being one thousand one hundred (1,100) feet on each side of the centerline of the Five Mile Creek wetlands and associated uplands, extending from the Starkey Wilderness Park easterly boundary to the Conner Preserve and Connerton Conservation Easement westerly boundaries, conceptually indicated on Exhibit 804-3 of this Section.

Cypress Creek to Connerton Ecological Corridor

The required 550 foot width of this Ecological Corridor is based on its relatively short distance between the Conner Preserve and the Cypress Creek Wellfield. The majority of this Corridor includes wetlands associated with Cypress Swamp that were historically associated with the mosaic of wetlands in the northeast corner of the Connerton Ranch. This Ecological Corridor crosses Ehren Cutoff (S.R. 583) and the planned design of an improved, realigned roadway in the future must incorporate a large mammal crossing to provide corridor continuity and connectivity from the Cypress Creek wellfield to the Conner Preserve. The essential features is establishing and preserving the connectivity between the Conner Preserve and the Cypress Creek Wellfield employing the wetlands and imbedded uplands at the nearest point between the two areas of public lands.

Boundaries: Being two hundred twenty five (225) feet on each side of the centerline of the Category 1 wetlands, extending from the Conner Preserve easterly boundary to the Cypress Creek Wellfield northwesterly boundary, conceptually indicated on Exhibit 804-4 of this Section.

Starkey to South Pasco Ecological Corridor

This Ecological Corridor extends south of the SWFWMD lands along South Branch, a tributary of the Anclote River, ultimately to the connection with Brooker Creek in Hillsborough County. Much of this Corridor has been impacted by development. Due to the urban nature of the connection south of the SWFWMD lands, and the relatively short distance of this Corridor, the required width is 1100 feet with a 550-foot-wide extension to the east for a necessary connection to the South Pasco wellfield. The essential features are the South Branch tributary, its associated floodplain and the wetlands, flatwoods and small upland areas within the confines of the Ecological Corridor.

Boundaries: Being five hundred fifty (550) feet on each side of the centerline of the South Branch and associated wetlands, flatwoods and uplands, including portions of the floodplain, extending from the Starkey Wilderness Park southerly boundary to the Pasco-Hillsborough County line northerly boundary and two hundred twenty five (225) feet on each side of the centerline of the

South Branch tributary to the South Pasco Wellfield westerly boundary, conceptually indicated on Exhibit 804-5 of this Section.

Cypress Creek to Cypress Bridge Ecological Corridor

This relatively short Ecological Corridor is urban in nature but is essential to facilitate dispersal of wildlife through the surrounding altered landscape. This Corridor is vitally important to preserve habitat and connectivity through the urbanized "bottleneck" between the large conservation lands associated with Cabbage Swamp and Cypress Swamp and the conservation lands in Hillsborough County. The preservation and protection of this Corridor is very important because of the impacts associated with S.R. 54/Interstate 75 transportation corridor and associated development along its course. However, preservation of the remaining forested wetlands associated with Cypress Creek and its floodplain will provide a minimal sustainable area of valuable natural habitat. The essential features are the protection of the Cypress Creek channel and its associated floodplain as a designated Outstanding Florida Water; protection of the surface water resource; and preservation of the remaining forested wetlands within the defined Ecological Corridor boundaries.

Boundaries: Being two hundred seventy five (275) feet on each side of the centerline of Cypress Creek, and increasing to being five hundred fifty (550) feet on each side of the center line of Cypress Creek, extending from the Cypress Creek Wellfield southerly boundary to the Pasco-Hillsborough County boundary, conceptually indicated on Exhibit 804-6 of this Section.

o Hillsborough River to Green Swamp Ecological Corridor

Extensive purchases by the SWFWMD have already taken place along the proposed Hillsborough River Ecological Corridor. Although C.R. 39 currently crosses the Hillsborough River, the protection of the river and its floodplain in this portion of the County has been prioritized by the SWFWMD. For the most part, this portion of the river is surrounded by agricultural uses, but continues to support a sufficiently wide forested floodplain throughout the Ecological Corridor. Because of the importance of the Hillsborough River surface water resource and the habitat value of, the remaining forested floodplain, the Ecological Corridor is established at a width of 2,200 feet. The essential features are the forested areas associated with the Hillsborough River floodplain, the 100 year floodplain and continuity with the existing SWFMD lands.

Boundaries: Being one thousand one hundred (1,100) feet on each side of the centerline of the wetlands and floodplains associated with the Hillsborough River, extending from the Pasco-Hillsborough County line northerly boundary to the Green Swamp westerly boundary, conceptually indicated on Exhibit 804-7 of this Section.

Appendix

Sign-In Sheet of Participants

2045 LRTP Environmental Consultation Workshop June 21, 2019 10:00 AM – 3:00 PM

Brooker Creek Preserve Environmental Education Center 3940 Keystone Rd, Tarpon Springs, FL 34688

Name (Please Print. Thanks.)	Organization/Address	Email Address
Zachany Mehnley	Pasco MPO	zmckenley @ pascocountyfluet
DAVID BRIAN BROWN	1 Pinellas Co-Env. Mgmt	abbrown@pinellescountyions
ROSER MATHIE	HILLSBOROUGH MPO	mothier@plancomorg
Eugene Kelly	Florida Notive Plant Society	gmkelly@tampabay.vr.com
Maxine Connor	League of Women Votors Citrus County	maxine connor equal com
Whitney Elmore	Univ of Florida Extension	weelmore outledu
Harmy	Tone	headherethroc.org
Delporah Bolduc	Passo County Eng Svcs	4 bolduc@pasco Evenya.
Ned Bajes	Jacobs Engineering	nedobaiela jacobs com
Tania Games	Pasco MPO	tournes procave from
Ross Sickerson	Hell's Curry Conservation	DICKBESON REHERGONNET

2045 LRTP Environmental Consultation Workshop June 21, 2019 10:00 AM – 3:00 PM

Brooker Creek Preserve Environmental Education Center 3940 Keystone Rd, Tarpon Springs, FL 34688

Name (Please Print. Thanks.)	Organization/Address	Email Address
Al Gagne	SUFWAD	whent gaying a worken where ag
BUD WHITEHEAD	HILLS, MAO	AUAWEALACON, ORG
Wei Chen	Hills MPO	Chance & plancom.org
Ryan Riortan	Hillsborough	Rostan Rochillsboroghand horr
Most Huntsinger	Pasco - Natural Resources	Mhuntsinger Copascocanty Flir
Sysanna Madden	Greater Tampa Leatters	Tean Madden aolcan
Wally Blain	Tindale Otiver	whain Andale Orner. com
Listo Buth	Fwe	Krister, booth a Myfwc, com
Mike Thompson	EPCH-1/sCc.	Homsone ench or
MARC BRASS	KIMLEY HORN / HERN.CIT. MPO	MARC. ISPASSC KIMLEY-FREE COM
What plator	Ferna Phellas	ablantar found pidlas org

2045 LRTP Environmental Consultation Workshop June 21, 2019 10:00 AM – 3:00 PM

Brooker Creek Preserve Environmental Education Center 3940 Keystone Rd, Tarpon Springs, FL 34688

Name (Please Print. 'Thanks.)	Organization/Address	Email Address
BRIAN BARNETT	Fla Fish : Wildlife Com Como	brian barnell@My FWC.cox
Brian Cook	USF - Florida Center	BRIANBAYCOOK OUSF. FOL
GARY ROUGESON	TAMPA BAY GOTWARY PRUGRAM	GRAVLERSON C TOEP, 4PG
Gargo Craighton	FOOT	GRANIBREAN C TBEP, 6 PG VINGING Creighton E ed. State - FI. 55.
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2045 LRTP Environmental Consultation Workshop June 21, 2019 10:00 AM – 3:00 PM

Brooker Creek Preserve Environmental Education Center 3940 Keystone Rd, Tarpon Springs, FL 34688

Name (Please Print. Thanks.)	Organization/Address	Email Address
Allison Conner	FDOT	allison conner @dot. stateflus
Allison Conner Cayla Dogarhaut BICH CLARENDON	Hernando (Cins Mpo	alagentata hernando
RICH CLARENDON	HILLS. MPO	Clagentata hernando clarendonos plan com. os
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Reference Links

https://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/fl/newsroom/features/?cid=stelprdb125 2222

https://www.epa.gov/cwa-404/mitigation-banks-under-cwa-section-404

https://www.flsenate.gov/Laws/Statutes/2018/373.4137

https://www.floridawildlifecorridor.org/

https://myfwc.com/wildlifehabitats/wildlife/gopher-tortoise/commensals/

https://www.fws.gov/endangered/esa-library/pdf/critical_habitat.pdf

https://www.citrusbocc.com/commserv/parksrec/parks/parks.jsp

https://www.discovercrystalriverfl.com/

Appendix 5.1

MPO Long Range Transportation Plan System Performance Report

Pasco County Metropolitan Planning Organization 2045 Long-Range Transportation Plan System Performance Report

Office of Policy Planning
Florida Department of Transportation

August 2019



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1 - PURPOSE

This document provides language that Florida's metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures.

This document is intended as a resource for Florida's MPOs as they update their LRTPs; the language can be adapted as appropriate for each MPO. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets. Highlighted in yellow are the areas that require MPO input. This may range from simply adding the MPO name and adoption dates to providing MPO-specific background information and relevant strategies and prioritization processes.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council. This document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.



2 - BACKGROUND

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Pasco County MPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. For MPOs that elect to develop multiple scenarios, the System Performance Report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified targets.²

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures;
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition (PM2) and System Performance (PM3) measures; and
- In any LRTP adopted on or after July 20, 2021, the System Performance Report must reflect Transit Safety measures.

The Pasco County MPO 2045 Long-Range Transportation Plan was adopted on December 11, 2019. Per the Planning Rule, the System Performance Report for the Pasco County MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

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¹ The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

² Guidance from FHWA/FTA for completing the preferred scenario analysis is expected in the future. As of August 2019, no guidance has been issued.

3 - HIGHWAY SAFETY MEASURES (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures³ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

- 1. Number of fatalities;
- 2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
- 3. Number of serious injuries;
- 4. Rate of serious injuries per 100 million vehicle miles traveled (VMT); and
- 5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2011-2015). For the 2018 HSIP annual report, FDOT established statewide HSIP interim safety performance measures and FDOT's 2019 safety targets, which set the target at "0" for each performance measure to reflect the Department's vision of zero deaths.

The Pasco County MPO adopted/approved safety performance targets in February 2019. Table 3.1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

Table 3.1. Highway Safety (PM1) Targets

Performance Target	Pasco County MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero	Pasco County MPO has adopted a target specific to the MPO Planning Area
Number of fatalities	✓	
Rate of fatalities per 100 million vehicle miles traveled (VMT)	✓	
Number of serious injuries	✓	
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	✓	
Number of non-motorized fatalities and non-motorized serious injuries.	✓	

³ 23 CFR Part 490, Subpart B



Statewide system conditions for each safety performance measure are included in Table 3.2, along with system conditions in the Pasco County MPO metropolitan planning area in Table 3-3. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2011-2015). The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

Table 3.2. Statewide Highway Safety (PM1) Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)	Calendar Year 2019 Florida Performance Targets
Number of Fatalities	2,533	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.287	0
Number of Serious Injuries	20,552	0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	10.452	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (VMT)	3,173	0

Table 3.3. Pasco County MPO Highway Safety (PM1) Conditions and Performance

Performance Measures	Pasco MPO Baseline Performance	Pasco MPO Baseline Performance	Calendar Year 2019 Pasco MPO
Tenomance measures	(Five-Year Rolling Average 2012-2016)	(Five-Year Rolling Average 2013-2017)	Performance Targets
Number of Fatalities	71.2	77.6	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.66	1.73	0
Number of Serious Injuries	1,032.6	1,145.2	0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	23.91	25.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (VMT)	115.6	121.4	0

Trends Analysis

Using the historic data an assessment of the trends was conducted in order to assess future year expectations if the trend were to continue. For four of the five measures, the general trend suggests that the fatalities and serious injures in Pasco County will continue to rise without changes in the engineering, education, and enforcement components related to transportation Safety. The 5-Year Rolling Average for the rate of fatalities is expected to be stable in the coming years.

Table 3.4. Pasco County MPO Number of Fatalities, Rolling 5-Year Averages

5Year Rolling Average Ending Year	Number of Fatalities
2013	69
2014	68
2015	67
2016	71
2017	78
2018 Future Trends	77
2019 Future Trends	79

Table 3.5. Pasco County MPO Rate of Fatalities, Rolling 5-Year Averages

5Year Rolling Average Ending Year	Rate of Fatalities
2013	1.74
2014	1.66
2015	1.59
2016	1.66
2017	1.73
2018 Future Trends	1.67
2019 Future Trends	1.67

Table 3.6. Pasco County MPO Number of Serious Injuries, Rolling 5-Year Averages

5Year Rolling Average Ending Year	Number of Serious Injuries
2013	855.40
2014	871.00
2015	933.00
2016	1,032.60
2017	1,145.20
2018 Future Trends	1,190.16
2019 Future Trends	1,264.28

Table 3.7. Pasco County MPO Rate of Serious Injuries, Rolling 5-Year Averages

5Year Rolling Average Ending Year	Rate of Serious Injuries
2013	21.42
2014	21.28
2015	22.08
2016	23.91
2017	25.77
2018 Future Trends	26.29
2019 Future Trends	27.43

Table 3.8. Pasco County MPO Bicycle/Pedestrian Fatalities and Serious Injuries, Rolling 5-Year Averages

5Year Rolling Average Ending Year	Number of Fatalities and Serious Injuries
2013	105.6
2014	109.6
2015	109.00
2016	115.60
2017	121.40
2018 Future Trends	123.48
2019 Future Trends	127.24



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Coordination with Statewide Safety Plans and Processes

The Pasco County MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MOBILITY 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

LRTP Safety Priorities

The MOBILITY 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Pasco County MPO in partnership with the FDOT has recently competed a bicycle and pedestrian safety action which identified problematic safety areas and countermeasures. The project selection process included in the MPO's LRTP prioritized at the top 50 locations identified as safety concerns with higher scores assigned to the top 25 locations. These locations were based on the 2012-2016 5-year data that was available at the time of the analysis. The MOBILITY 2045 LRTP also includes safety as a foundational guiding principle as captured through the sated goal of improving the safety and security of the multimodal transportation network for motorized and non-motorized users. Focusing this goal on safety of the multimodal transportation network emphasizes the unsafe conditions that pedestrians and bicyclists often face and the MPO's commitment to supporting the statewide committed to getting to zero fatalities and serious injuries.



The MOBILITY 2045LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.



4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

- 1. Percent of Interstate pavements in good condition;
- 2. Percent of Interstate pavements in poor condition;
- 3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- 4. Percent of non-Interstate NHS pavements in poor condition;
- 5. Percent of NHS bridges (by deck area) classified as in good condition; and
- 6. Percent of NHS bridges (by deck area) classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) an indicator of roughness; applicable to all asphalt and concrete
 pavements;
- Cracking percent percentage of the pavement surface exhibiting cracking; applicable to all asphalt and concrete pavements;
- Rutting extent of surface depressions; applicable to asphalt pavements;
- Faulting vertical misalignment of pavement joints; applicable to certain types of concrete pavements;
 and
- Present Serviceability Rating (PSR) a quality rating applicable only to certain lower speed roads.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS using these metrics and thresholds. A pavement section is rated as good if all three metric ratings are good, and poor if two or more metric ratings are poor. Sections that are not good or poor are considered fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the

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four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets, or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Pasco County MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	Statewide Performance (2017 Baseline)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	Pasco County MPO Performance (2017 Baseline)
Percent of Interstate pavements in good condition	66%	n/a	60%	91.6%
Percent of Interstate pavements in poor condition	0.1%	n/a	5%	0%
Percent of non-Interstate NHS pavements in good condition	76.4%	40%	40%	66%
Percent of non-Interstate NHS pavements in poor condition	3.6%	5%	5%	0.1%
Percent of NHS bridges (by deck area) in good condition	67.7%	50%	50%	99.16%
Percent of NHS bridges (by deck area) in poor condition	1.2%	10%	10%	0%

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Pasco County MPO agreed to support FDOT's pavement and bridge condition performance targets on November 8, 2018. By adopting FDOT's targets, the Pasco County MPO agrees to plan and program projects that help FDOT achieve these targets.

The Pasco County MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MOBILITY 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The MOBILITY 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Under the MOBILITY 2045 LRTP Goal of creating quality places, the MPO has included an objective which highlights the need to maintain and preserve the existing transportation facilities.

On or before October 1, 2020, FDOT will provide FHWA and the Pasco County MPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the Pasco County MPO also will have the opportunity at that time to revisit the four-year PM2 targets.

5 - SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

- 1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- 2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- 4. Annual hours of peak hour excessive delay per capita (PHED);
- 5. Percent of non-single occupant vehicle travel (Non-SOV); and
- 6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR ≥ 1.50 during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight)



that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values are divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable⁴; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Pasco County MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 5.1 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

⁴ Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.



Table 5.1. System Performance and Freight (PM3) - Performance and Targets

Performance Measures	Statewide Performance (2017 Baseline)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	Pasco County MPO Performance (2017 Baseline)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82.2%	75.0%	70.0%	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR	84.0%	n/a	50.0%	88%
Truck travel time reliability index (TTTR)	1.43%	1.75	2.00%	1.15

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Pasco County MPO agreed to support FDOT's PM3 targets on November 8, 2018. By adopting FDOT's targets, the MPO agrees to plan and program projects that help FDOT achieve these targets.

The Pasco County MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MOBILITY 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the
 freight system in the state, identifies key challenges and goals, provides project needs, and identifies
 funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The MOBILITY 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. During development of the MOBILITY 2045 LRTP, the MPO has allocated a greater portion of the available revenues for projects and strategies identified through the Congestion Management Process.

On or before October 1, 2020, FDOT will provide FHWA and the Pasco County MPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the Pasco County MPO also will have the opportunity at that time to revisit the four-year PM3 targets.



6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: transit equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 below identifies performance measures outlined in the final rule for transit asset management.

Table 6.1	FΤA	TAM	Performance	Measures
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Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency and is not the same as an asset's useful life.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets, or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.



To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles or more in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 28 transit providers participated in the FDOT Group TAM Plan (Table 6.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022.

Table 6.2. Florida Group TAM Plan Participants

District	Participating Transit Providers			
1	Good Wheels, Inc Central Florida Regional Planning Council	DeSoto County Transportation		
2	Suwannee Valley Transit Big Bend Transit Baker County Council on Aging Nassau County Transit	Clay Transit Ride Solutions Levy County Transit Ride Solutions Suwannee River Economic Council (SREC)		
3	Tri-County Community Council Big Bend District 3 Santa Rosa Transit Gulf County ARC	Calhoun Senior Citizen Center Liberty County Transit JTRANS Wakulla Transit		
4	No participating providers			
5	Sumter Transit Marion Transit	Flagler County Public Transportation		
6	Key West Transit			
7	Neighborly Care Network Mid-Florida Community Service ARC Tampa Bay	ARC Nature Coast PARC		

The Pasco MPO planning area is served by Pasco County Public Transit (PCPT). PCPT is a Tier II provider, defined as an agency that does not operate rail fixed-guideway public transportation systems and has either 100 or fewer vehicles in fixed-route revenue service during peak regular service or has 100 or fewer vehicles in general demand-response service during peak regular service hours.

On November 8, 2018, the Pasco County MPO agreed to support PCPT's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

PCPT established the transit asset targets identified in Table 6.3 which were adopted by the Pasco County Board of County Commissioners on September 17, 2018:

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Table 6.3. FTA TAM Targets for PCPT

Asset Category Performance Measure	Asset Class	FY 2018 Performance	FY 2023 Target
Rolling Stock		'	
A 0/ C 1:1 :1: .: 1	Bus	10%	20%
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Mini-Bus (cutaways)	40%	30%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non Revenue / Service Vehicle	86%	86%
Facilities		· '	
Condition - % of facilities with a condition rating	Administration	N/A*	0%
below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	N/A*	0%

^{* -} Expected completion date for PCPT's new Administrative facility will be by late 2020

TAM Performance

The Pasco County MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the PCPT 10-Year Transit Development Plan, and the current MOBILITY 2045 LRTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the MOBILITY 2045 LRTP totals \$768 million, approximately 10 percent of total LRTP funding. According to the PCPT 10-Year TDP, funding over the next five years would result in a backlog of over \$5 million by 2023. Currently, 90% of PCPT's assets, in terms of dollar value are in a State of Good Repair (SGR) condition. Although the predicted 2023 backlog shows a significant revenue vehicle replacement needs, the 10-year TDP shows funding for these vehicles in 2024 and 2026, beyond the TAMP Plan five-year planning period. This commitment to funding for transit preservation is continued in the revenue allocation forecast of the MOBILITY 2045 LRTP.

Appendix 6.1

Final Public Participation Plan Update for 2018

FINAL Public Participation Update for 2018





Pasco County
Metropolitan Planning Organization (MPO)
Public Participation Plan – Update for 2018
Adopted: May 10, 2018

Additional Accommodations

For further information or clarification regarding items such as technical drawings or maps, please contact the Pasco County MPO's Public Outreach Specialist at (727) 847-8140.

PUBLIC PARTICIPATION PLAN 2018 UPDATE

A Guide to the Transportation Planning Process



Pasco County Metropolitan Planning Organization West Pasco Government Center 8731 Citizens Drive, Suite 320 New Port Richey, FL 34654

FINAL May 10, 2018

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration (U.S. Department of Transportation) under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104[f]), of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority for the MPO that all citizens of Pasco County be given the opportunity to participate in the transportation planning process, including low-income individuals, the elderly, persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (727) 847-8140 if you have any discrimination complaints.

Pasco County Metropolitan Planning Organization

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Pasco County MPO Board Members

The Honorable Camille S. Hernandez (MPO Chair)	Mayor, City of Dade City
The Honorable Jeff Starkey (MPO Vice-Chair)	Councilman, City of New Port Richey
The Honorable Dale Massad	Mayor, City of Port Richey
The Honorable Lance Smith	Councilman, City of Zephyrhills
The Honorable Ron Oakley	County Commissioner, District 1
The Honorable Mike Moore	County Commissioner, District 2
The Honorable Kathryn Starkey	County Commissioner, District 3
The Honorable Mike Wells	County Commissioner, District 4
The Honorable Jack Mariano	County Commissioner, District 5
Mr. David Gwynn, P.E. (non-voting advisory)	FDOT, District Seven Secretary

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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The Draft Public Participation Plan for 2018 was available for the required 45-day comment period from February 22 to April 12, 2018 as advertised by newspaper, MPO's website, social media and presented to the MPO's Citizens Advisory Committee and MPO Board. Comments on the Draft Plan were incorporated throughout draft development as numerous presentations were made to the MPO's Committees.

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Section 1 Getting Started

ABOUT THE PASCO METROPOLITAN PLANNING ORGANIZATION

The Pasco County Metropolitan Planning Organization (MPO) was established in 1982, and serves as the transportation planning agency responsible for establishing priority multimodal transportation projects (such as highway, transit, bicycle, pedestrian, aviation, freight, and rail) for Pasco County. The Pasco County MPO ensures that federal funds for transportation are spent throughout the County based on a continuing, cooperative, and comprehensive process (commonly referred to as the 3-C process) that is fair and neutral and incorporates public participation.

The Federal-Aid Highway Act of 1973 established the requirements that every urbanized area with a population of more than 50,000 persons must have a designated MPO to qualify for federal highway or transit assistance (23 Code of Federal Regulations (CFR) 450.310(a)). The primary funding sources for the Pasco MPO come from two federal grants administered through the Florida Department of Transportation (FDOT), District Seven. Statewide and metropolitan planning processes are governed by federal law and applicable state and local laws, specifically if federal highway or transit funds are used for transportation investments.

The 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users (SAFETEA-LU) established a requirement for transparency for the public engagement process using electronic methods and visualization techniques to guide the development of public participation plans and programs (23 CFR, parts 450.210 and 450.316). Federal legislation, including Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in 2012 and Fixing America's Surface Transportation Act (FAST Act) signed into law in 2015, supported the same public participation requirements established in SAFETEA-LU. For more information on the acronyms and definitions used in this document see Appendix A-1 and for a summary of federal and state requirements, see Appendix A-2.

The MPO works hand-in-hand with Pasco County residents; local, state, regional, and federal transportation agencies; and elected officials to develop plans, programs, and projects that address short-term (up to five years) and long-term (up to 20 years) needs. The MPO is required to consider public input during the transportation planning process. The MPO staff is responsible for coordinating

MPO Board Representatives include:

- City of Dade City
- City of Zephyrhills
- City of Port Richey
- City of New Port Richey
- County Commission Districts 1, 2, 3, 4, and 5
- FDOT, District Seven Secretary (non-voting advisory)

public input and incorporating the desires of the citizens into the plans and programs that are approved by the MPO Board. The MPO Board includes elected officials with one representative from each of the four city governments and all five County Commission Districts.

The United States Department of Transportation (USDOT) relies on MPOs to develop plans and programs to ensure that existing and future expenditures of governmental funds are based on the 3-C process. The USDOT will only approve federal funding for intermodal transportation projects if they

are in adopted plans and programs. The MPO acts as the liaison between the local communities and the USDOT to ensure the development of transportation plans that represent local needs and desires.

The FDOT provides guidelines to MPOs across Florida as outlined in the FDOT's *MPO Program Management Handbook* (update June 2017). As defined by federal and state transportation regulation, the primary functions of the Pasco County MPO are as follows:

- Prepare and adopt a Public Participation Plan (PPP), which describes how the MPO involves the public and stakeholder communities in transportation planning. The MPO also must periodically evaluate its public involvement process.
- tion Plan
 colves the
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 olvement

 The purpose of this Handbook is to provide guidance to Florida Metropolitan Planning
 Organizations (MPO) and the Florida Department of Transportation (FDOT) staff for
 carrying out metropolitan transportation planning responsibilities. It presents procedures,
 policies, and tremelines for developing MPO planning and programming products required
 by Federal and State laws and the related administrative requirements MPOs and FDOT
 must meet.

MPO Program Management

Handbook

Florida Department of Transportation

Office of Policy Planning

- Direct the preparation of, adopt, and maintain the long-range and short-range projects and strategies of the Long Range Transportation Plan (LRTP) which addresses no less than a 20-year planning horizon.
- Develop and adopt a Unified Planning Work Program (UPWP) that identifies activities and budget per planning activities to be undertaken in the metropolitan area by the MPO.
- Update and recommend projects for implementation through the adoption of the Transportation Improvement Program (TIP), a five-year program for intermodal improvement, along with performing the air quality conformity determination if required based on a change of conformity status.

In addition to the annual review of plans and programs, the Pasco County MPO participates in a quadrennial certification process as part of the Tampa Bay Transportation Management Area (TMA) along with the Pinellas (Forward Pinellas) and Hillsborough MPOs. TMAs are designated by the U.S. Census Bureau every 10 years for urbanized areas (UZAs) with populations exceeding 200,000. The Tampa Bay TMA was part of a quadrennial review conducted in early 2017, and public comment was invited during a Pasco MPO Board public hearing in March 2017. As part of the Tampa Bay TMA, the Pasco MPO was certified on January 22, 2018; as stated below and included in Appendix B. The certification will remain in effect through June 2021. "The FHWA and the FTA jointly certify that the planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 CFR 450, Subpart C."



WHAT IS A PUBLIC PARTICIPATION PLAN?

The Public Participation Plan (PPP) describes the Pasco County MPO's strategies and techniques to inform and involve the public in the transportation planning process. This Plan is a blueprint to follow on how the public can participate in the MPO's required activities. Engaging the public in the decision-making process is important to the success of all the MPO's transportation planning programs, and the purpose of a PPP is to provide ample opportunities to ensure the public participation is facilitated. The PPP encourages interaction with citizens at locations where residents naturally gather, such as the Dade City Farmer's Market in September 2017.



Public involvement is encouraged at all stages of the transportation lifecycle. Early and continuing public involvement allows the MPO Board to be aware of potential issues, problems, and impacts; to discuss them more comprehensively; and to determine how to address such concerns. There is tremendous value in emphasizing the benefits of public outreach and participation at these early stages as the public may evaluate the options and provide the necessary input before the project goes to the funding and implementation stages.

WHO CAN PARTICIPATE?

Who can participate? All interested parties may participate. The Florida Statutes (FS), Chapter 339.155 includes a listing of how the state and federal government define an interested party as shown in the graphic box.

The Pasco MPO held an outreach event in August 2017 at the San Antonio Recreation Complex from 6 a.m. to 2 p.m. on both a Saturday and a Sunday to be available when the cycling clubs and local residents were more likely to use the

Interested parties:

- General public
- Affected public agencies
- Public transportation employees
- Private transportation providers
- Public transportation users
- Freightshippers
- Users of bicycle/pedestrian facilities
- Disabled
- Others as appropriate

complex. This event was an example of interested parties such as users of bicycle and pedestrian facilities participating in the process because the MPO went to the activity site.



In carrying out the guidelines in the PPP, the MPO holds public meetings at accessible locations and times; employs visualization techniques to describe transportation plans and programs; and makes public information available in an electronically-accessible format (such as the MPO's website) to afford reasonable opportunities for consideration of public comment and opinion.

The goal of the MPO's PPP is to ensure that all citizens, regardless of race, color, religion, familial and income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the MPO's planning process.

ORGANIZATION OF THE PPP

The Pasco County MPO is responsible for conducting many required activities that support the transportation planning process. Citizen participation is encouraged and incorporated into each of the plans and programs the MPO develops. Committees such as the Citizens Advisory Committee (CAC)



and the Bicycle/Pedestrian Advisory Committee (BPAC) are chaired and conducted through citizen participation. The CAC is pictured conducting a monthly meeting prior to the MPO Board's monthly meeting. The CAC and BPAC provide recommendations to the MPO Board on plans, programs, and special studies prior to adoption.

For example, the Draft PPP to 2018 was developed through CAC and BPAC participation from July 2017 to February 2018. The Draft PPP to 2018 was also advertised for public comment based on the required 45-day comment period prior to adoption. All comments were incorporated into the Final PPP to 2018.



The Technical Advisory Committee/Congestion Management Process (TAC/CMP) includes technical staff from the various transportation entities, including the County Engineering and Planning departments. It also includes representatives from the FDOT, local governments, school board, and agencies that represent the general population of Pasco County. This PPP is organized to provide an explanation of the required public participation functions of the Pasco County MPO. The sections are detailed below.

Section 1: Getting Started

Section 2: Pasco County MPO Functions

Section 3: Public Notification Requirements

Section 4: Tools and Techniques for PPP

Section 5: Engaging the Traditionally Underserved

Section 6: MPO's Goals and Objectives

Section 2 Pasco County MPO Functions

PLANS AND PROGRAMS CONDUCTED BY THE MPO

The Pasco County Metropolitan Planning Organization (MPO) is responsible for developing and adopting a variety of plans and programs that support the transportation system for Pasco County and appropriate regional connections. This section provides a brief summary of the MPO's major functions.

Public participation is encouraged during the development of the plans and programs through several types of events and locations for outreach. Public outreach is also accomplished through participation of the MPO's advisory committees such as the Citizen Advisory Committee (CAC). Information about the functions of the MPO is available to the public through the MPO's website: www.pascompo.net. Citizens can also contact the MPO directly by calling (727) 847-8140 or sending an email with the Comments/Questions link on the website.



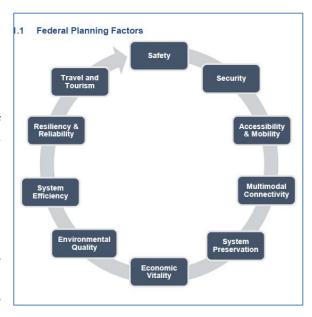
As mentioned in the prior section, as defined by federal and state transportation regulation, the primary functions of the Pasco County MPO are as follows:

- Prepare and adopt a Public Participation Plan (PPP), and periodically evaluate its public involvement process.
- Develop and adopt a Long Range Transportation Plan (LRTP) which addresses no less than a 20-year planning horizon.
- Develop and adopt a Unified Planning Work Program (UPWP) that identifies activities and budget per planning activities to be undertaken in the metropolitan area by the MPO.

 Update and recommend projects for implementation through the adoption of the Transportation Improvement Program (TIP), a five-year program for intermodal improvements.

As shown in the Florida Department of Transportation's (FDOT) *MPO Program Management Handbook* (updated June 2017), the MPO must consider several factors when developing plans and programs and assessing the multimodal transportation needs of the public.

This Section 2 describes the how each of the MPO's functions incorporates public outreach and how the various MPO committees help facilitate outreach as the Pasco MPO conducts it processes.



Public Participation Plan

Section 6 of this document details the MPO's 2018 public participation Goal and supporting objectives and performance measures. The overarching goal is listed below. *Objective 5 from the 2014 PPP document required the PPP to be updated at least every 3 to 5 years. This update to 2018 meets the MPO's required performance measures.*

PPP Goal: Effectively involve the public in the Pasco County MPO's transportation planning activities.

2014 PPP Objective 5: Continuously monitor and improve the PPP. The MPO Performance Measures supporting Objective 5 are listed:

- (5.1) Continuously explore new ideas and public input strategies and tools used to improve the
 public participation process, and incorporate into the PPP as part of the evaluation and update
 process.
- (5.2) Evaluate the PPP every two to three years.
- (5.3) Update the PPP at least every three to five years based on the evaluation of performance measures, changes to federal rules and regulations concerning public involvement, and particularly prior to major updates of plans and programs such as the LRTP and Transit Development Plan (TDP).

The Pasco County MPO has been certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly that the planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 Code of Federal Regulations (CFR) 450, Subpart C as of January 22, 2018. The certification process included a thorough review of the public participation process. The certification will remain in effect through June 2021.

Long Range Transportation Plan

The LRTP identifies Pasco County's transportation improvements for highway, transit, bicycle, pedestrian, aviation, freight, rail, and Intelligent Transportation System (ITS) projects over the next 20 to 25 years. The LRTP includes both long-range and short-range actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand (23 CFR 450.324(a)(b)). The LRTP is reviewed and updated at least every five years in air quality attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use trends and conditions (23 CFR 450.324(d)).

The LRTP is a required function of the MPO and is reviewed by the FDOT, FHWA, and the FTA, as the primary funding sources for the Pasco MPO comes from two federal grants administered through the FDOT, District Seven. The LRTP starts with identifying a list of needed improvements without concern for costs. The list of needed projects is then balanced with the amount of funding available or estimated to be available to create a comprehensive list of all cost affordable transportation improvements.

The MPO Board adopted MOBILITY 2040 on December 11, 2014 and it stays in effect until the next update is adopted. The MOBILITY 2040 is a comprehensive, multimodal "blueprint" aimed at meeting the transportation needs of Pasco County and the incorporated cities/towns of Dade City, New Port Richey, Port Richey, San Antonio, Zephyrhills, and St. Leo. MOBILITY 2040 was developed consistent with the Comprehensive Plans of Pasco County and the six incorporated cities, which identify the goals, objectives, and policies that guide future growth. As a multimodal transportation plan, MOBILITY 2040 considered not only needed road improvements, but also public transportation, bicycle, pedestrian, freight, and other transportation projects.

The MOBILITY 2040 relied heavily on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan.

Example of Mobility 2040 Outreach Brochure from 2014





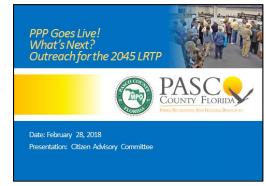
Participation in the 2045 LRTP and the PIP

An LRTP requires extensive public outreach, and a Public Involvement Plan (PIP) specific to the LRTP is created to guide the process. The PIP does not require adoption, as PIPs are created for many of the MPO's projects. The PPP is recognized as the overarching adopted outreach plan.

The 2045 PIP will outline the tools and techniques that may be applied during the 2045 LRTP and details the outreach plan for the LRTP's major phases with a schedule for outreach. The MPO has initiated the development of the next LRTP cycle to 2045 with the creation of a 2045 Logo and presentations on outreach to the CAC.

The MPO initiated an on-line community survey as part of the 2045 LRTP process and to start the public conversation on the goals for the LRTP. The MPO did a live push for this tool on April 16, 2018 for the survey and a 30-second video spot on social media.





As of April 20, over 500 surveys had been submitted that showed countywide responses.



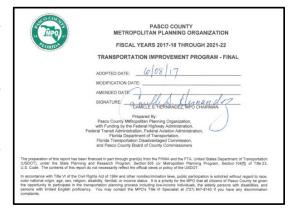




Transportation Improvement Program

The Transportation Improvement Program (TIP) is used as a short-term transportation planning document and is updated annually. An MPO's TIP reflects the short-term transportation investment priorities established in the MPO's current LRTP. It includes surface transportation projects within the boundaries of the MPO that receive federal funds. Federal law requires the TIP to cover a period of no less than four years, and to be updated at least every four years. If the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational (23 CFR 450.326(a)). However, Section 339.175(8)(a), Florida Statutes (FS), requires that MPOs develop an annual TIP that identifies projects to be carried out over the next five years.

The schedule for the development of the Pasco MPO's TIP must be compatible with the schedule for the development of FDOT's Work Program (Section 339.175(8)(c)(1), FS). Since the five-year work program is adopted annually, the TIP covers five years instead of four. This fifth year is considered "illustrative" for planning purposes. The Pasco MPO's TIP is included in the Statewide Transportation Improvement Plan (STIP).



The Pasco County TIP contains the list of the priority transportation improvements that are funded in the upcoming five years and covers the needs specific to Pasco County (locally and regionally). The Pasco County TIP is also reviewed and considered as part the Transportation Management Area (TMA) Leadership Group's regional project list for developing a regional LRTP.



PUBLIC HEARING NOTICE
PROPOSED TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) AMENDMENT FOR THE
I-75/S.R. 56 DIVERGING DIAMOND INTERCHANGE

The Pasco County Metropolitan Planning Organization (MPO) will hold a public hearing on Thursday, February 22, 2018, at the West Pasco County Government Center, Board Room, First Floor, 8731 Citizens Drive, New Port Richey, Florida, at 10:00 a.m., for the purpose of allowing the public to comment on a proposed amendment to the MPO's Fiscal Year 2017-18 Transportation Improvement Program (TIP) for Project Name: 430573-1, I-75/S.R. 56 Interchange from East of C.R. 54 to West of Cypress Ridge Blvd (Phase 1). This is an existing capacity project (diverging diamond interchange).

Public comment is solicited during the development and adoption of the Pasco MPO's TIP amendments to the TIP. The MPO places a public announcement in the newspaper and appropriate media outlets, and places the draft TIP document on the MPO's website for public comment. The MPO's committees including the CAC are presented with the draft TIP during development, and all TIP amendment requests prior to Board adoption.

Based on the Federal Certification review conducted in 2017, the Pasco MPO is required to include as part of the TIP document: The TIP notice also satisfies the Program of Projects (POP) requirements of the Urbanized Area Formula Program of the FTA for Pasco County Public Transportation (PCPT) as per FTA Circular 9030.1 E. The MPO and its Advisory Committees are involved in the transportation planning process. The TIP also covers PCPT's federal requirements for Public Participation portion of 9030.1.



TIP Priority List Development

The TIP's List of Priority Projects (LOPP) is completed on an annual cycle in two steps. The first step creates a multimodal list of priority projects to be completed in the next five years and begins in the August/September timeframe. The LOPP is taken to the MPO Board for adoption each September with a transmittal deadline of October 1st to the FDOT. The LOPP is used as input for the development of the FDOT's Tentative Five-Year Work Program (and ultimately into the STIP) for consideration as part of the statewide funding allocation process.

The FDOT Work Program also has a public review and comment period in December, which leads to a public hearing and approval of a Final FDOT Work Program and a Final MPO TIP LOPP which moves forward into the MPO's next year TIP. The LOPP is adopted in June/July of the following year and is used to develop the next draft of the final TIP document. This cycle re-occurs again in August/September for the next cycle of development of the LOPP. It should be noted that the MPO's public participation process for the TIP document also satisfies the Pasco County Board of County Commissioners' (BOCC) public participation requirements for the FTA Section 5307 POP.

Final TIP Development

Following adoption of the LOPP, the MPO develops the draft TIP document, which is produced and taken to the MPO Board for a 30-day comment period the following year between March/April and approved during June/July. The final document must be submitted to the FDOT by July 15th. Public involvement is encouraged throughout the process, but more specifically solicited during the development of the TIP LOPP and again prior to the final TIP adoption.

The MPO is also responsible for developing a Congestion Management Process (CMP) Plan for Pasco County, which identifies operational and safety improvements that are anticipated to reduce congestion and improve the overall operation of the transportation system, with specific attention paid to safety and mobility. Each year, in conjunction with the annual TIP update, the CMP Task Force assesses the transportation system, reviews congested and hazardous corridors and hot spots, and

develops a project priority list to be considered as part of the LOPP and TIP development process. The CMP is available on the MPO's website.

Unified Planning Work Program

Each Florida MPO, in cooperation with the state and public transportation operator(s), must develop a UPWP that includes a discussion of the planning priorities for the MPO's planning area (23 CFR 450.308(c)). The UPWP identifies work proposed for the next one- or two-year period. In Florida, the MPOs are currently on a two-year UPWP schedule. The UPWP also provides a status report on the activities undertaken in the previous year to highlight accomplishments. The FDOT provides the MPOs with a UPWP balance sheet indicating available federal and state funding for each MPO in Florida. The MPOs use this FDOT balance sheet, which includes year one allocation and, for illustrative purposes, the anticipated year two allocation of funding that is available to develop the draft UPWP for citizen comment, review by committees, and review by their Boards.

The MPO's UPWP is developed on a bi-annual basis to define the planning activities and estimated budget for tasks to be undertaken by the Pasco MPO staff to address the planning process for Pasco County. The UPWP is amended every other year and must be approved by the MPO's advisory committees and the Pasco MPO Board, as well as FDOT, FTA, and FHWA. The Pasco MPO develops and adopts the tasks for the first year, and includes an estimated budget for the following year, which may be amended as necessary after adoption. Public comment is solicited during the development and adoption of the Pasco MPO's UPWP. The MPO places a public announcement in the newspaper and appropriate media outlets, and places all draft UPWP documents on the MPO's website. The website provides language translation to browse the site, with a website example shown here *in Spanish*.



The MPO's committees including the CAC are presented with the draft UPWP during development for comment and recommendations to the Board, and citizens and the committees have the ability to comment on all UPWP amendment requests.

Special Projects

The MPO undertakes special studies and projects that are of particular community, regional, and statewide significance. These projects are provided on the MPO's website as they are developed and public participation is invited through project announcements, newspaper notifications, committee review, and links on the MPO's website. Examples of special projects (underway or completed) are highlighted below:

The NE Pasco "The Hills" Multimodal Safety Study was initiated in January 2017 and focused on multimodal safety issues for over 60 miles of rural roadway in San Antonio and surrounding areas,

including Dade City. The study area included numerous hills that are attractive to runners and cyclists. The cycling clubs plan rides on weekends and some weeknights that include over 100 riders in a day. The MPO held outreach events, shown here, to collect data from users of the roadway system with a focus on safety concerns. Comments were gathered from local citizens visiting the county park and runners and cycling clubs. The outreach event was conducted over a two-day period; over 150 persons participated.



The Withlacoochee State Trail Connector Study was initiated in 2016 and focuses on identifying a preferred route to connect the future northern extension of the Hardy Trail in Dade City to the Owensboro Junction Trailhead of the Withlacoochee State Trail, approximately six miles.

The study is being conducted such that the preferred route will be consistent with the Pasco County 2040 LRTP and potential linkages to the PCPT bus routes.





Public outreach for the project is scheduled to conclude in February 2018 and the recommended alternative will be presented to the MPO Board in May 2018. The outreach included three workshops in Dade City and public outreach at the Dade City Farmer's Market. The MPO advertised the project through public notices in the paper, email blasts, a link to the County's website, and the Dade City website.

The Wesley Chapel Roadway Connections Study was initiated by the Pasco MPO in January 2017 to

evaluate the pros and cons of three potential roadway connections in the Wesley Chapel area: Mansfield Boulevard and Kinnan Street, Meadow Pointe Boulevard and Meadow Pointe Boulevard Extension, and Wyndfields Boulevard and Wyndfields Boulevard Extension.

Engaging the public is an integral part of the Wesley Chapel Roadway Connections Study. To kick off the project, an open-house style public information meeting was held on April 18, 2017 to gather public comments. A second public meeting will be conducted in April 2018 to present the Draft Study Report results along with a 30-day comment period to allow input from the public on the findings. An online opinion poll will be conducted to enable the public to vote (yes or no) on the proposed connections. The results of the Final Study

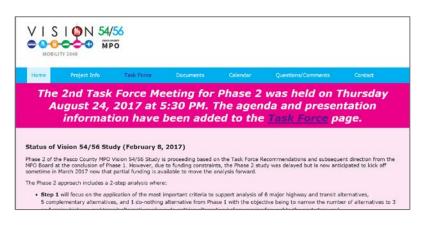
Report and all public involvement efforts will be presented to the MPO Board and the BOCC.





The 54/56 Vision. The MPO began studying potential highway and transit improvements on the SR 54/56 corridor from U.S. 19 to Bruce B. Downs Boulevard in 2014 with a stakeholder steering

committee. The MPO provided all material for this vision process on the MPO's website. Materials for both Phase 1, conducted previously in 2014/2015, and Phase 2, currently underway, are on the 54/56 Special Project public outreach page. Phase 2 includes a continued stakeholder outreach team to evaluate alternatives resulting from the process.





Transit Development Plan

The Pasco County Board of County Commissioners provides fixed-route and paratransit services through the PCPT Department. The County's website provides the contact information for PCPT including links to fares, routes and schedules, Title VI and American with Disabilities Act (ADA) options.



PCPT is the lead agency to conduct the development of the TDP and is responsible for public notices and outreach. The MPO supports the TDP by providing funding, data development, and participating in outreach. The TDP is a 10-year strategic transit plan (updated every five years), which addresses the needs and objectives of the transit operator.

In developing the TDP, PCPT analyzes the existing transit system, including all routes, shelters and connectivity to stops such as sidewalks and trails.







The current TDP update was adopted by the MPO Board on October 10, 2013 and is listed on the County's website. The branded logo is Access Pasco and the document is the Access Pasco Ten-Year Transit Development Plan FY 2014-2023. The next cycle for the TDP Update is underway for 2018.

The TDP requires extensive public outreach specific to local, state and federal transit outreach requirements as outlined by the FDOT, FHWA and FTA. The PCPT staff will use the MPO's adopted PPP to be consistent with County's outreach policy. The flyer shown here lists two outreach public workshops scheduled for February 2018. The first at the Wiregrass Mall (an open air mall with a farmer's market on Saturday which increases access to Pasco residents). The second workshop will be held at the West Pasco Government Center on a Thursday, a location with transit access.

MPO Committee and Board Meetings for TDP

The MPO's advisory committees review the TDP, the MPO Board adopts it, and then the Board of County Commissioners adopts the TDP. Public notice is provided for these meetings to hear and respond to concerns during the public comment portion of the

provided for these meetings to hear and respond to concerns during the public comment portion of the meetings. Throughout development of the TDP, materials are placed on the PCPT website for the public to reference. Items may include maps, project lists, newsletters, and comment forms.

Based on the Federal Certification review conducted in 2017, the Pasco MPO is required to include as part of the TIP document: The TIP notice also satisfies the POP requirements of the Urbanized Area Formula Program of the FTA for PCPT as per FTA Circular 9030.1 E. The MPO and its Advisory Committees are involved in the transportation planning process. The TIP also covers PCPT's federal requirements for Public Participation portion of 9030.1.

TDP Agency Coordination

Regional Coordination – Throughout development of the TDP, PCPT and the MPO work closely with regional agencies such as the Tampa Bay Area Regional Transit Authority (TBARTA was recently rebranded by the Florida Legislature as the transit authority for the region) and neighboring transit agencies such as the Hillsborough Area Regional Transit Authority (HART) and the Pinellas Suncoast Transit Authority (PSTA) to develop a transit plan that reflects regional needs, as well as connections to adjacent transit agencies. A representative of PCPT participates on the TBARTA Transit Committee and works closely with TBARTA staff to ensure the PCPT plan is regionally consistent.



Quadrennial Certification

The Pasco County MPO participates in a quadrennial certification process as part of the Tampa Bay TMA along with Forward Pinellas (Pinellas County MPO) and the Hillsborough County MPO. TMAs are designated by the U.S. Census Bureau every 10 years for new urbanized areas (UZAs) with populations exceeding 200,000, following the conclusion of each decennial census. Once designated as part of a TMA, each MPO participates in a quadrennial review by the federal government, which includes a review of all of the processes the MPO is responsible for administering, including implementing a PPP.

The Tampa Bay TMA was part of a quadrennial review in early 2017, and public comment was invited during an MPO Board public hearing in March 2017. Pasco County received the certification approval as of January 22, 2018. The certification will remain in effect



through June 2021. "The FHWA and the FTA jointly certify that the planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 CFR 450, Subpart C."

MPO BOARD AND COMMITTEES

The MPO is required to have an MPO Board; a Technical Advisory Committee/Congestion Management Process (TAC/CMP) and a Citizens Advisory Committee (CAC). The MPO also supports a Bicycle/Pedestrian Advisory Committee (BPAC), created in 2012.

MPO Board

The MPO is required to have a governing board of voting members (elected officials) appointed by the Governor of Florida. The MPO Board consists of five county commissioners, one elected official from each of the four largest municipalities in Pasco County, and the FDOT District Seven Secretary (as a non-voting advisory member). City representatives have the option of identifying an alternate member that may vote in his or her place.

	Position	Address	Phone & Fax Number
Lance Smith	City Council Member City of Zephyrhills	5335 8th St. Zephyrhills, FL 33540	Ph: (813) 780-0000 Fx: (813) 780-0005
Jeff Starkey	MPO Vice Chairman City Council Member City of New Port Richey	City of New Port Richey 5919 Main St. New Port Richey, FL 34652	Ph: (727) 841-4500 Fx: (727) 841-4575
Mike Wells	County Commissioner, District 4 Pasco County Board of County Commissioners	West Pasco Government Ctr. 8731 Citizens Drive, Suite 150 New Port Richey, FL 34654	Ph: (727) 847-8100 Fx: (727) 847-8969
Kathryn Starkey	County Commissioner, District 3 Pasco County Board of County Commissioners	West Pasco Government Ctr. 8731 Citizens Drive, Suite 150 New Port Richey, FL 34654	Ph: (727) 847-8100 Fx: (727) 847-8969
Jack Mariano	County Commissioner, District 5 Pasco County Board of County Commissioners	West Pasco Government Ctr. 8731 Citizens Drive, Suite 150 New Port Richey, FL 34654	Ph: (727) 847-8100 Fx: (727) 847-8969
Mike Moore	County Commissioner, District 2 Pasco County Board of County Commissioners	Pasco County Historic Courthouse 37918 Meridian Ave. Dade City, FL 33525	Ph: (352) 521-4111 Fx: (727) 847-8969
Camille Hernandez	MPO Chairman Mayor, City of Dade City	14022 Fifth Street Dade City, FL 33525	Ph: (352) 567-2260
Dale Massad	Mayor, City of Port Richey	6333 Ridge Rd. Port Richey, FL 34668	Ph: (727) 816-1900 Fx: (727) 845-3975
Ron Oakley	County Commissioner District 1 Pasco County Board of County Commissioners	Pasco County Historic Courthouse 37918 Meridian Ave. Dade City, FL 33525	Ph: (352) 521-4111 Fx: (352) 521-4105
Non Voting Advisor			
Mr. David Gwynn, P.E.	Secretary, District Seven (Non-Voting Advisor) Florida Department of Transportation	11201 N. McKinley Dr. Tampa, FL 33612-6403	Ph: (813) 975-6039 Fx: (813) 975-6738

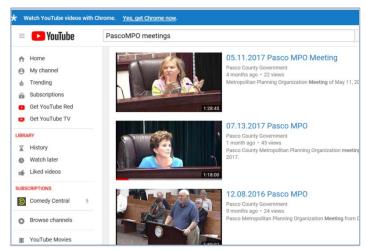
Live MPO Board Meetings! The Media Relations and Communications Department of the County has instituted live broadcasts of several Pasco County functions, including Pasco County MPO Board meetings. The public meetings can be viewed on YouTube, with videos of MPO meetings in the library since September 8, 2016.



The MPO Board rotates meeting locations between the Historic Pasco County Courthouse (served by Route 30) and the West Pasco Government Center (served by Routes 14 and 23). The MPO staff considers the location for MPO Board meetings in coordination with routes

provided by PCPT.





The live streaming option is available through the County's phone-based MyPASCO App.

Citizens Advisory Committee

The MPO supports a CAC comprised of residents who represent a broad spectrum of backgrounds and interest in the transportation system. The CAC reviews all of the MPO's plans and programs and provides a citizen's perspective relating overall community needs and values to planning goals for transportation decisions. There are nine positions on the CAC, each appointed by a MPO Board member. Committee members serve three-year terms, with an option to be re-appointed. As vacancies occur, nominees are chosen in several ways including applicants on file; citizens referred by other CAC, TAC, or MPO Board members; or general solicitation through the local news media.





The MPO staff coordinates the locations at each meeting considering transit and accessibility:

- 1) West Pasco Government Center, 8731 Citizens Drive, New Port Richey (served by Routes 14 and 23).
- 2) City of Dade City, 14150 5th Street, Dade City (served by Route 30).
- 3) Pasco Economic Development Council of Land O' Lakes on SR 54 at 16506 Pointe Village Drive, Suite 101, Lutz (a transit stop is located on SR 54 at Crossing Boulevard that is within a mile walking distance).
- 4) Wesley Chapel American Consulting Office, 2818 Cypress Ridge Boulevard, Wesley Chapel.

The agenda for the CAC is advertised on the Pasco County website prior to the meeting date. Minutes and attendance are provided upon request and are kept in hard copy at the MPO office. The CAC meets on a monthly basis, one week and one day before the MPO Board meeting.





The CAC provides recommendations to the MPO Board based several aspects of outreach:

- Promote better public outreach using general information about the transportation planning process;
- Relate overall community needs and values relative to planning goals to future land use and transportation decisions;
- Evaluate and propose solutions and alternatives on the transportation planning activities;
- Identify existing transportation problem areas of general citizen concern;
- Review and comment on the TIP, UPWP, PPP and LRTP; and
- Provide recommendations to the MPO Board through CAC monthly meetings.

To become a member of the CAC, interested persons are encouraged to contact their county or city representative on the MPO Board, or the MPO office at (727) 847-8140.

Bicycle/Pedestrian Advisory Committee

The MPO Board approved a staff recommendation authorizing the creation of a Bicycle/Pedestrian Advisory Committee (BPAC) in April 2012. The BPAC meets on the fourth Tuesday of each month and the meetings are rotated across the County to increase participation.

The BPAC reviews plans, programs and special studies to promote safety, security, education, and enforcement of laws pertaining to both pedestrians and bicycles. The BPAC is responsible for recommendations to the MPO Board on matters concerning developing and implementing a comprehensive bikeway and pedestrian system, which is a part of the MPO's LRTP. The BPAC considers both pedestrian and bicycle needs, and connectivity to local projects.







BPAC scheduled meetings and agendas are provided on the County's website prior to the meetings. Currently, the BPAC has twenty volunteers: twelve seats are held by citizens and eight seats are held by representatives of local agencies, cities and representatives from Pasco County.



The BPAC reviews Pasco MPO projects such as bicycle and pedestrian connectivity projects and trail feasibility studies, makes recommendations to the MPO Board, and BPAC members often participate in



public outreach events. The BPAC also participates on a Tri-County Regional BPAC with Hillsborough and Pinellas BPACs. The Tri-County meetings focus on projects that connect the three counties and the meetings are rotated among the counties.



Technical Advisory Committee/Congestion Management Process

The TAC/CMP is an advisory group made up of professional and technical representatives including planners, engineers, and other disciplines. The TAC/CMP members meet on a monthly basis and review technical matters and make recommendations concerning transportation plans and programs to the



The CMP Task Force was created in 1996 to function under the TAC to help produce an operational congestion management plan for Pasco County. The CMP involves developing and monitoring performance measures that address the

MPO Board.

level of service for roadways, safety/crashes, public transportation, goods/freight movement, trail facilities, and bicycle and pedestrian facilities. The CMP is used to create a state of the system report that supports the development of projects that improve congestion in Pasco County and can be incorporated.

Local Coordinating Board



PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
MONDAY, MAY 7, 2018, 1:30 P.M.

WEST PASCO GOVERNMENT CENTER 8731 CITIZENS DRIVE, THIRD FLOOR - CONFERENCE ROOM A NEW PORT RICHEY, FL 34654

CONFERENCE CALL IN 1-800-368-2411 Ext.8001

AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS
- II. PUBLIC COMMENT (items or issues not scheduled on today's agenda)
- III. APPROVAL OF MEETING MINUTES
 - A. Approval of Minutes Meeting of April 9, 2018 (not available)
- IV. ACTION ITEMS
 - A. Two Year Unified Planning Work Program Fiscal Year 2018-19 thru 2019-20 🗓 page 2
 - B. Public Participation Plan Update page 6

The Pasco County Transportation Disadvantaged Local Coordinating Board (LCB) is part of the network of organizations that serve as an advisory board and the Pasco LCB aids in the planning, reviewing and approving the Pasco County Transportation Disadvantaged Service Plan (TDSP). The TDSP outlines how the Community Transportation Coordinator (CTC) (for Pasco this is PCPT) will address the mobility needs of Pasco County through the provision of demand-response public transportation.

The Pasco MPO (non-voting) is responsible for conducting the Pasco County LCB. The MPO as the LCB provides input in the development of the TDSP, but PCPT is responsible for adopting the document.

The Pasco County LCB includes members representing senior citizens, persons with disabilities, social service agencies, state agencies, and private providers of transportation. Transportation disadvantaged persons are those that cannot provide their own transportation due to age, disability, or income level. The Pasco County LCB identifies local service needs and provides information, advice, and direction to the MPO and PCPT. The LCB is comprised of 17 positions, 14 of which are representatives of agencies

including one County Commissioner/MPO Board member as chair as mandated by the State of Florida Commission for the Transportation Disadvantaged; and three are citizens, acting on behalf of the Transportation Disadvantaged community. Non-agency members are selected by a subcommittee of the LCB and serve a term of three years.

LCB AGENDA ITEM VI. B.

2018 LCB Quarterly Meeting Schedule

Florida Statutes, Chapter 427 and Florida Administrative Code, Rule 41-2 require that the LCB Board meet at least quarterly. To ensure meetings are scheduled and conducted within each quarter, we are asking the Board to approve the attached proposed LCB meeting schedule. All meetings start at 10:00 AM.

Thursday, February 8, 2018 West Pasco Government Center, New Port Richey

Thursday, May 24, 2018 Historic Courthouse, Dade City

Thursday, August 30, 2018 West Pasco Government Center, New Port Richey

Thursday, December 06, 2018 Historic Courthouse, Dade City

In Pasco County, the LCB meets quarterly and meeting dates and agendas can be found on the County's website. One of the four quarterly LCB meetings a year is also advertised as a hearing for public comment. Each of the three MPOs in the Tampa Bay TMA support an LCB and they coordinate on regional needs. Those interested in serving on the LCB may contact the Pasco County MPO at (727) 847-8140 for more information.

Tri-County Access Plan

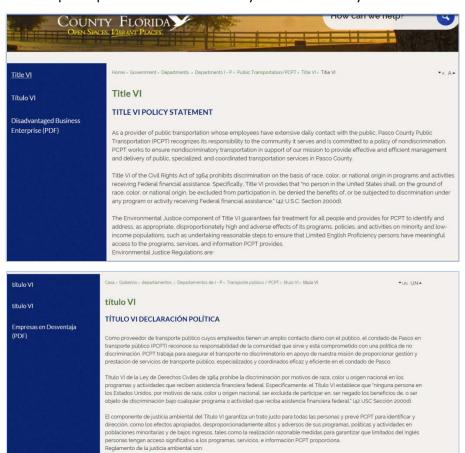
The Tri-County Access Plan (adopted 2009) is a function conducted by the Pasco MPO and is linked to the MPO's website. The Tri-County Access Plan identifies public transportation services to low-income persons for the purpose of accessing jobs and to elderly and disabled persons to increase integration into the workforce and participation in the community. The Tri-County Access Plan is

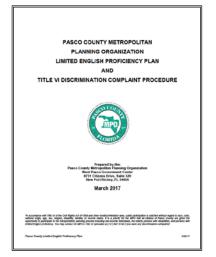
developed in cooperation with the Pinellas County and Hillsborough County MPOs.

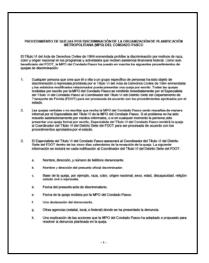
LEP and Title VI

The LEP and Title VI links (Updated March 2017) on the MPO's website are shown with these screen captures. An example of the Title VI on the website notification in Spanish is provided.

The MPO includes within the text of all public notices the option for a translator. The Title VI contact is also in the notice and on the website.

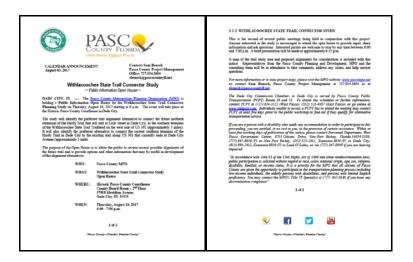








An example of Title VI language is shown in this notice for the Withlacoochee Trail Open House.



The MPO includes this text in each notice as shown in the example for the TIP.

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FISCAL YEARS 2017-18 THROUGH 2021-22: If you are a person who needs translation services, Pasco County MPO will take reasonable steps at no cost to you to allow participation in this proceeding. At least seven days prior to the meeting, please contact the MPO, West Pasco Government Center, 8731 Citizens Drive, New Port Richey, Florida 34654-5598. The Board Room in New Port Richey is served by Pasco County Public Transportation (PCPT) Routes 14 and 23. To obtain bus schedules or further information, contact PCPT at (727) 834-3322 (West Pasco), (352) 521-4587 (East Pasco), or go online at www.ridepcpt.com. Individuals unable to access a PCPT bus to attend the meeting may contact PCPT at least five days prior to the public hearing to find out if they qualify for alternative transportation service.

As stated on the MPO's website, it is a priority that all citizens in Pasco County be given the opportunity to participate in the transportation planning process, including low-income individuals, the elderly, persons with disabilities, and persons with limited English proficiency (LEP). In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status.

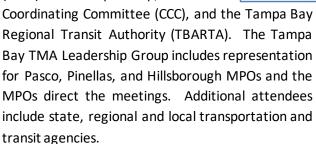
The MPO website includes the MPO's Title VI Specialist for any discrimination complaint. MPO Title VI Specialist, Manny Lajmiri, 727-847-8140.

As part of the MPO's LEP responsibilities, the MPO has persons identified that work for the County who are scheduled to attend meetings, and the MPO also has access to a service that can assist with interpreting questions at either a public meeting or in person if necessary.

It is standard to include a person who speaks Spanish at public workshops or hearings when deemed necessary by MPO staff. It is also required by the Florida Department of Transportation for projects that involve state or federal roadways such as the Overpass Road Project Development and Environment (PD&E) or the US 301 PD&E that was conducted in Pasco County.

Regional Coordination

The MPO Board recognizes the importance of regional coordination and the Pasco County MPO participates on regional committees/ authorities including the Tampa Bay Transportation Management Area (TMA) Leadership Group, the Chairs







The Tampa Bay Area Regional Transit Authority (TBARTA) is a regional transit planning agency that coordinates its Master Planning through support from the local MPOs. The CCC is supported through TBARTA with representation from seven West



Central Florida MPOs, and state and regional transportation agencies to promote regional consistency among the several plans that guide the West Central Florida area. The CCC meets annually. The Pasco County MPO participates in the annual CCC meeting and TBARTA Board meetings. Documents developed in coordination with the CCC and TBARTA that impact Pasco County are linked on the MPO's website.

The TMA Leadership Group rotates locations and meetings are held every other month with notification by email and on the MPO's websites. The TMA Leadership Group is developing a regional LRTP to coincide and supplement with local LRTP development for each MPO. The outreach for the regional LRTP will be conducted using on-line surveys and each MPO is contributing funding to the regional effort.



Table 2-1 provides the schedule for MPO Board and committee meetings and the addresses for each potential location are provided in bold following the table. **Figure 2-1** provides a sample of the existing transit route system that is reviewed when selecting meeting locations to enhance public access.

Table 2-1: Board and Committee Meeting Times and Locations

	Meeting Day & Time	Location (addresses below)		
Please note the Pasco County MPO's website provides a link to the calendar and agenda for the MPO Board and Committees. The website is www.pascompo.net				
MPO Board Second Thursday of each month Center and the Historic Pasco Country		Locations alternate between the West Pasco Government Center and the Historic Pasco County Courthouse in Dade City, which are both served by transit.		
CAC	Wednesday (during week prior to Board meeting) 9:30 a.m.	Locations rotate between the Pasco Economic Development Council, West Pasco Government Center, Historic Pasco County Courthouse, Wesley Chapel, and other locations as necessary.		
ВРАС	Fourth Tuesday of each month - 5:45 p.m.	Locations rotate among locations to increase participation for citizens residing in the east, central and west portions of the County.		
TAC , Table 1 and		West Pasco Government Center. For those unable to attend, please contact MPO for phone number.		
LCB	Quarterly, 10:00 a.m., check website for dates	Locations rotate between the Historic Pasco County Courthouse and West Pasco Government Center		
TMA Leadership Group	Every other month, locations rotated a mong counties, per MPO's website.	•		
Regional CCC	CCC meets annually	Location is generally at TBARTA facilities.		
TBARTA	Meets quarterly and meetings are posted on the MPO's website.	Location is generally at TBARTA facilities.		

Transit routes are shown on Figure 2-1. Meeting locations are planned to occur near a transit route whenever possible. For all MPO Board meetings, transit is available to attend the meeting.

Historic Pasco County Courthouse

37918 Meridian Avenue Dade City, FL 33525

Pasco Hernando State College East Campus Dade City

36727 Blanton Road Dade City, FL 33523

Rasmussen College (BPAC)

18600 Fernview Street N/W Corner of SR 54 and Sunlake Boulevard Lutz, FL 33558

Wesley Chapel

Wesley Chapel American Consulting Office 2818 Cypress Ridge Boulevard Wesley Chapel, FL 33544

Pasco County Economic Development Council

16506 Point Village Drive, Suite 101 Lutz, FL 33558

West Pasco Government Center

8731 Citizens Drive New Port Richey, FL 34654

Pasco County Utilities

19420 Central Boulevard Land O Lakes, FL 34637

Starkey Park (Tri-County BPAC)

New Port Richey New Port Richey, FL 34655

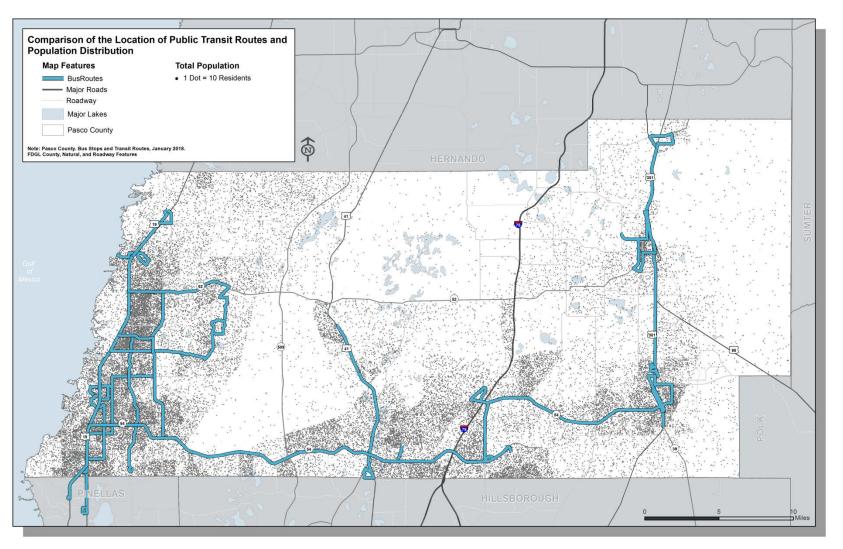


Figure 2-1: Population Density in Pasco County with Transit Route Overlay, January 2018

Section 3 Public Notification Requirements

Citizen participation is encouraged and incorporated into each of the plans, programs, and projects the Metropolitan Planning Organization (MPO) develops. Florida's *Government-in-the-Sunshine Law* was enacted in 1967 and today the law regarding open government can be found in Chapter 286 of the Florida Statutes (FS); which establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local governmental agencies or authorities and requires a board or commission provide reasonable notice of all such meetings.

LEGAL ADVERTISEMENTS

Public Review and Comment Period and Public Hearing

The MPO is required to provide public notice for citizens to participate in the development, review, and adoption process for the MPO's plans and programs. **Table 3-1** specifies the requirements for the minimum review periods and public hearing advertisement requirements for these documents: Public Participation Plan (PPP), Long Range Transportation Plan (LRTP), Transit Development Plan (TDP (not a required advertisement for the MPO, but MPO supports TDP production and uses data from outreach as part of LRTP process), List of Priority Projects (LOPP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Transportation Management Area (TMA) Quadrennial Certification, and Transportation Disadvantaged Local Coordination Board (LCB). For the PPP, federal legislation requires that an MPO provide 45 days for comment prior to adoption. The minimum review and comment period for other major plans and programs is set by the discretion of the MPO Board and/or staff and coordinated with participating review agencies such as the FDOT.

Table 3-1: Public Notice Requirements

Program or Plan (Adoption)	Advertisement Requirements for Review Period (Calendar Days) ¹	Minimum Review and Comment Period (Calendar Days) ¹	Advertisement Requirements for Public Hearing (Calendar Days) ¹
Public Participation Plan (PPP)	5-10 days	45 Days	5-10 days
Long Range Transportation Plan (LRTP)	5-10 days	Month	5-10 days
Transit Development Plan (TDP) (MPO does not advertise for TDP, but supports TDP development and participates in outreach)	5-10 days	Month	5-10 days
List of Priority Projects (LOPP) for Transportation Improvement Program	5-10 days	Month	5-10 days
Transportation Improvement Program (TIP)	5-10 days	Month	5-10 days
Unified Planning Work Program (UPWP)	5-10 days	Month	5-10 days
Transportation Management Area (TMA) Quadrennial Certification (Federal)	5-10 days	Month	5-10 days
LCB Annual Public Hearing (first part of one of the four quarterly meetings advertised as hearing for public comment)	5-10 days	Month	5-10 days

¹ Advertisement requirements include the number of days a notice must be placed in the newspaper and on the MPO's website prior to when the review period begins and prior to when a public hearing is held. Month is defined as a minimum of 28 days with an average advertisement range of 30 days.

A public notice is required to notify the public that a document is available for public review and comment, with an upcoming public hearing to adopt it. If a public hearing is determined by the MPO Board to be necessary, the first advertisement is published in the newspapers between five to 10 days *prior* to the opening of the public review and comment period. The second notice for a public hearing is placed between five and 10 days *prior* to the public hearing date to adopt the plan or program.

Short Notice/Special Meetings

Periodically, the MPO staff is requested to hold a public hearing or special meeting on short notice to address an item that requires immediate MPO Board action. In such cases, the MPO may need to advertise the public hearing/meeting in a shorter period of time, or provide a shorter review and comment period than is reflected in Table 3-1 for each of the major plans and programs. All possible effort will be made to adhere to the MPO's notification requirements, but if necessary the MPO staff will place the notices regarding short notice meetings and special meetings on the MPO's website.

Amendments or Revisions of Plans and Programs

Revisions to a plan or program also involve public participation. **Table 3-2** specifies the advertisement requirements for the minimum review periods and public hearing notification times for revisions to the major plans and programs that are part of the MPO's responsibilities. The following information summarizes the revision process for the PPP, LRTP, TIP and UPWP. Additional information is available through the FDOT's MPO Program Management Handbook.

Table 3-2: Revisions (Amendments and Modifications) Public Notice Requirements

Program or Plan Revisions (Amendments and Modifications)	Advertisement Requirements for Review Period (Calendar Days) ¹	Minimum Review and Comment Period (Calendar Days)	Advertisement Requirements for Public Hearing (Calendar Days) ¹	
	Amen	dments		
PPP	5-10 days	45 Days	5-10 days	
LRTP Amendment	5-10 days	5-10 Days	5-10 days	
TIP Amendment	5-10 days	5-10 Days	5-10 days	
UPWP Amendment	5-10 days	5-10 Days	5-10 days	
Modifications				
LRTP Modification	MPO website	N/A	N/A	
TIP Modification	MPO website	N/A	N/A	
UPWP Modification	MPO website	N/A	N/A	

¹ Advertisement Requirements include the number of days a notice must be placed in the newspaper and on the MPO website prior to when the review period begins.

N/A = not applicable.

PPP Amendments

An amendment to the PPP is considered any change to the document and may occur at any time, but requires a 45-day review and comment period prior to amending the Plan.

UPWP Revisions – Modifications and Amendments

A UPWP modification requires a notification of the change to FDOT and FHWA/FTA, but does not require approval by the MPO Board. A modification is defined by these guidelines: the modification is a minor revision that does not change the FHWA approved planning budget reflected in the adopted UPWP, scope of a project, remove a task, or change the ratio of consultant verses staff time within an individual task.

A UPWP amendment must be approved by FHWA/FTA and is noticed on the MPO's website. A UPWP amendment is defined by these guidelines: the amendment is a major revision that may change an FHWA approval for planning funds, change the scope of the FHWA work tasks, or add or remove a work task. The amendment is posted on the MPO's website.

LRTP and TIP Revisions – Modifications and Amendments

For the LRTP and TIP, federal regulations define two types of revisions: 1) administrative modifications and 2) amendments, as described below:

- An LRTP or TIP administrative modification is a minor revision that includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. It does not require public review and comment or re-demonstrating fiscal constraint (23 Code of Federal Regulations (CFR) 450.104) for the FHWA/FTA. An administrative modification is posted on the MPO's website.
- 2) An LRTP or TIP Amendment.
 - LRTP Amendment A LRTP amendment is a major revision to the adopted 20-year plan, and may occur at any time, but does not require a new 20-year horizon. An LRTP amendment is necessary when one or more of the following criteria are met:
 - > A request to delete or add projects that includes major changes to project costs,
 - A change to project phases or initiation dates, and
 - > A change to design concepts and/or scopes for existing projects.

An LRTP amendment requires public review and comment and re-demonstrating fiscal constraint for the FHWA/FTA. An LRTP amendment is posted on the MPO's website.

- TIP Amendment A TIP amendment is a major revision to the program, and is typically initiated by FDOT. The TIP amendment may include adding or deleting a project due to change in the FDOT's Five-Year Work Program, and the FDOT is required to present the change to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) prior to requesting a review and approval by the MPO Board. A TIP amendment is necessary when one or more of the following criteria are met:
 - > The change adds new individual projects,
 - > The change adversely impacts financial constraint,

- > The change results in major scope changes,
- > The change deletes an individually listed project from the TIP, and
- > The change results in a cost increase greater than 20% and \$2 million.

A TIP amendment requires public review and comment, re-demonstration of financial constraint, or an air conformity determination, if applicable. All TIP amendment requests are reviewed by the FDOT Office of Policy Planning and the Federal Aid Office to ensure they are accurate and complete prior to submittal to the FHWA and/or the FTA for their review and approval.

NOTIFICATION TOOLS FOR PUBLIC PARTICIPATION

The MPO staff is responsible for using available notification tools to inform the public of upcoming hearings, meetings, and events. **Table 3-3** provides a cross reference for the types of meetings and the public notification tools utilized by the MPO. The MPO employs several notification strategies to inform the public of these meetings. These tools can include newspaper notification, the Pasco County homepage (http://pascocountyfl.net/) and the MPO's website (www.pascompo.net), distributing flyers and surveys, and using mailing lists and emails lists to notify the public that they are invited to participate in an upcoming meeting or event. The MPO provides information to the Pasco County staff to ensure that upcoming MPO events are listed in both locations: the County's homepage and the MPO's homepage.

•	Table 3-3: No	tification To	ols for Public Pa	articipatio	n

Tools Available for Public Notification or Communication	MPO Board Meetings	TAC and CAC Meetings	Public Review and Comment Periods		Public Workshops	Regional Participation in CCC and TMA Leadership
Public Notices	Х	X	х	X	Х	х
Legal Advertisements			х	Х		
Mailing List and Email List	Х*	Х*			Х	х
MPO's Website	Х	Х	х	Х	Х	Х
Flyers and Surveys					Х	
Social Media	Х	Х	х	Х	Х	Х

^{*} The mailing lists and email lists used for the LRTP and TDP are more extensive than lists used for TIP and UPWP notification.
The lists are continuously revised to reflect the most current contact information.

To further ensure notification tools are used to reach audiences that may be underrepresented or underserved, the MPO develops flyer and holds hearing and workshops to follow federal requirements such as the following: *Government in the Sunshine Act* (Section 552b of Title 5, United States Code (U.S.C.)), which states that reasonable notice is required of all public meetings, public review and comment periods, workshops and public hearings, special meetings for minority and underserved populations, and regional coordination efforts. Title VI of the *Civil Rights Act of 1964*, which prohibits exclusion from participation in, denial of benefits of, and discrimination under federally-assisted programs on grounds of race, color, or national origin. Section 162(a) of the *Federal-Aid Highway Act*

of 1973 (23 U.S.C. 324), which states no person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance. The *Americans with Disabilities Act of 1990*, which states no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.

Public Notices

MPO Board and Committees

Meeting dates, times, and locations of MPO advisory committees and Board meetings are posted on the MPO's website and sent via email to local newspapers, local municipalities, other agencies, stakeholders, and trucking industry representatives between five to 10 days in advance of the meetings.

Public Workshop and Public Hearing Meetings

Public hearings and workshops are advertised in area newspapers and on the MPO's website between five to 10 days prior to the meeting date to announce the upcoming participation opportunities. Additional efforts may be made to notify the public through flyers, newspaper articles, and other means of communication.

Any persons with a disability requiring reasonable accommodations should call New Port Richey (813) 847-8110; Dade City (352) 521-4274, ext. 8110; TDD 1-800-955-8771 via Florida Relay Service; no later than five days prior to any proceeding.

Regional Coordination – TMA Leadership Group, TBARTA, and CCC

Dates and times for the Transportation Management Area (TMA) Leadership Group, the Tampa Bay Area Regional Transit Authority (TBARTA) Board meetings, and the Chairman's Coordinating Committee (CCC), which is staffed by TBARTA, are listed on the MPO's website.



The Pasco MPO is participating in the development of a regional LRTP that will be consistent with and support the local LRTPs. Notifications for this TMA Leadership Group and meeting agendas are posted on the MPO's website. The logo is for the regional LRTP effort.

Legal Advertisements

Legal advertisements are required to notify the public that a document is available for public review and comment, and of the upcoming public hearing to adopt it. The first advertisement is published in the local newspapers between five to 10 days prior to the opening of the public review and comment period. A second advertisement is placed between five to 10 days prior to the scheduled public hearing to adopt the document. Staff attempts to publish advertisements approximately seven days prior to the public hearing date; however, not all newspapers (local sections, etc.) are distributed daily in Pasco County, thereby requiring a window of five to 10 days. If a newspaper is not able to publish an advertisement within the MPO's required timeframe, the MPO will at a minimum place the notice on the MPO's website.

Regional Newspapers

Legal advertisements are placed in the following regional newspaper:

The Tampa Bay Times, Pasco Section



For viewing or contacting the newspaper on-line, please go to http://www.tampabay.com/

Local Newspapers

MPO advertisements may also be placed in the following local newspapers.

The Suncoast News

For viewing or contacting the newspaper on-line, please go to http://suncoastnews.com/su/list/news-pasco/.



The Laker/Lutz News

For viewing or contacting the newspaper on-line, please go to http://lakerlutznews.com/.



Mailing List

The Media Relations and Communications Department and the Pasco County MPO maintain a master mailing list containing government and quasi-governmental agency representatives, media personnel, civic associations, homeowners associations and organizations, newspapers, and interested citizens. During select planning activities, the mailing list is reviewed and updated as appropriate. The master mailing list is used primarily to send out notices of upcoming public workshops or meetings.

The mailing list contains both physical/mailing street addresses and email addresses. Email addresses are preferred and used when possible, while street addresses are used only in the instance that an email address is not provided or unavailable. To be environmentally conscious and reduce the cost of hard copy mailings, the MPO offers the option to use email addresses for those on the mailing list as the source of primary contact. However, the MPO make any document available in hard copy for viewing at the MPO's office upon request.

MPO's Website

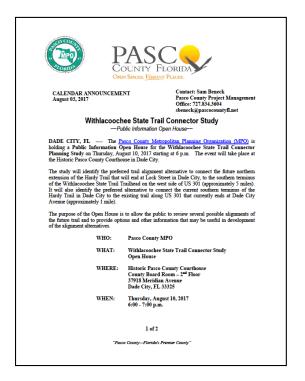
The MPO's website, <u>www.pascompo.net</u>, contains all documents that are available to the public for review and comment, all relevant project documents, and all collateral materials used throughout development of the plans and programs. Agendas and minutes for the meetings are available, as well.

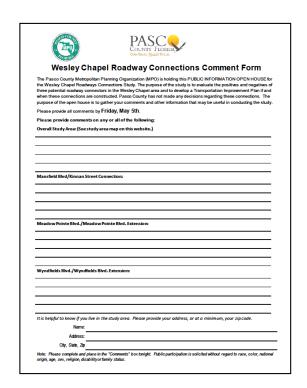
Flyers/Surveys/Brochures

Strategically placed informational flyers are effective in notifying the public of the date, time, and location of upcoming participation opportunities, including public workshops and events. Flyers are customarily placed in the government offices and on all Pasco County Public Transportation (PCPT) buses.



Additional flyers may be posted in libraries and on community boards in public locations, and distributed to students from the local public schools. Flyers/surveys are produced in both Spanish and English and posted on the MPO's website. An example of comment cards used for the Withlacoochee State Trail Connector project and the Wesley Chapel Roadway Connections Study is included. These comment cards were also available on the MPO's website.





Social Media

The Media Relations & Communications staff support the MPO and other Departments in using social media for outreach.

MPO Board

The MPO Board reaches out to citizens using social media as directed by the County media relations staff. The MPO is required to have a governing board of voting members (elected officials) appointed by the Governor of Florida.



The MPO Board consists of five county commissioners, one elected official from each of the four largest municipalities in Pasco County, and the FDOT District Seven Secretary (as a non-voting advisory member). City representatives have the option of identifying an alternate member that may vote in his or her place. Access to the MPO Board's actions is an integral part of the MPO's outreach process.

Live MPO Board Meetings! The Media Relations and Communications Department has instituted live

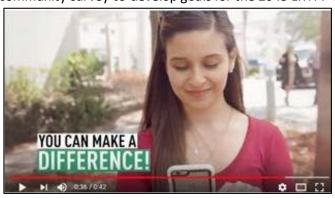
broadcasts of several Pasco County functions, Pasco including County MPO Board meetings. The public meetings can be viewed on YouTube, with



six videos of MPO meetings in the library since September 8, 2016.

The MPO Board rotates meeting locations between the Historic Pasco County Courthouse (served by Route 30) and the West Pasco Government Center (served by Routes 14 and 23). The MPO staff considers the location for MPO Board meetings in coordination with routes provided by PCPT. The live streaming option is available through the County's phone-based MyPASCO App.

The MPO has used social media to broadcast the MPO's use of an online community survey to develop goals for the 2045 LRTP. The MPO initiated



a 30-second video spot to announce the use of the survey. The



survey and the video have been promoted through social media distribution.



Section 4 **Tools and Techniques for PPP**

Section 4 outlines the strategies available to Pasco County Metropolitan Planning Organization (MPO) to engage the public and are often tools coordinated with the County's Media Relations and Communications Department. The strategies may differ among individual projects, but they represent the overarching umbrella of tools and techniques available to conduct outreach. Table 4-1 summarizes the activities and tools, and each tool is described following the table. The strategies listed in this Section undergo an evaluation process for effectiveness as plans and programs are developed to ensure the process provides full and open access to all interested parties. The TDP is not produced by the MPO, but the TDP is a County function and the MPO uses results of the TDP outreach to develop the LRTP.

Table 4-1: Transportation Planning Activities and Public Participation Tools

				T	IP			LRTP, TIP,	
		PPP	LRTP	Priorities	Document	UPWP	TDP	UPWP Amendments	Quad. Cert.
	Formal Public Review & Comment Period	45 Days	30 Days	30 Days	30 Days	30 Days	30 Days	5-10 Days	30 Days
Public Review	Comment Forms, Surveys, & Questionnaires		х				х		
and Comment	Email, Mail, In Person, or Phone Comments	х	Х	х	х	х	Х	х	
	Public Workshops, Meetings, Hearings	X	х	Х	х	х	Х	х	х
MPO Committe	MPO Committees and Board Meetings		Х	Х	Х	Х	Х		X
MPO's Website	MPO's Website		х	х	х	х	X	х	х
Social Media Ne	Social Media Networking and Technology		Х				Х		
Resource Tools FHWA website	including PlanWorks on	х	х						
Collateral	Brochures		Х				Х		
Materials and Visual Aids	Flyers, Fact Sheets, or Other Informational Items		х	х	х		х		
	Public Workshops		Х				X		
Engaging the Community	Town Hall Meetings		Х						
Community	Speakers Bureau		Х				Х		
Efficient Transp Process	ortation Decision-Making		х						
Agency	Regional Coordination		Х	х	х	х	Х		х
Coordination	Federal, State, & Local Officials	х	Х	х	х	х	Х	х	х
Media Relation	S	Х	Х	Х	Х	Х	X	Х	Х

LRTP - Long-Range Transportation Plan

TIP – Transportation Improvement Program

UPWP – Unified Planning Work Program TDSP - Transportation Disadvantaged Service Plan FHWA - Federal Highway Administration

TDP -Transit Development Plan

Quad. Cert. - Quadrennial Certification

Public Participation Tools and Techniques

PUBLIC REVIEW AND COMMENT

There are many ways to be involved in the transportation planning process, and the MPO continues to improve citizen access and participation through new technology advances such as Live! MPO Board meetings, the MyPasco App, and on-line survey options. To be added to the mailing list for public involvement activities, please contact the MPO by telephone at (727) 847-8140, by email to mpocomments@pascocountyfl.net or by mail at West Pasco Government Center, 8731 Citizens Drive, New Port Richey, Florida, 34654.

Formal Public Review and Comment Period

A formal public review and comment period is required prior to adoption of plans or programs by the MPO Board. During this time, the public is encouraged to review the document and provide comments about the information presented. Public comments received that are specific to a planning activity are included in the record of the plan or program. The draft documents are available on the MPO's website (www.pascompo.net), as well as in hard copy by contacting the MPO directly to view the document at the MPO's office. When feasible, hard copies are placed in the lobby of the West Pasco Government

Center in New Port Richey (MPO office), and in the lobby of the Historic Pasco County Courthouse in Dade City. Members of the public may submit general comments to the MPO at any time. Section 3 of this PPP outlines the required public review periods based on the specific plan or program.

Comment Forms, Surveys, and Questionnaires

The MPO utilizes public comment forms, surveys, and questionnaires to allow citizens to provide their opinions and suggestions concerning specific transportation planning activities. For example, the Wesley Chapel Roadway Connections Study provided a comment form at the public workshop in April 2017 and provided the same form on the MPO's website for those who could not attend the meeting. The project is scheduled to use an **on-line citizen survey** during 2018 to inquire about the public's view of the study results.

PASC COUNT FLORIDAY One heart Plant Plant
Wesley Chapel Roadway Connections Comment Form
The Pasco County Metopolitan Planning Organization (MPO) is holding this PUBLIC INFORMATION OPEN HOUSE for the Westing Cloquel Ricadeage Corrections Study. The purpose of the study is to resolute the positives and engatines of these potential causes connection in the Public Cloquel area and clockedup or Tamposition Improvement Part II and when be corrections are contributed. Planto County has not made any decisions regarding these connections. The purpose of the epin house is to gather your connection and them belowed to the suppose of the post house is to gather your connection and them give a useful in conducting this study.
Please provide all comments by Friday, May 5th.
Please provide comments on any or all of the following:
Overall Study Area: (See study area map on this website.)
Mansfield Blvd/Kinnan Street Connection:
Meadow Pointe Bhrd./Meadow Pointe Bhrd. Extensions
masser vent orași masser vent orași cataloria
Wyndfields Blvd./Wyndfields Blvd. Extensions
It is helpful to know if you live in the study area. Please provide your address, or at a minimum, your zip code.
Nanac
Adhes
City, State, Zip
Note: Please complete and place in the "Comments" box tonight. Public participation is solicited without regard to race, color, national origin, age, ser, religion, disability or family status.

WESLEY CHAPEL ROADWAY CONNECTIONS STUDY PROJECT SCHEDULE						
Task	Date(s)*					
Public Meeting (Open House)	Completed April 18, 2017					
Draft Study Report	March 2018					
Public Meeting (Draft Study Results Presentation)	April 2018					
Public Comment Period (Draft Study Report)	April/May 2018					
MPO Board Briefing (Draft Study Results Presentation)	May 2018					
Final Study Report	May 2018					
Public Opinion Poll (Citizen Survey)	May/June 2018					
MPO Board Meeting - to make Recommendation to BCC (Final Study Results Presentation)	June 2018					
*Schedule is tentuore and adjust to change Last Updated: 01/23/2018						

The MPO may utilize on-line survey technology to conduct questionnaires for local citizens during the upcoming 2045 LRTP process, or for other projects.





An example of a company that offers online survey software is MetroQuest. MetroQuest supports MPOs across the

country to develop questionnaires that can be completed on a tablet or phone. The screens are customized to the local area and interview citizens on many topics including transportation, transit and development concerns.

The Pasco MPO is also coordinating with the Transportation Management Area (TMA) Leadership Group as part of developing a regional LRTP. The TMA has asked each of the three MPOs to contribute to the 2045 Reginal LRTP effort, and using on-line surveys will be part of the outreach process. The regional logo for the 2045 Regional LRTP effort is provided.



Email, Mail, In Person, or Telephone Comments

Comments from the public can be submitted in the following ways:

- Email to: mpocomments@pascocountyfl.net using the MPO's website.
- Mail or in person at, 8731 Citizens Drive, New Port Richey, Florida 34654.
- Telephone at (727) 847-8140.

When the Quadrennial Certification is being conducted, the contact information includes a Tallahassee number and address:

 Mail to Federal Highway Administration (FHWA) Florida Division Office, Attn: Planning Programs Coordinator, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303; and fax to (850) 942-8308.

The Quadrennial Certification process was conducted in 2017 for the Tampa Bay TMA, and Pasco County received the certification approval as of January 22, 2018. The certification will remain in effect through June 2021. "The FHWA and the FTA jointly certify that the planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 CFR 450, Subpart C."

MPO Public Hearing

A public hearing is held to close out the public comment period for a plan or program and report all comments and incorporation of these comments to the MPO Board prior to adoption. The MPO is not required by federal guidelines to hold an official public hearing to adopt a plan or program, but Pasco County prefers to conduct hearings as part of the MPO Board's taking action on plans, programs, or special projects. The MPO advertises the hearings to meet County notification requirements.

The public hearings are held during the MPO Board meetings and advertised as such by public notice. Members of the public are able to make formal comments at the hearing. All comments received during the public comment period and at the public hearing are included in the project record and considered prior to adoption by the MPO Board.

MPO COMMITTEES AND BOARD MEETINGS

It is the responsibility of the Citizens Advisory Committee (CAC), Technical Advisory Committee/Congestion Management Process (TAC/CMP), Bicycle and Pedestrian Advisory Committee (BPAC), and MPO Board to review the recommendations of the MPO's planning activities. Action items are vetted through the CAC, TAC/CMP, and BPAC for comment, and recommendations of the committees are brought to the MPO Board for approval. The Local Coordinating Board (LCB) represents the needs of the transportation disadvantaged, but does not report directly to the MPO Board.

The CAC, TAC/CMP, BPAC, and MPO Board meet on a monthly basis. The LCB meets on a quarterly basis. A portion of the agenda at each meeting is reserved for the public to provide comments. The general meeting schedule and locations, as well as a more detailed description of the committees and MPO Board, are provided in Section 2.

Citizens Advisory Committee

The CAC is a required function of the MPO and is convened to provide a citizen's perspective on the plans, programs, and projects by relating overall community needs and values to planning goals for transportation decisions. To become a member of the committee, interested persons are encouraged to contact their county or city representative on the MPO Board, or the MPO office at (727) 847-8140.

Technical Advisory Committee/Congestion Management Process

The TAC/CMP is a required function of the MPO and is an advisory group made up of professional and technical representatives including planners, engineers, and other disciplines. The TAC members review technical matters and make recommendations concerning transportation plans and programs to the MPO Board.

Bicycle/Pedestrian Advisory Committee

The BPAC was formed in 2012 and is responsible for recommendations to the MPO Board on safety, security, education, and law enforcement of laws pertaining to both pedestrians and bicycles. Interested persons are encouraged to contact their county or city representative on the MPO Board, or the MPO office at (727) 847-8140.

Local Coordinating Board

The LCB is staffed by the MPO and is part of the network of organizations that serve as an advisory board and aid in planning, reviewing, and approving the Pasco County Transportation Disadvantaged Service Plan (TDSP). Those interested in serving on the LCB may contact PCPT at (727) 834-3233.

MPO'S WEBSITE

Information regarding the MPO's events is provided in two locations: the MPO's website (www.pascompo.net) and the Pasco County's homepage (http://pascocountyfl.net). The Pasco County

MPO staff provides the material to keep all interested citizens informed on the activities of the MPO, including schedules and agendas, and the full calendar of events.

Translation into Other Languages

The MPO's homepage can be viewed in English and other languages as necessary. To translate into another language, choose the button in the bottom right hand corner that states,



"Select Language." You can then navigate the site to look for MPO Board meeting dates and agendas, information about the MPO Board members, MPO staff contact information, and links to related sites.

SOCIAL MEDIA NETWORKING

Social media sites are popular for interacting with the community and the County has implemented MyPasco App as a social media communication tool. The County's Media Relations and Communications Department provides guidelines on how the County utilizes social media. As the MPO conducts a variety of outreach events, the Communications Department provides guidelines on which social networking sites are appropriate.





RESOURCE TOOLS INCLUDING PLANWORKS

The MPO has several resources to consider when developing strategies and executing public outreach events. The County has a Media Relations and Communications Department that provides templates for public notifications, provides support for utilizing social media and creating press releases, and provides a database for email blasts to large citizen groups such as home owner associations, chambers of commerce, and city and county government contacts. The Florida Department of Transportation (FDOT) provides an MPO Program Management Handbook (June 2017) and Public Involvement Handbook (2015) that detail the most recent laws and guidelines for conducting public outreach.

The Federal Highway Administration (FHWA) and the Federal Transit Agency (FTA) maintain sites that include resources for transportation projects and public outreach. The FHWA has a site called

PlanWorks that is dedicated to providing a decision outline for transportation and environmental projects for all practitioners such as MPOs, counties and cities and stakeholders. The site will be useful to the Pasco MPO and PCPT for developing the 2045 LRTP and the 2018 TDP, both plans that involve extensive public outreach.



MATERIALS AND VISUAL AIDS

Flyers, Fact Sheets, or Other Informational Items

Collateral materials such as brochures, flyers, or fact sheets are used to inform the public of major milestones and planning activities and to assist the members of the public in making informed decisions.

The flyers are produced in Spanish when appropriate, particularly for outreach with the TDP and LRTP process. Federal law requires that reasonable steps be taken to provide language assistance for Limited English Proficiency (LEP) persons seeking meaningful access to MPO programs. A LEP person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The MPO's website includes an option to select Spanish or other languages for translation purposes.



ENGAGING THE COMMUNITY

Engaging citizens through informal meetings, presentations, and events is the most effective way to gain citizen perspective and learn how the plan or project will affect the community. They are held at a venue in which the members of the community can easily review project materials, speak directly with staff, and provide comments. An example of the various techniques used to engage the public during the development of the Access Pasco TDP adopted in 2013 are provided in **Table 4-2**.

Table 4-2: Summary of TDP Public Engagement Program from 2013

Task	Date	Status	Attendance/ Outreach
	Discussion Group	o cu cu o	o un cuan
Stakeholders	3/5/2013	Completed	13
Bus Operators	3/20/2013	Completed	9
		Total	22
	Public Workshops		
Wesley Chapel	2/16/2013	Completed	67
New Port Richey	2/19/2013	Completed	58
Dade City	4/12/2013	Completed	44
New Port Richey	4/23/2013	Completed	37
		Total	206
MPO Comm	ittees and Board Transi	it Workshops	
CAC	4/3/2013	Completed	15
TAC	4/8/2013	Completed	12
MPO Board	4/11/2013	Completed	6
		Total	33
	Surveys		
On-Board Survey	March 2013	Completed	1,228
WorkshopSurvey	February-April 2013	Completed	135
Operator Survey	March 2013	Completed	33
		Total	1,396
	E-Mail Blasts		
Project Initiation and Workshops	February 2013	Completed	272 Opens
Project Update and Workshops	May 2013	Completed	314 Opens
		Total	586
	Social Media		
Twitter	N/A	Ongoing	8 followers (13 tweets)
Facebook	N/A	Ongoing	48 Likes (89 unique views)
		Total	56
	то	TAL PARTICIPANTS	2,299

Public Workshops

Public workshops are useful in providing interested parties that are not customarily knowledgeable about the transportation planning process an opportunity to learn firsthand the background, expected outcomes, and additional information about specific projects or plans. Materials provided at the workshops may include maps, fact sheets, project documents, on-line voting, questionnaires or surveys, and other related project materials. To provide the most convenient location for public participation,

the MPO Board and staff hold public workshops, events, and presentations at a variety of locations.

For special projects, locations are identified that target specific citizen input based on geographical locations within the County, minority, and income statistics, or other attributes that may improve the results of the public outreach effort.

Examples of workshops conducted by the MPO include the US 301 Transportation/Land Use Vision



project, which included workshops held in both Dade City and Zephyrhills. The Anclote Trail Feasibility Study held two workshops in the study area in the southwest area of Pasco County.



The Withlacoochee State Trail Connections Study held three workshops in Dade City. The Wesley Chapel Roadway Connections Study will include two workshops and an on-line survey of residents when the study is complete.

Town Hall Meetings

The Pasco County MPO has the option to conduct town halls and will partner with different governmental agencies to hold town hall meetings, such as with

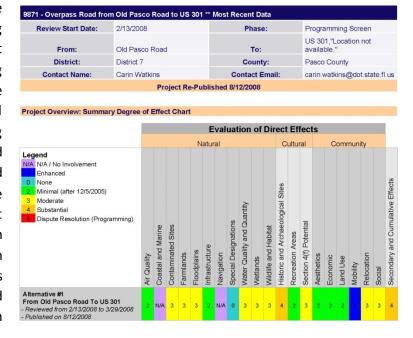
the TMA Leadership Group or TBARTA. As part of the TBARTA Regional Master Plan Update, the Pasco County MPO staff partnered with TBARTA by participating in a Pasco Town Hall on April 3, 2013. TBARTA was able to track 7,958 participants and 24 live call-ins.

Speakers Bureau

The MPO staff present to local groups such as the Rotary Club and Civic Associations, as requested. The meetings are held throughout the County. These presentations vary on a project-by-project basis. If a local organization would like a presentation on a plan or program that is under development, they may contact the MPO at any time to schedule a time and location that is convenient to the group.

EFFICIENT TRANSPORTATION DECISION-MAKING PROCESS

Another avenue for the public to be involved throughout the planning process through Efficient Transportation **Decision-Making** (ETDM), which creates a linkage between land use, transportation, and environmental resource planning initiatives through early and interactive agency coordination and public involvement. Developed by the FDOT, ETDM is an online website that provides public access to information proposed transportation about projects, comments made by agencies on a variety of environmental and sociocultural issues associated with projects and reports.



ETDM will be utilized for Pasco County during the 2045 LRTP Update process. All projects included in the Cost-Affordable Plan of the LRTP are screened through the ETDM process by MPO staff in coordination with the FDOT. A screen shot example of a Pasco County project, Overpass Road, which was screened through the ETDM process, is provided.

The public access website is located at http://etdmpub.fla-etat.org/est or can be accessed by visiting the Pasco County MPO's website (www.pascompo.net). ETDM enables potential stakeholders (public, agency, and environmental) to be involved in a process that improves the effectiveness of transportation planning by addressing and including each stakeholder from the start, when future changes to the transportation system are conceptualized, to the end, when changes are specified and implemented.

AGENCY COORDINATION

Regional Coordination – TMA Leadership Group, CCC, TBARTA, and Joint CAC

The MPO participates on regional committees including the Tampa Bay Transportation Management Area (TMA) Leadership Group, the Chairs Coordinating Committee (CCC), and the Tampa Bay Regional Transit Authority (TBARTA). The Tampa Bay TMA Leadership Group includes representation for Pasco, Pinellas, and Hillsborough MPOs and the MPOs direct the meetings. The CCC is supported through

TBARTA with representation from seven West Central Florida MPOs, and state and regional transportation agencies to promote regional consistency among the several plans that guide the West Central Florida area. The CCC meets annually. The Pasco County MPO participates in the annual CCC meeting and TBARTA Board meetings. Documents developed in coordination with the CCC and TBARTA and impact Pasco County are linked on the MPO's website.

The TMA Leadership Group rotates locations and meetings are held every other month with notification by email and on the MPO's websites. The TMA Leadership Group is developing a regional LRTP to coincide and supplement with local LRTP development for each MPO. The outreach for the regional LRTP will be conducted using on-line surveys and each MPO is contributing funding to



the regional effort. The Joint Citizens Advisory Committee (Joint CAC) is a subcommittee of the CCC and provides input and citizens' perspectives on matters being considered by the CCC.

Coordination with Federal, State, and Local Officials

The MPO staff and PCPT staff coordinate regularly with federal, state, and local officials in the development of transportation plans and programs. For example, the MPO staff attends regularly scheduled Technical Review Team (TRT) meetings at the FDOT to provide input on regional travel demand forecasting. The MPO also makes presentations to the regional outreach group, the Tampa Bay Transportation Applications Group (TB-TAG), which hosts quarterly meetings to share project information among the various federal, state, and local agencies.

MEDIA RELATIONS

The Pasco MPO, in coordination with the Media Relations and Communications Department, has many methods to contact the public including newspapers, special mailings through utility bills, email blasts, contacts with local government media departments, and other methods to inform the public about various transportation projects. This is proven to be an efficient way to engage the community and provide a simple background of the transportation planning process, project recommendations, what it means to the average resident, how the public can provide their comments, and how to get involved. Media outlets interested in being included in outreach opportunities may contact the Pasco MPO by email at mpocomments@pascocountyfl.net or by telephone (727) 847-8140.

Section 5 Engaging the Traditionally Underserved

ABOUT PASCO COUNTY

Pasco County is located in the Tampa Bay area, and is bordered by Hernando County to the north, Pinellas and Hillsborough Counties to the south, Sumter and Polk Counties to the east, and the Gulf of Mexico to the west. Within the county, there are six incorporated cities, including Dade City, New Port Richey, Port Richey, St. Leo, San Antonio, and Zephyrhills. Other areas in Pasco County that are Census Designated Places, but are not incorporated, include Aripeka, Bayonet Point, Beacon Square, Blanton, Crystal Springs, Elfers, Holiday, Hudson, Lacoochee, Land O'Lakes, Lutz, Odessa, Shady Hills, Trinity, and Wesley Chapel. Figure 2-1, shown previously, provides a map of the county.

The estimated population in Pasco County in 2016 was 488,310. **Table 5-1** shows the demographic makeup of Pasco County, according to the 2016 American Community Survey (ACS) five-year estimate.

Table 5-1: Demographic and Economic Characteristics of Pasco County

	Estimated County Population	Percent of County Population	Percent of Florida Population	Percent of U.S. Population
DEMOGRAPHIC CHARACTERISTICS				
Total Population	488,310	-	-	-
Population Over Age 65	109,345	22.4%	19.1%	14.5%
GENDER				
Male	237,641	48.7%	48.9%	49.2%
Female	250,669	51.3%	51.1%	50.8%
RACE				
One Race	476,099	97.5%	97.5%	96.9%
White	431,979	88.5%	75.9%	73.3%
Black or African American	25,064	5.1%	16.1%	12.6%
American Indian or Alaska Native	1,731	0.4%	0.3%	0.8%
Asian	11,622	2.4%	2.6%	5.2%
Native Hawaiian or Other Pacific Islander	291	0.1%	0.1%	0.2%
Some Other Race	5,412	1.1%	2.5%	4.8%
Two or More Races	12,211	2.5%	2.5%	3.1%
Hispanic or Latino (of any race)	65,569	13.4 %	24.1%	17.3%
ECONOMIC CHARACTERISTICS				
Median Household Income	\$46,010	-	\$48,900	\$55,322
Individuals Below Poverty Level	=	13.6%	15.1%	16.1%

Source: U.S. Census Bureau, 2016 ACS, five-year estimate (2011-2016).

Based on the figures reported in the 2016 ACS, the population present in Pasco County is generally older and somewhat less racially diverse than that found at state and national levels. As noted in Table 5-1, approximately 22.4% of Pasco County's population is age 65+ or older, a figure that is 3.3% greater than the state and 7.9% greater than the national average. Additionally, 88.5% of Pasco County's population is White, which represents a population with fewer minority residents than that present across the state and nation. Finally, the economic characteristics presented in Table 5-1 show that though the median household income in Pasco County is lower than state and national averages, the percent of the population below poverty is also lower.

The urbanized areas of west Pasco County include the municipalities of Port Richey, New Port Richey, and the unincorporated areas of Hudson, Bayonet Point, Elfers, and Holiday. These communities, which represent the county's largest concentration of urban development and population, are located along the US 19 coastal corridor. The eastern portion of the County is not as densely-populated as the western portion and includes the incorporated areas of Zephyrhills, Dade City, San Antonio, and St. Leo and the unincorporated areas of Lacoochee, Trilby, Blanton, Trilacoochee, Jessamine, and St. Joseph.

Central Pasco County does not include incorporated areas, but major population/employment hubs include Land O'Lakes, Wesley Chapel, Quail Hollow, Lutz, and Odessa. The southern portion of central Pasco County has become a bedroom community for workers commuting to Hillsborough County, as well as other areas in Pasco County. One of these unincorporated areas in central Pasco County, Wesley Chapel, has been transformed within the last decade from a sparsely-populated rural area into an area with significant residential, commercial, medical, and education activity.

The 2010 and 2016 ACS five-year estimates were used to develop a population profile for the study area. As displayed in **Table 5-2**, the population of Pasco County increased 7.0% from 2010 to 2016, from 456,514 to 488, 310, respectively.

Table 5-2: Pasco County Population Characteristics, 2010 to Present

Characteristic	2010	2016	% Change
Persons	456,514	488,310	7.0%
Households	184,813	189,292	2.4%
Number of Workers	208,639	211,419	1.3%
Land Area (s quare miles)	747	747	0.0%
Water Area (s quare miles)	122	122	0.0%
Pers on per Household	2.47	2.54	2.8%
Workers per Household	1.13	1.12	-0.8%
Persons per Square Mile of Land Area	611	654	7.0%
Workers per Square Mile of Land Area	279	283	1.3%

Source: 2010 and 2016 ACS.

In addition to the historical data taken from the Census, the *Florida Statistical Abstract*, published by the Florida Bureau of Economic and Business Research (BEBR), provides future county population projections. Based on these estimates, Pasco County's population is expected to continue to grow. The mid-range projections show the population of the county will increase to 534,800 by the year 2020 and 719,000 by the year 2045, increases of 9.5% and 47.2%, respectively.

A review of population trends for the six municipalities in Pasco County was also conducted, including Dade City, Zephyrhills, New Port Richey, Port Richey, San Antonio, and St. Leo. **Table 5-3** provides population trends for those municipalities and Pasco County for 2000, 2010 and 2016.

Table 5-3: Pasco County Population Trends for Cities and Towns, 2000, 2010, and 2016

Municipality	2000	2010	2016	% Change 2000 10	% Change 2010 16	% Change 2000 16
Dade City	6,188	6,707	6,782	8.4%	1.1%	9.6%
New Port Richey	16,117	15,554	15,503	-3.5%	-0.3%	-3.8%
Port Richey	3,021	2,817	2,731	-6.8%	-3.1%	-9.6%
St. Leo	590	630	1,172	6.8%	86.0%	98.6%
San Antonio	684	1,136	1,129	66.1%	-0.6%	65.1%
Zephyrhills	10,833	13,315	14,454	22.9%	8.6%	33.4%
Unincorporated	307,335	416,355	446,539	35.5%	7.2%	45.3%
Total County	344,765	456,514	488,310	32.4%	7.0%	41.6%

Source: 2000 Census, 2010 and 2016 ACS.

In terms of population growth, the fastest-growing municipality in Pasco County was St. Leo with a near doubling in total population from 2000 to 2016. However, the figures show that the cities have received relatively little of the total population increase over the past two decades. The figures show that approximately 97%, or 139,204, of Pasco County's new residents moved in to unincorporated areas of the County. Figure 5-1 illustrates the population density for Pasco County. Figure 5-1 also includes an illustration of the current Pasco County Public Transportation (PCPT) routes. The overlay illustrates that the most densely populated areas of Pasco County are generally within a short distance of transit service. As public participation outreach efforts are conducted, a more detailed analysis of transit access should be considered when selecting sites for public participation public hearings, meetings, workshops and Metropolitan Planning Organization (MPO) Board and Committee meetings.

POPULATIONS FOR SPECIAL CONSIDERATION IN OUTREACH

The traditionally underserved, also called the transportation disadvantaged, include those groups within the community that have greater difficulty in accessing places that support activity such as work, school, medical services, recreation, and shopping. The traditionally underserved may include minority groups; persons with low incomes; the elderly; and members of the community that have a Limited English Proficiency (LEP). Transportation and language barriers may keep interested members of these groups from participating in transportation planning activities.

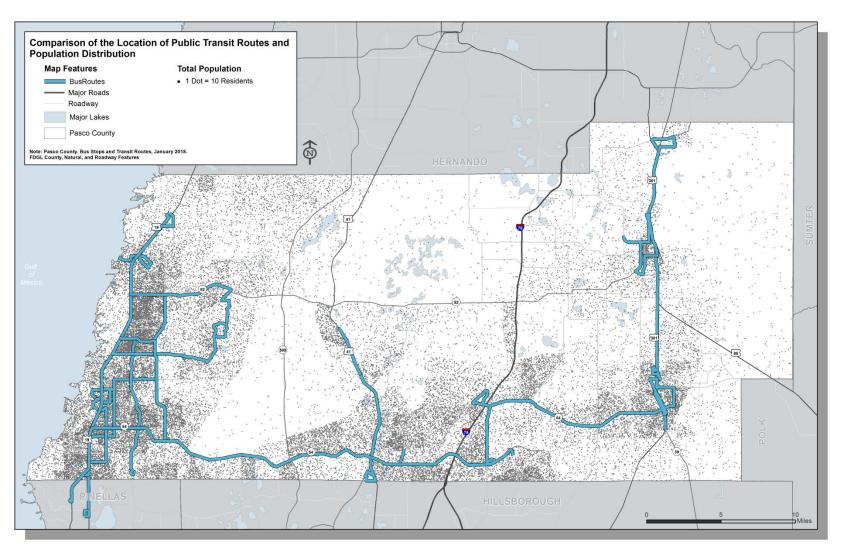


Figure 5-1: Population Density in Pasco County

Therefore, it is important to identify and implement specific strategies that enable these citizens to be meaningfully involved in the decision-making process. The figures shown on the next pages illustrate the location of many of the traditionally underserved groups present within the county and help to identify areas for special consideration during public outreach efforts:

- Figure 5-2: Minority Population in Pasco County
- Figure 5-3: Hispanic Population in Pasco County
- Figure 5-4: Population below Poverty in Pasco County
- Figure 5-5: LEP Population in Pasco County
- Figure 5-6: Population Age 65 and Over in Pasco County
- Figure 5-7: Zero Vehicle Households in Pasco County

Appendix C provides a larger (11 X 17) version of these same categories, but includes a combination of the number and percent for the demographic information. The numbers show a general representation of how many residents that are considered traditionally underserved are within each U.S. Census Block group.

The requirements for consideration of the traditionally underserved are based primarily on federal regulations that include: Title VI of the *Civil Rights Act of 1964*, Executive Order 12898 (Environmental Justice Order), *Age Discrimination Act of 1975*, and the *National Environmental Policy Act of 1969* (NEPA). The policies that stem from these requirements were designed to ensure the interests of minority and low-income populations are considered and addressed in transportation decision-making and that negative effects do not fall disproportionately on these groups. Consistent with these orders, special efforts are undertaken to involve population segments understood to be traditionally underserved and/or underrepresented in Pasco County. These efforts may include:

- Identifying geographic locations with a high concentration of the traditionally underserved and underrepresented;
- Holding workshops and other events convenient to these geographic locations;
- Holding workshops and other events in facilities that are convenient and known to these segments of the population such as schools, churches, and community centers;
- Inviting community leaders from these geographic locations to participate on the Citizens Advisory Committee (CAC) and the Bicycle and Pedestrian Advisory Committee (BPAC);
- Distributing information regarding the transportation planning process and opportunities for public involvement on public buses and at select bus stop locations; and
- Meeting with and making presentations to organizations that represent these segments of the population.

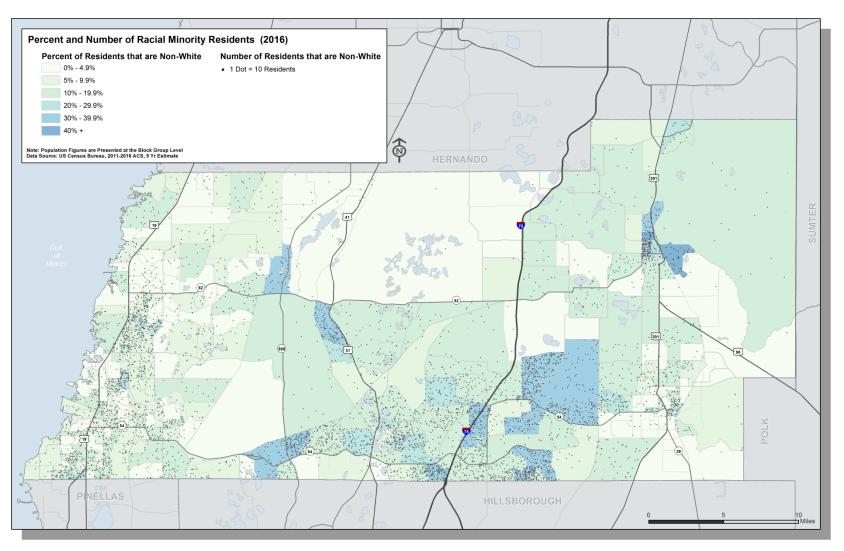


Figure 5-2: Minority Population in Pasco County

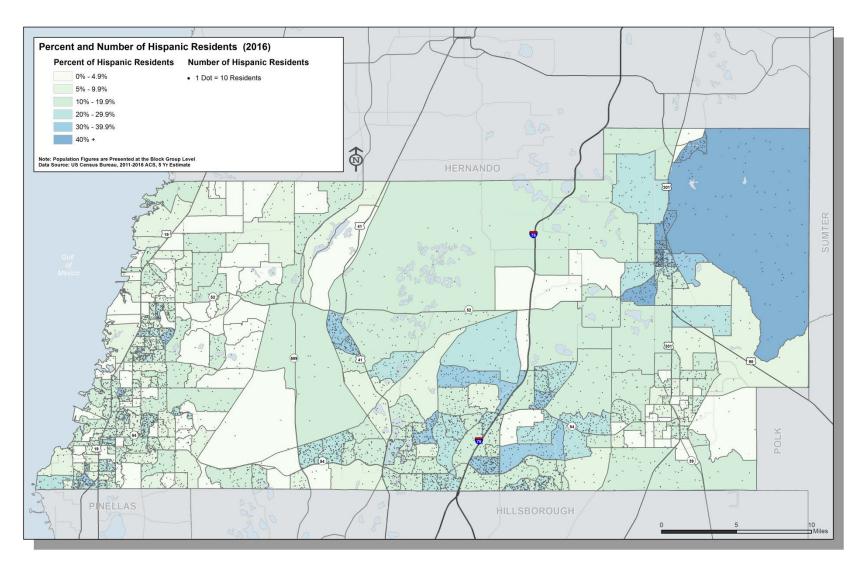


Figure 5-3: Hispanic Population in Pasco County

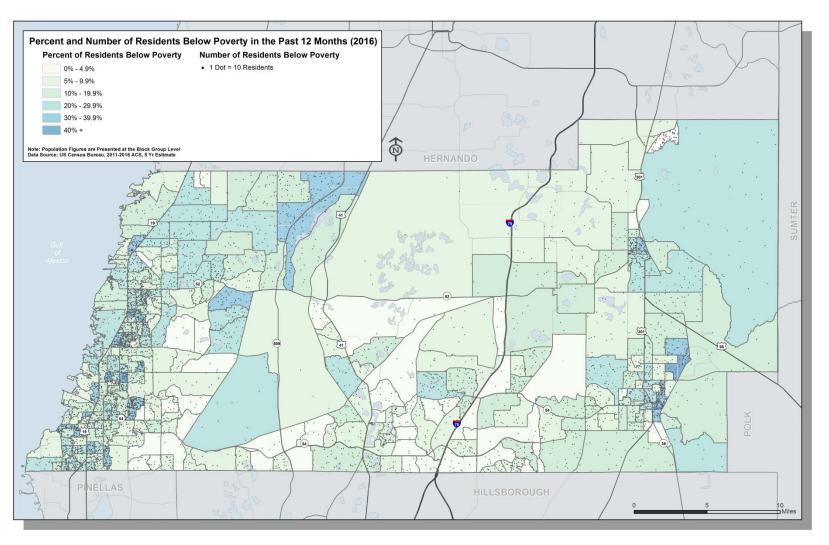


Figure 5-4: Population below Poverty in Pasco County

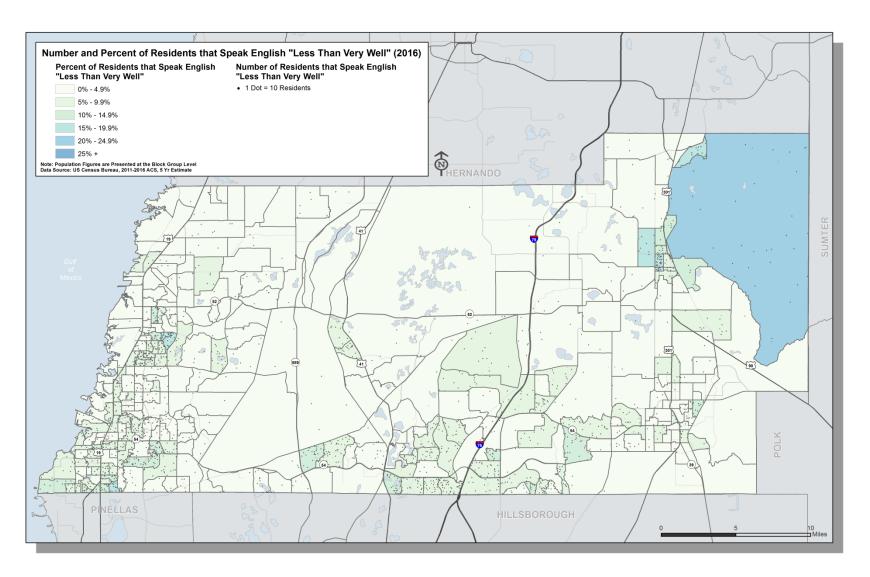


Figure 5-5: LEP Population in Pasco County

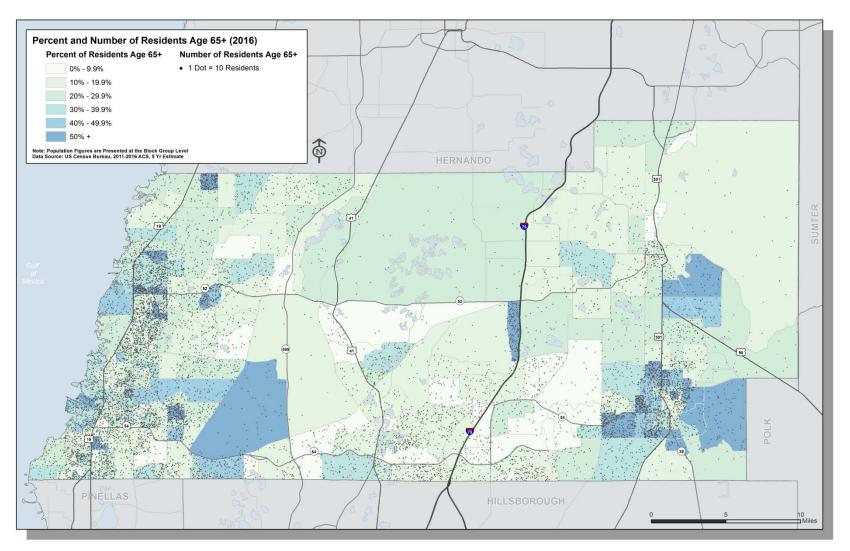


Figure 5-6: Population Age 65 and Over in Pasco County

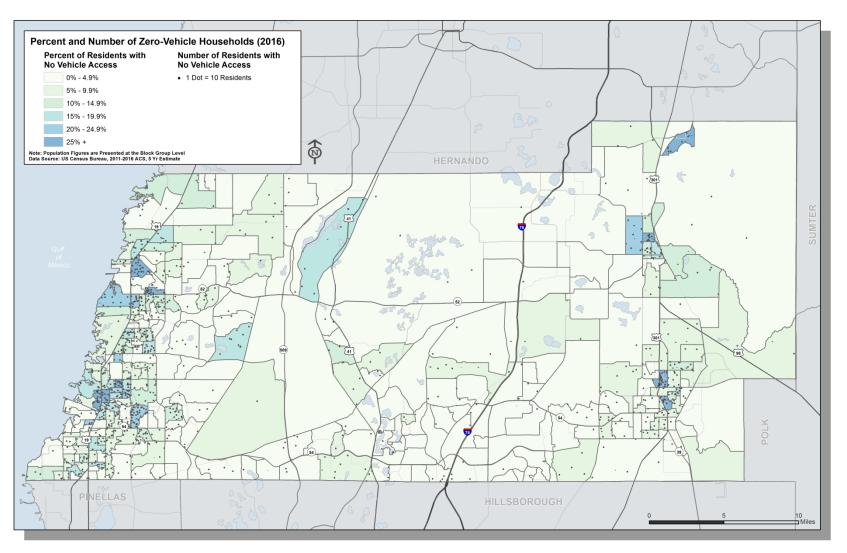


Figure 5-7: Zero Vehicle Households in Pasco County

Minority Groups

Among the populations protected by the federal policies discussed above are members of minority groups. Both Title VI and Executive Order 12898 provide for the protection of the interests of minority groups. In the implementation of these policies, *U.S. Department of Transportation (USDOT) Updated Environmental Justice Order 5610.2(a)* defines minorities as members of Black or African American, American Indian or Alaska Native, Asian, and Native Hawaiian or Other Pacific Islander racial groupings. Additionally, Order 5610.2(a) identifies residents that identify themselves as "Hispanic or Latino" as part of a minority group, regardless of race.

Consistent with the definitions provided in the USDOT Order, Figures 5-2 and 5-3 reflect the racial and ethnic minority populations present within Pasco County.

Low-Income Groups

The second population protected by federal policy is that classified as low-income. Only the Environmental Justice policy protects this group as income is not considered in the non-discrimination clause of Title VI. Again, *USDOT Updated Environmental Justice Order 5610.2(a)* defines the members of this group. Based on the order, low-income means person whose median household income is at or below the Department of Health and Human Services poverty threshold.

Consistent with the definitions in the USDOT order, Figure 5-4 reflects the low-income population present within Pasco County.

Limited English Proficiency

Requirements for the accommodation of LEP stem from the non-discrimination clause contained in Title VI of the *Civil Rights Act of 1964* and *Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency.* Though much of the federal policy allows for flexibility in the assessment of English proficiency, the *Voter Rights Act* codifies a threshold based on the U.S. Census language classification (Speaks English "Less than Very Well"). Figure 5-5 reflects the *Voter Rights Act* threshold in the depiction of LEP populations within Pasco County.

The Pasco County MPO also has developed a LEP Plan that clarifies the responsibilities of the MPO to include those that are LEP. The LEP Plan is available by contacting MPO Staff by telephone at (727) 847-8140 or emailing mpocomments@pascocountyfl.net. Included in the plan are the strategies for identifying LEP persons, the process for requesting resources in Spanish (the most common language spoken next to English), Title VI discrimination information, and how to file complaints. Title VI Discrimination forms and the LEP Plan are made available at all workshops.

The Pasco County MPO staff will make a reasonable effort to provide some publications in Spanish upon request. The MPO will partner with state and local agencies to provide language translators when requested. Requests for translation services must be made at least seven days in advance.

To reach out to more people, the MPO distributes flyers announcing the dates and locations of upcoming workshops. Flyers are posted in the West Pasco Government Center in New Port Richey, the Historic Pasco County Courthouse in Dade City, agency and other organizations' offices, at libraries around the county, on public transit vehicles, and sent home with public school students in areas of the County that are customarily underserved or underrepresented in the transportation planning process. This strategy has been used primarily during the Long Range Transportation Plan (LRTP) and TDP update in the past, but may be used during other planning activities in the future.

To engage those with language barriers, MPO Staff coordinates with Gaceta Latina, the Spanish publication in Pasco County, to have newspaper articles written about the planning activities and announce upcoming workshops, public hearings, and comment opportunities.

Elderly Population

Particularly in Pasco County, the needs of residents age 65 and over should be considered in transportation planning and public engagement efforts. Figure 5-6 represents the age 65 and over population for Pasco County. The right to non-discrimination of the elderly is protected by the *Age Discrimination Act of 1975*. Implementing policies for the accommodation of elderly individuals in the planning process are outlined in various instructions, among them is Federal Transit Authority (FTA) Circular 9070.1F, which defines "elderly" as including, at a minimum, all persons age 65 years of age and older. Figure 5-6, is based upon the minimum definition of elderly and includes all persons age 65 and over.

Continued Effort

It is of utmost importance to the Pasco County MPO to engage all citizens in the county, including those that are often underrepresented in the transportation planning process. This section provides the basis for identifying the general location of the traditionally underserved populations and recognizing the need to ensure these groups are incorporated in the outreach efforts by the MPO. As plans and programs are developed, and special projects are conducted, the MPO will consider the information from this Section to reach out to these communities. New and innovated strategies utilized to reach these communities during the LRTP and TDP updates will also be considered each time the MPO looks to improve its public participation process. For example, the MPO's website has been revised to include a language "translator" option that allows the user to select Spanish or another language when reading the home page for the MPO's activities to increase access to LEP populations.

Section 6 MPO's Goal and Objectives

SETTING A PUBLIC PARTICIPATION GOAL

Federal Guidance

The goal and objectives listed in this Section are the foundation for the Public Participation Plan (PPP). The overarching goal sets the framework for responding to the federal requirements as stated in 23 Code of Federal Regulations (CFR), Parts 450.210 and 450.316, which require Metropolitan Planning Organizations (MPOs) to provide the general public and other interested parties with reasonable opportunities to comment on the proposed Unified Planning Work Program UPWP), proposed Transportation Improvement Program (TIP) and proposed Long-Range Transportation Plan (LRTP) and outlines the MPO's priorities for transportation projects. In addition, MPOs must prepare a PPP in consultation with the general public and specific "interested parties," use visualization techniques when practicable, employ electronic methods to distribute information to the public, and hold public meetings at convenient times and accessible locations.

The federal guidance sets the stage for the PPP and the MPO Board takes this direct all-encompassing view: "Engage the public in the MPO's transportation planning activities." The objectives that support the Goal follow the directives of the federal legislation and are listed in **Table 6-1**.

GOAL: EFFECTIVELY INVOLVE THE PUBLIC IN THE PASCO COUNTY MPO'S TRANSPORTATION PLANNING ACTIVITIES Promote proactive and early public involvement and provide diverse **Objective 1** opportunities for public participation by geographic region to as many people as possible. Provide easy access to complete information and key decisions in a **Objective 2** user-friendly format. **Objective 3** Effectively involve the transportation underserved and underrepresented. Consider and provide opportunities for public input in transportation **Objective 4** decision making. **Objective 5** Continuously monitor and improve the PPP.

Table 6-1: Pasco MPO's Goal and Objectives

State Guidance

The State of Florida has adopted several directives that provide guidance for public involvement. Chapter 339.175(16), Florida Statutes (F.S.) requires each MPO to appoint a citizen advisory committee, representing a cross-section of the community (including minorities, the elderly and the disabled), to provide public input to the transportation planning process. Chapter 339.175, F.S., requires public involvement in the development of the LRTP and TIP. Chapter 339.155, F.S., requires that citizens, public agencies, and other known interested parties be given the opportunity to comment on

the long-range component of the Florida Transportation Plan. The *Government in the Sunshine Act* (Section 552b of Title 5, United States Code (U.S.C.)), commonly known as "The Sunshine Law," addresses public access to governmental proceedings at the state and local level. The Sunshine Law requires that meetings of boards or commissions be open to the public, reasonable notice of such meetings be given, and minutes taken and made available to the public in a timely manner.

Guidance on Florida's requirements for involving the public during the development of the MPO's plan, programs, and projects can be further researched through publications by the FDOT:

- MPO Program Management Handbook (2017): http://www.fdot.gov/transit/Documents/FDOT 2017 MPO Handbook.pdf
- Public Involvement Handbook (2015):
 http://www.fdot.gov/environment/pubs/public_involvement/andbook_July2015.pdf

OBJECTIVES AND PERFORMANCE MEASURES

Objective 1

Promote proactive and early public involvement and provide diverse opportunities for public participation by geographic region to as many people as possible.

Performance Measures

- (1.1) Document the number of public workshops, events, presentations, and meetings that are
 conducted by the MPO and the attendance at these events as required for the development and
 adoption of the MPO's plans and programs and special studies. One hundred percent of all MPO
 publications supporting the PPP, LRTP, TIP and UPWP development or updates will be placed on
 the MPO's website.
- (1.2) Utilize visualization tools and/or simplified infographics at MPO public workshops, meetings and hearings (when appropriate) to enhance the communication process for citizens. A copy of the visualization aide will be available (when appropriate) to the public upon request, and provided by a link to the MPO's website.
- (1.3) One hundred percent of MPO Board meetings/hearings will be rotated between the Dade City Historic Courthouse and the Pasco County Government Center to provide access to both the eastern and western portions of the urbanized areas of the County.
- (1.4) One hundred percent of all MPO Board meetings/hearings that invite citizen input as part of the adoption of the MPO's plans and programs such as the LRTP, UPWP, TIP, and PPP will be held where transit is available. Hold a minimum of two public workshops for the LRTP update process that are accessible by transit.
- (1.5) Hold a minimum of two public workshops for the LRTP update process in convenient locations as identified by the MPO staff or key community leaders, with particular attention to serving communities identified as an underserved or minority communities such as community centers, churches, or other locations as identified by MPO staff, the LCB and community leaders.

- (1.6) One hundred percent of required public notices (see Table 3.1, Public Notice Requirements) will be placed in regional publications within the recommended public notification time period for the PPP, LRTP, TIP and UPWP.
- (1.7) Continuously review and update, in coordination with County's Media Relations and Communications Department and other County departments, the MPO's mailing list and email lists, with updates and additions based on public engagement events and requests to be added to the list.

Objective 2

Provide easy access to complete information and key decisions in a user-friendly format.

Performance Measures

- (2.1) Continue to support technology opportunities that increase citizen access to the MPO process such as the broadcast of public meetings through Pasco County Television, MyPasco App, social media tools, and track the use of all social media tools/techniques used during the development of the LRTP.
- (2.2) One hundred percent of all major documents/publications produced by the MPO that invite public comment and review or announce public involvement activities will be made available via the MPO's website.
- (2.3) Create and distribute a user-friendly, infographic-style citizen's guide to the MPO planning process document within 12 months of adoption of the PPP in 2018.

Objective 3

Effectively involve the transportation underserved and underrepresented.

Performance Measures

- (3.1) Document the number and type of outreach materials such as special brochures, informational flyers, comment cards or surveys that are developed and distributed specifically for targeted underserved or underrepresented communities (as identified in Section 5) for all events and specifically during the LRTP process.
- (3.2) Annually review and update the membership of organizations representing the underserved/underrepresented as included on a mailing list for MPO planning activities, with assistance from representatives on the Transportation Disadvantaged LCB.
- (3.3) A minimum of two public workshops and/or forums will be held in locations with high
 concentrations of the transportation underserved for the LRTP (as identified in Section 5) in
 coordination with the Transportation Disadvantaged LCB and through other efforts such as the
 Tri-County Access Plan.
- (3.4) Annually identify and communicate with Limited English Proficiency (LEP) media options such as contacts at local newspapers, radio stations, or identify community-based websites that serve specific LEP or underserved communities in Pasco County and distribute plans/program development announcements to reach those with LEP.

- (3.5) Annually evaluate the need to produce and distribute flyers, announcements, and publications to LEP communities based on American Community Survey data or other County demographic information. Translate MPO materials as determined by the evaluation and in coordination with the LCB.
- (3.6) Produce and distribute a minimum of one flyer, survey, or informational sheet in Spanish
 for public outreach during the LRTP process. Provide, upon request and when feasible,
 a translated version of materials in Spanish, or provide a meeting opportunity for the LEP citizen
 to work with an interpreter to respond to questions about a document or public outreach event,
 as appropriate.
- (3.7) Maintain the LEP and Title VI link on the MPO's website and provide, within a reasonable notice of five to 10 days, a translator for public hearings or major project public workshops, as requested.

Objective 4

Consider and provide opportunities for public input in transportation decision making.

Performance Measures

- (4.1) Maintain an email link on the MPO's website for comments, track comments pertaining to the MPO process that originate from the Customer Service app, and document comments submitted by the public for use during plan/program development.
- (4.2) Document all comment cards, comments made on website, comments made on dedicated special study website links, or comments by other methods such as by survey method to track by project, date, and location for use with plan/program development.
- (4.3) Summarize and document for reporting to the MPO Board the types of responses that are collected during an outreach event, with a focus on reporting a "summary" of consensus of comments during plan/program development. All major documents will include the number of total comments received and the method utilized in responding to the comments.

Objective 5

Continuously monitor and improve the PPP.

Performance Measures

- (5.1) Evaluate the performance measures listed in the PPP every three years, and document for use in updating the PPP (refer to measure 5.2).
- (5.2) Update the PPP at least every three to four years based on an evaluation of performance measures, changes to federal rules and regulations concerning public involvement, and particularly prior to major updates of plans and programs such as the LRTP.

Appendix A Transportation Acronyms and Definitions and Federal and State Requirements

APPENDIX A-1 TRANSPORTATION ACRONYMS AND DEFINITIONS

3C: Continuing, Cooperative, and Comprehensive: The 3C planning process is a requirement included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) or its successors, and the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) joint planning regulations (23 Code of Federal Regulations (CFR), Part 450, and 49 CFR, Part 613). This process considers all modes of transportation when developing plans, programs, and operations for consistency and supports the transportation planning objectives of the metropolitan area.

ADA: Americans with Disabilities Act of 1990: A Federal law that requires public facilities, including transportation services, to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

AG: Agency: An official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the State or of a city; town; municipality; County; other local governing body; or a private, nonprofit transportation service-providing entity.

BACS: Bay Area Commuter Services: Now known as Tampa Bay Area Regional Transportation Authority (TBARTA) Commuter Assistance Program.

BCC: Pasco County Board of County Commissioners: The BCC is the legislative and policy-making body of the County government. The five members of the BCC are elected countywide from all districts. The BCC appoints the County Administrator and the County Attorney and confirms the appointment of department heads. They establish policy and make all budget decisions with regard to appropriation of funds to County departments, divisions, and some constitutional officers.

BPAC: Bicycle and Pedestrian Advisory Committee: A subcommittee formed by the MPO governing board to advise, address, and promote bicycle and pedestrian policies, programs, and plans as an alternative means of transportation.

CAC: Citizens Advisory Committee: An advisory committee utilized by most metropolitan planning organizations for citizen input into the transportation planning process.

CCC: Chairs Coordinating Committee: The goal of the CCC is to prioritize and find ways to address the challenging transportation needs of West Central Florida on a regional, long-range basis. Issues, such as mobility, access to jobs, goods movement, emergency evacuation, and growth management, are some of the concerns addressed. The CCC achieves these goals through the support and cooperation of its member agencies, partner entities, and advisory committees. It is composed of chairmen from the six-member MPOs, FDOT district secretaries (One and Seven), and the regional planning councils on a non-voting capacity.

CFR: Code of Federal Regulations: Compilation of the rules of the Executive Department and agencies of the Federal government.

CIP: Capital Improvement Program: A multiyear schedule of capital improvement projects, including priorities and cost estimates, budgeted to fit the financial resources of the community. This plan is updated annually and is part of the County's Comprehensive Plan, currently for a five-year period.

CMP: Congestion Management Process: A federally-mandated program which provides for the effective management of new and existing transportation facilities through development and implementation of operational and travel-demand-management strategies and by providing information to decision-makers on system performance and the effectiveness of implemented strategies. Although major capital investments are still needed to meet the growing travel demand, the CMP also develops lower-cost strategies that complement capital-investment recommendations. The result is more efficient and effective transportation systems, increased mobility, and a leveraging of resources. Prior to SAFETEA-LU, CMP was referred to as the Mobility Management System (MMS) in Pasco County.

CMS: Congestion Management System: A systemic process required under ISTEA to provide information on transportation system performance and identify alternative strategies to alleviate congestion and enhance mobility of persons and goods; the process must be developed in Transportation Movement Areas (TMAs) and in use by October 1, 1997; the use of CMS in non-TMAs is left to the discretion of State and local officials in Florida; MPO will take the lead for the CMS in urbanized areas and the FDOT will take the lead elsewhere.

CST: Construction: The act of building or constructing a project.

CTC: Community Transportation Coordinator: The person responsible for arranging transportation for people who are elderly or low-income, or who have a disability who, because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202. This individual is appointed by a transportation entity competitively procured or recommended by the appropriate official planning agency, local coordinating board, and approved by the Commission to ensure that safe, quality-coordinated transportation services are provided or arranged in a cost-effective manner to serve the transportation disadvantaged in a designated service area.

CTD: Commission For Transportation Disadvantaged: Created in 1987, under Section 20.23, FS, to serve as a citizen's oversight board for the FDOT. The Commission is assigned to the FDOT for administrative and fiscal purposes. It functions independently of the control and direction of the FDOT. Composed of nine Commissioners appointed by the Governor and confirmed by the Florida Senate for four-year terms, the Commission is required to meet at least four times per year. The function is to review major transportation policy initiatives or revisions submitted by the FDOT pursuant to law, to recommend transportation policy to the Governor and Legislature, to serve as an oversight body for the FDOT, and to serve in the selection of the Secretary of Transportation.

EEO: Equal Employment Opportunity: Title VI of the Civil Rights Act of 1964 was the first federal law designed to protect U.S. employees from employment discrimination based upon that employee's (or applicant's) race, color, religion, sex, or national origin (Public Law 88-352, July 2, 1964, 78 Stat. 253, 42 U.S.C. Sec. 2000e et. seq.). The Title also established the U.S. Equal Employment Opportunity Commission to assist in the protection of U.S. employees from discrimination.

EO: Executive Order: An order or directive issued by the head of the executive branch at some level of government. The term *executive order* is most commonly applied to orders issued by the President, who is the head of the Executive Branch of the Federal Government. Executive orders may also be issued at the state level by a state's governor or at the local level by the city's mayor.

EST: Environmental Screening Tool: This allows resource and regulatory agencies and the public to comment on potential impacts of candidate transportation projects during the development stage of the project.

ETDM: Efficient Transportation Decision Making: An FDOT initiative to improve and streamline the environmental review and permitting process by involving resource protection agencies and concerned communities from the first step of planning. Agency interaction continues throughout the life of the project, leading to better quality decisions and an improved linkage of transportation decisions with social, land use, and ecosystem preservation decisions.

FAA: Federal Aviation Administration: Provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of U.S. aerospace safety. As the leading authority in the international aerospace community, the FAA is responsive to the dynamic nature of customer needs, economic conditions, and environment concerns.

F.AC.: Florida Administrative Code: A set of administrative codes regulating the State of Florida.

FAST Act: On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.

FAW: Florida Administrative Weekly: The publication in Florida where proposed rules, workshops, hearings, and final rules are advertised for public notice.

FD: Federal Funds: Funds distributed from the Federal government for transportation projects which includes Federal expenditures or obligation for the following categories: grants, salaries and wages, procurement contracts, direct payments for individuals, other direct payments, direct loans, guaranteed or insured loans, and insurance. Dollar amounts can represent either actual expenditures or obligations. The FHWA is the largest single source of funding for shared-use paths, trails, and related projects in the U.S. Until 1991, Federal highway funds could be used only for highway projects or specific independent bicycle transportation facilities. Now, bicycle and recreational trails, pedestrian projects and programs are eligible for nearly all major. Federal highway funding programs.

FDOT: Florida Department of Transportation: A State governmental agency responsible for transportation issues and planning in Florida.

FHWA: Federal Highway Administration: A division of the USDOT responsible for administration of Federal highway transportation programs.

FS: Florida Statutes: The laws governing the State of Florida.

FTA: Federal Transit Administration: A division of the USDOT responsible for transit/multimodal planning and federal programs.

FY: Fiscal Year: A budget year that runs from July 1 through June 30 for the State of Florida, and from October 1 through September 30 for the Federal and County Governments.

GTB: Greenway, Trails, and Blueways Plan: A master plan developed by Pasco County that will protect open space that is managed for conservation and/or recreation. The focus when forming this plan is to utilize the natural land or water features, like ridges or rivers, or human landscape features, like abandoned railroad corridors or canals; and linking natural reserves, parks, and cultural and historic sites with each other and, in some cases, with populated areas. GTB not only protect environmentally sensitive lands and wildlife, but also can provide people with access to outdoor recreation and enjoyment close to home; i.e., walking, bicycling, hiking, canoeing, etc.

ISTEA: Intermodal Surface Transportation Efficiency Act of 1991: The Federal Transportation Bill which governs transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation. ISTEA was replaced in 2005 with the new Federal legislation called SAFETEA-LU.

Joint CAC: Joint Citizens Advisory Committee: A subcommittee of the Chairs Coordinating Committee, the Joint Citizens Advisory Committee, provides input and citizens' perspectives on matters being considered by the CCC. The Joint CAC, whose members are drawn from the CACs of the member MPOs, meet quarterly to discuss transportation issues such as intercounty commuting, major roadway projects, passenger transit service, freight mobility, and development of a system of multiuse trails, etc.

JPA: Joint Participation Agreement: A legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.

LCB: Local Coordinating Board for the Transportation Disadvantaged: An advisory board, which provides information, advice, and direction to the CTC. Serves in an advisory capacity over the TD program in Pasco County. The purpose of the LCB is to identify local service needs and to provide information, advice, and direction to the CTC. The CTC is responsible for arranging transportation for people who are elderly, low-income, or who have a disability. The membership is comprised of agencies and citizens. The PCLCB rotates meetings in different areas of Pasco County (New Port Richey, Land O' Lakes, and Dade City) on a quarterly basis.

LEP: Limited English Proficiency: Individuals who do not speak English as their primary language and who have limited ability to read, speak, write, or understand English can be limited English proficient. These individuals may be entitled language assistance with respect to a particular type of service, benefit, or encounter.

LF: Local Funds: Any funds other than State or Federal that are applied to the planning program are considered local funds.

LG: Local Government: An elected and/or appointed public body existing to coordinate, govern, plan, fund, and administer public services within a designated, limited geographic area of the state. Their Staff Services Agreement with Pasco County to provide certain provisions to the "host agency" (County), such as professional, technical, or administrative support, that is deemed necessary to implement programs, such as the Local Government Comprehensive Plan.

LRTP: Long Range Transportation Plan: A document resulting from a regional or statewide process of collaboration and consensus on a region or State transportation system. This document serves as the defining vision for the region or State's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

MAP-21: The 2012 Moving Ahead for Progress to the 21st Century Act (MAP-21) extended the funding authorization for federal surface transportation programs for highways, highway safety, and transit through 2014.

MMS: Mobility Management System: MMS in Pasco County is now known as Congestion Management Process. See CMP.

MMT: Multimodal Transportation: MMT covers all modes of transportation, including vehicle, mass transit, rail, aviation, bicycle, and pedestrian activity.

MOE: Measure of effectiveness: A criterion used to assess changes in the transportation system behavior, capability, or operational environment that is tied to measuring the attainment of an end state, achievement of an objective, or creation of an effect. The focus is on the results or consequences of task execution and provides information that guides decisions to take additional or alternate actions.

MPO: Metropolitan Planning Organization: A Federally funded and mandated organizational entity designated by Federal law (23 U.S.C., Section 134-135) as provided in 23 U.S.C., Section 104(f)(3), that has the lead responsibility for developing transportation plans and programs for urbanized areas with a population over 50,000 and also serves as the created to ensure that existing and future expenditures of governmental funds for transportation projects and programs based on a continuing, cooperative, and comprehensive (3-C) planning process. Transparency through public access to participation in planning process and electronic publication of plans is now required.

MPOAC: MPO Advisory Council: Created by the 1984 Florida Legislature pursuant to Section 339.175(11), Florida Statutes. The MPOAC was created with the primary purpose and duty to assist the Florida MPOs by serving as the principal forum for collective policy discussion pursuant to law, to serve as a clearinghouse for review and comment on the Florida Transportation Plan, and on other issues required to comply with Federal or State law in carrying out urbanized transportation planning processes.

PCATS: Pasco County Area Transportation Study: Refers to Pasco County as the area for which the MPO is responsible.

PCPT: Pasco County Public Transportation: The Pasco County agency that contracts with operators to provide passenger transportation service operating on established schedules along designated routes or lines with specific stops and designed to move relatively large numbers of people at one time. Passenger transportation service operating on an on-demand basis, where there are flex-routes that are determined by the passenger's traveling needs.

PEAs: Planning Emphasis Areas: The FTA and the FHWA identify planning emphasis areas annually to promote priority themes for consideration, as appropriate, in statewide and metropolitan UPWPs proposed for FTA and FHWA funding. For FY 2008, the FTA and the FHWA have identified nine key planning themes: (1) support the economic vitality of the metropolitan area, (2) increase safety, (3) increase security, (4) increase accessibility and mobility options for people and freight, (5) Protect the environment, conserve energy, and improve quality of life, (6) enhance integration and connectivity of the transportation system, (7) promote efficiency, and (8) emphasize preservation of the existing transportation system.

PGM: Planning and Growth Management: A full-service department that oversees, conducts, and manages the growth of Pasco County by preparing and ensuring the implementation and consistency of the Comprehensive Plan by enforcing the various land development codes and ordinances. PGM includes the implementation of relevant Florida Statutes and Florida Administrative Code into longrange planning, achieving the objectives identified by the Board of County Commissioners through coordination with the State, Tampa Bay Regional Planning Council, and other interested parties.

PIP: Public Involvement Plan: The PIP specifically addresses the Long Range Transportation Plan. It supports the PPP's goals, but provides detailed information on how the public can be involved in the LRTP's planning activities, such as providing information in regard to specific dates of public workshops, public hearings, and committee meetings and other public involvement activities.

PL: Planning Funds: Funds that are provided through each Federal highway act. The distribution of PL funds is accomplished through a formula developed by the FDOT in consultation with the MPOs, and must be approved by the FHWA.

PPP: Public Participation Plan: The Pasco County PPP was originally adopted in 2004 following the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). In 1998, ISTEA was succeeded by the Transportation Equity Act for the 21st Century (TEA-21), which was

subsequently succeeded by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) on August 10, 2005. A continued strong Federal emphasis on public participation resulted from the 1991 ISTEA, requiring that the public participation plans of the metropolitan planning process "shall be developed in consultation with all interested parties and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan." Metropolitan public participation or involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.

PT: Public Transit: The transporting of people by conveyances or systems of conveyances traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be governmental or privately owned. Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation," "mass transit," "transit," and "paratransit."

RLRTP: Regional Long Range Transportation Plan: Planning that addresses issues such as transportation, environment, social, and economic concerns that are looked at on a larger basis than municipality by municipality. Planning on a regional level can be very beneficial as it allows cities, towns, and districts to pool resources, and tools that will be beneficial for the region as a whole.

RPC: Regional Planning Council: A planning and public policy agency. Activities include responding to statutory requirements and to identify the long-term challenges and opportunities facing and assisting the region's leaders in developing and implementing creative strategies that result in more prosperous and equitable communities, a healthier and cleaner environment, and a more vibrant economy.

RR: Railroad: A track consisting of steel rails usually fastened to wood or concrete ties designed to carry a locomotive and its cars or anything similar.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users: Was enacted August 10, 2005, as Federal Public Law No. 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-09. This replaces the Federal legislation called ISTEA.

SB: Senate Bill: The principal vehicle employed by lawmakers for introducing their proposals (for example, enacting or repealing laws) in the Senate. The bills are designated S.1, S.2, and so on, depending on the order in which they are introduced; they address either matters of general interest (public bills) or narrow interest (private bills).

SR: State Road: Roads maintained by the FDOT or a toll authority are referred to officially as State Roads, abbreviated SR. SRs are always numbered; in general, the numbers follow a grid. Odd numbered roads run north-south, and even numbered roads run east- west. One- and two-digit numbers run in order from 2 in the north to 94 in the south, and A1A (formerly 1) in the east to 97 in the west (99 used to exist but is now a County road). The major cross-State roads end in 0 and 5.

TAC: Technical Advisory Committee: An advisory committee of most MPOs that consists of professional and technical planners, engineers, and other appropriate disciplines. Their function is to provide advice on plans or actions relating to transportation issues.

TAG: Technical Advisory Group: The technical advisory group for FDOT's Urban Corridor Program (Transit).

TBARTA: Tampa Bay Area Regional Transportation Authority: A regional multi-county transportation planners' organization which was created by the State Legislature on July 1, 2007. The purpose of the agency is "to plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage multimodal systems in Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Pasco, and Sarasota Counties." This agency coordinates its efforts with the FDOT and the various MPOs/TPOs to plan for assist in the implementation of transportation infrastructure in the Tampa Bay area.

TBRPC: Tampa Bay Regional Planning Council: An organization that promotes communication, coordination, and collaboration among local governments, MPOs, and other local regional authorities on a broad range of regional issues, including transportation and land use planning.

TCAP: Tri-County Access Plan: Pasco, Pinellas, and Hillsborough County partnered together to develop a coordinated public transit-human services transportation plan that stemmed from a new Federal legislation requirement for all urbanized areas. The plan identifies the transportation needs of older adults, persons with disabilities, and individuals with lower incomes; inventories existing transportation services available for these groups; identifies gaps and overlaps in existing services; develops strategies to address the gaps and overlaps; and utilizes the JARC, NF, and Elderly Individuals and Individuals with Disabilities Programs.

TD: Transportation Disadvantaged: People, including children as defined in Section 411.202, Florida Statutes, who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high- risk or at-risk as defined in s. 411.202.

TDP: Transit Development Plan: A short-term, 10-year plan (updated every five years) that identifies the intended development of transit, including equipment purchase, system management, and operations.

TDSP: Transportation Disadvantaged Service Plan: A five-year implementation plan with annual updates developed by the CTC and the planning agency which contains the provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the local coordinating board.

TE: Transportation Enhancement: Federal funds provided to the states for safe bicycle and pedestrian facilities, scenic routes, beautification, restoring historic buildings, renovating streetscapes, or providing transportation to museums and visitors centers, etc., under 23 U.S.C. 101(a) and 133(b)(8).

TEA-21: Transportation Equity Act of the 21st Century: An act of the U.S. Congress authorizing federal programs established in the ISTEA of 1991 were continued in TEA-21.

TIP: Transportation Improvement Program: A priority list of transportation projects developed by an MPO that is to be carried out within the five-year period following its adoption; it must include documentation of Federal and State funding sources for each project and be consistent with adopted local comprehensive plans. The TIP is designed to implement the goals and objectives of the Long Range Transportation Plan (LRTP).

TMA: Transportation Management Area: A special designation given to all urbanized areas with a population of over 200,000 (or other area when requested by the Governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; and requires being identified in 23 CFR 450.300-336.

TP: Transportation Plan: The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area, in accordance with 23 U.S.C. 134, 23 U.S.C. 135, and 49 U.S.C. 5303. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

UPWP: Unified Planning Work Program: An annual planning work program developed by the MPO that identifies all transportation activities and the associated budget to be undertaken in the metropolitan area.

U.S.C.: United States Code: Contains a consolidation and codification of all general and permanent laws of the United States of America.

USDOT: United States Department of Transportation: A department in the United States government whose mission it is to serve the Country by ensuring a fast, safe, efficient, accessible, and convenient transportation system, while enhancing quality of life today and in the future through its planning process.

WCFAQCC: West Central Florida Air Quality Coordinating Committee: Was formed to provide a continuing forum for the many public and private agencies of the region that deal with air quality. The membership of this group includes representatives of air-quality County programs, planning councils, and MPOs in the region, including Hillsborough, Pasco, Polk, Pinellas, Sarasota, and Manatee Counties, Statewide agencies and private industry, as well as agencies within the FDOT, District Seven.

WPTFS: West Pasco Trail Feasibility Study: A study to examine potential corridors and trailhead locations to address future greenways and trail projects in West Pasco County. This study focuses on West Pasco County, including the cities of Port Richey and New Port Richey, for inclusion in the County's Greenways/Trails/Blueways Plan and the MPO's LRTP.

APPENDIX A-2 FEDERAL AND STATE REQUIREMENTS

Every urbanized area with a population of more than 50,000 persons must have a designated Metropolitan Planning Organization to address transportation planning in order to qualify for federal highway or transit assistance (23 CFR 450.310(a)). The United States Department of Transportation (USDOT) relies on the MPO to ensure that highway and transit projects that use federal funds are products of a credible planning process and meet local priorities. Within an MPO area, USDOT will not approve federal funding for urban highway and transit projects unless they are in the MPO's plan. The Pasco County MPO's plans and programs are reviewed by the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), which are both under the umbrella of the USDOT.

Federal History and Requirements

With the Federal-Aid Highway Act of 1962, Congress passed legislation making urban transportation planning a condition for receipt of federal highway funds in urban areas. This legislation encouraged "a *Continuing, Comprehensive* transportation planning process carried on *Cooperatively* by the states and local communities," thus, the "3-C" planning process evolved. Historically, transportation planning had been voluntarily conducted by state and local agencies in the United States; however, not until the Federal-Aid Highway Act of 1962 was the process of urban transportation planning federally mandated in the US. This mandate required transportation projects in urbanized areas with populations of 50,000 or more to be based on an urban transportation planning process. This 1962 Act was significant since it expanded the planning process beyond the scale of the city, to the larger metropolitan or regional level. It also required planning coordination and cooperation between the state and local jurisdictions.

It was not until the passage of the Federal-Aid Highway Act of 1973 that federal law required urbanized areas of populations of 50,000 and more to have a designated MPO to be part of and facilitate the transportation planning process. This legislation provided the federal backing and funding to establish a more formal planning organization which would meet or carryout the federal mandate.

MPOs represent local governments and work in coordination with state departments of transportation and other major transportation service providers to conduct the regional transportation planning process for urbanized areas. In order to receive federal transportation funding for projects in an urbanized area, these projects must emerge from the planning process undertaken by the relevant MPO and state department of transportation (US Government Accountability Office (GAO), 2009). Although MPOs carry out the federally mandated transportation planning process and its core membership is dictated by law, the organizational structure and staff arrangements are determined by agreement between local officials and the state. Of the 381 identified MPOs in the United States, 52% of these organizations represent populations less than 200,000; 36% represent areas with populations less than 1 million but greater than 200,000; and the remaining 11% of these MPOs represent populations over 1 million persons (GAO, 2009). The 11% of MPOs representing the largest population areas of over 1 million persons actually represents approximately 49% of the country (GAO, 2009).

All MPOs have the same basic requirements which include the production of a long-range transportation plan (LRTP) covering at least a 20-year horizon, production of short-range Transportation Improvement Program (TIP) covering a 4-5 year period, an annual statement of planning priorities and activities known as the Unified Planning Work Program (UPWP), and a Public Participation Plan (PPP). An area's transportation goals and visions are determined by the MPO board which can include representatives from member jurisdictions, transportation operators, area-wide stakeholders and the general public. MPOs must develop their plans and programs in cooperation with their respective state departments of transportation, local transit providers, land-use entities, environmental resource agencies as well as with tribal governments, airports, Amtrak, or any freight rail entities (GAO, 2009).

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) greatly strengthened the MPO's responsibilities by placing the MPO in a primary role for the programming of transportation projects to be carried out in any given year. The MPO was also given the responsibility to involve the public in this process through expanded citizen participation efforts.

When ISTEA expired in 1998, the Transportation Equity Act for the 21st Century (TEA-21) took its place, emphasizing public involvement as well. It was replaced by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU), signed in 2005, which increased the Public Participation Plan requirements. Since the MPO is made up of agencies responsible for carrying out transportation programs in the MPO area, the process allows for input from all agencies within the MPO area to be engaged in the process. The rule states that "public participation plans" shall be developed in consultation with "interested parties" and expands the definition to include representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, freight shippers, and providers of freight transportation services. SAFETEA-LU also required that MPOs provide adequate, timely public notices; employ visualization techniques; make information available in electronic formats; and hold meetings at convenient and accessible locations and times.

Additionally based on SAFETEA-LU, MPOs are required to:

- Open the PPP document(s) to a public comment period of a minimum of 45 calendar days before the public involvement process is initially adopted or revised.
- Provide timely information about transportation issues and processes to citizens, affected public agencies, transportation agency employees, other interested parties, freight shippers, private providers of transportation, and the segment of the community affected by transportation plans, programs, and projects including, but not limited to, central city and other local jurisdictions.
- Provide reasonable public access to technical and policy information used in the development of plans, Transportation Improvement Programs (TIPs), and open public meetings where matters related to the Federal-aid highway and transit programs are being considered.
- Require adequate public notice of public involvement activities and time for public review and comment at key decision points including, but not limited to, approval of plans and TIPs.

- Demonstrate explicit consideration and response to public comments received during the planning and program development processes.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households in an effort to be inclusive and to ensure that the requirements of Title VI and Environmental Justice have been met during the planning and project process.
- When significant written and oral comments are received on the draft LRTP or TIP (including
 the financial plan) as a result of the public involvement process or the interagency
 consultation process required under the United States Environmental Protection Agency's
 conformity regulations, a summary, analysis, and report on the disposition of comments shall be
 made part of the final plan and TIP.
- If the final LRTP or TIP differs significantly from the one which was made available for public comment by MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available.
- Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in ensuring that the process provides full and open access to all.
- These procedures will be reviewed by the FHWA and the FTA during certification reviews for Transportation Management Areas, and as otherwise necessary for all MPOs, to ensure that full and open access is provided to the MPO decision-making processes.
- The PPP shall be coordinated with Statewide and regional public involvement plans wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.
- The MPO public involvement process must also abide by Title VI of the Civil Rights Act of 1964, and related federal and state nondiscrimination regulations. Therefore, the MPO does not exclude anyone on the basis of race, sex. Color, national origin, religion, age, physical condition, family, or income status.

MAP-21

The 2012 Moving Ahead for Progress to the 21st Century Act (MAP-21) extended the funding authorization for federal surface transportation programs for highways, highway safety, and transit through 2014. MAP-21 requires the Metropolitan Planning Organizations (MPOs) to provide for consideration of projects and strategies that will serve to implement six (6) transportation planning factors as follows:

Strengthens America's Highways
 MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not
 previously included. Investment targets the enhanced NHS, with more than half of highway
 funding going to the new program devoted to preserving and improving the most important
 highways - the National Highway Performance Program.

- Establishes a Performance-Based Program
 Under MAP-21, performance management will transform Federal Highway programs and provide
 a means to more efficient investment of Federal transportation funds by focusing on national
 transportation goals, increasing the accountability and transparency of the Federal Highway
 programs, and improving transportation investment decision-making through performance based planning and programming.
- Creates Jobs and Supports Economic Growth
 MAP-21 authorizes federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking
 improvements. In addition, MAP-21 enhances innovative financing and encourages private
 sector investment through funding for the Transportation Infrastructure Finance and Innovation
 Act (TIFIA) program. It also includes a number of provisions designed to improve freight
 movement in support of national goals.
- Supports the Department of Transportation's (DOT) Aggressive Safety Agenda
 MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for
 infrastructure safety, strengthening the linkage among modal safety programs, and creating a
 positive agenda to make significant progress in reducing highway fatalities. It also continues to
 build on other aggressive safety efforts, including the Department's fight against distracted
 driving and its push to improve transit and motor carrier safety.
- Streamlines Federal Highway Transportation Programs
 The complex array of existing programs is simplified, substantially consolidating the program structure into a smaller number of broader core programs. Many smaller programs are eliminated, including most discretionary programs, with the eligibilities generally continuing under core programs.
- Accelerates Project Delivery and Promotes Innovation
 MAP-21 incorporates a host of changes aimed at ensuring the timely delivery of transportation
 projects. Changes will improve innovation and efficiency in the development of projects, through
 the planning and environmental review process, to project delivery.

The Fixing America's Surface Transportation Act or "FAST Act"

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. Secretary Foxx and his team at U.S. DOT have worked tirelessly to advocate for a long term bill, underscoring the needed sense of urgency to the American people.

As Secretary Foxx said, "After hundreds of Congressional meetings, two bus tours, visits to 43 states, and so much uncertainty – and 36 short term extensions – it has been a long and bumpy ride to a long-term transportation bill. It's not perfect, and there is still more left to do, but it reflects a bipartisan compromise I always knew was possible."

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system.

The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

Below is a more detailed summary of some FAST Act provisions. More detailed descriptions of how the FAST Act will affect each mode of transportation will be released in the coming weeks.

PROJECT DELIVERY: DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and also codifying the online system to track projects and interagency coordination processes.

FREIGHT: The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and will for the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

INNOVATIVE FINANCE BUREAU: The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

TIFIA: The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

SAFETY: The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufactures from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies and also streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

TRANSIT: The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

LADDERS OF OPPORTUNITY: The Act includes a number of items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

Updated: Friday, April 8, 2016

State Requirements

The state requirements for public involvement are outlined in Chapter 339.175, Florida Statutes (FS), requiring that citizens, public agencies, and other known interested parties be given the opportunity to comment during development of the LRTP and TIP.

Additional requirements for public access to governmental proceedings are addressed in Chapter 286, FS, commonly referred to as "The Sunshine Law." This law requires meetings of boards and commissions be open to the public, reasonable notice of such meetings is given, and minutes taken and made available to the public in a timely manner.

As of year 2013, 26 MPOs exist in Florida serving a wide range of population sizes. There are also 12 Transportation Management Areas (TMAs). A TMA is an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation (23 CFR 450.104). The Pasco MPO is part of the TMA that includes the Hillsborough and Pinellas County MPOs.

The Florida Department of Transportation, Office of Policy Planning coordinates with the MPOs to publish an MPO Program Management Handbook, which is used to provide guidance on state and federal legislation. The handbook is available at the following website: http://www.dot.state.fl.us/planning/policy/metrosupport/mpohandbook/. The handbook lists all applicable legislation on how an MPO is formed; how its membership is apportioned in metropolitan areas; the establishment of transportation planning boundaries, areas, and designations; and requirements for cooperative agreements between the FDOT and the MPOs. A summary of federal and state regulations is provided below:

- 23 U.S.C. 134(d) and (e); 49 U.S.C. 5303(d)(e) (United States Code); 23 CFR 450.310 (Code of Federal Regulations) and 339.175(2), FS(Florida Statutes); describe the requirements for the designation and re-designation of MPOs.
- 23 U.S.C. 134(d)(2); 23 CFR 450.310(d); 49 U.S.C. 5303(d)(2); and 339.175 (3) and (4) FS; 339.176 FS; describe voting membership and membership apportionment of the MPOs.
- 23 U.S.C. 134(e); 49 U.S.C. 5303(e); 23 CFR 450.312; and 339.175(2)(c)(d) FS; outline the requirements and process for the establishment of transportation planning boundaries of an MPO.

- 23 CFR 450.314; and 339.175(2)(b) and (10) FS, describe the types of agreements necessary to implement the metropolitan transportation planning process.
- 339.175(6)(d) and (e), FS, specify the establishment of MPO technical and citizens advisory committees.
- Establishes Census Based Urban Areas: Qualifying Urban Areas for the 2010 Census; Notice, Bureau of the Census, Department of Commerce, Federal Register March 27, 2012, pages 18625-18669.

Appendix B Pasco MPO Certification Letter



Federal Highway Administration Florida Division Office 3500 Financial Plaza, Suite 400 Tallahassee, Florida 32312 (850) 553-2200 www.fhwa.dot.gov/fldiv Federal Transit Administration Region 4 Office 230 Peachtree St, NW, Suite 800 Atlanta, Georgia 30303 (404) 562-3500

January 22, 2018

Mayor Camille Hernandez West Pasco Government Center 7530 Little Road, Suite 150 New Port Richey, FL 34654

Dear Mayor Hernandez,

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are in receipt of the Pasco County Metropolitan Planning Organization (MPO) letter dated December 14, 2017, which summarized the actions taken by the MPO to satisfy the corrective actions as issued in the 2017 Tampa Bay Transportation Management Area (TMA) Certification Report.

The corrective actions as noted in the certification report and the resulting actions taken by the MPO to address them are outlined below:

• Transit: Annual Listing of Obligated Projects – Upon review of the planning documents during the desk audit, and subsequent discussion with MPO staff, it was discovered that transit projects were not included in the annual listing of obligated projects. In accordance with CFR 450.332(a) "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." Based on this requirement, Pasco County MPO staff needs to coordinate with FDOT and the public transportation operator(s) to ensure that transit projects are included in the Annual List of Obligated Projects. An Annual List of Obligated Projects for transit projects must be completed by December 31, 2017, making it available in a manner consistent with the MPO's Public Participation Process for the TIP.

The MPO amended the TIP on December 14, 2017, to address the corrective action related to transit. The MPO coordinated with FDOT and Pasco County Public Transportation (PCPT), and provided an Annual List of Obligated Projects for transit, as noted on pages 6, 67, and 76 of the TIP. These changes were developed and presented consistent with the MPO's Public Participation Process for the Transportation Improvement Program (TIP).

• Transportation Improvement Program (TIP): No information is provided in the TIP as to whether project costs are presented in Year of Expenditure (YOE) dollars, as required in 23 CFR 450.324(h). The type of estimate is not footnoted nor mentioned anywhere in the TIP narrative. The MPO needs to verify that the funding amounts are shown in YOE and amend the TIP to document the use of YOE to meet this requirement. The TIP must be changed by November 30, 2017.

2

The MPO amended the TIP on November 9, 2017, to address the corrective action related to the TIP's Year of Expenditure. These changes consisted of an updated narrative text to now reflect YOE and Table of Contents to reflect changes to the TIP projects, located on pages (i), 2, and, 59. The MPO provided funding amounts that are now shown in the YOE.

• Transportation Improvement Program (TIP): While the Pasco County MPO's TIP (FYs 2016-17 through 2020-21) includes broad language related to fiscal constraint within the TIP, there is no discussion of revenues available, or funding estimates with which to compare revenues/expenditures by year. Additional documentation in the TIP to support and demonstrate fiscal constraint by year is needed beyond the general statement that the TIP is constrained by year and the MPO adheres to the FDOT Work Program. The MPO stated at the site visit that they would provide this information in a table in the next TIP (FYs 2017-18 through 2021-22). However, the table provided in the draft TIP did not display an adequate level of detail as required per 23 CFR 450.324 (h) and (i). The MPO must amend the TIP by November 30, 2017, to provide a clear demonstration of fiscal constraint by year.

The TIP the MPO amended on November 9, 2017, also addressed the corrective action related to the fiscal constraint of the TIP. The TIP documents now include a summary of available revenues and funding estimates to compare revenues/expenditures by year. The MPO also added a table that provides a clear demonstration of fiscal constraint. These changes are noted on pages 2 and 59.

Based on review of the submitted documentation, FHWA and FTA have determined that the MPO has satisfied the requirements of these corrective actions. Therefore, FHWA and FTA jointly certify that the transportation planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 CFR 450, Subpart C. The MPO has successfully addressed all of the corrective actions identified in the June 2017 TMA Certification Report. This certification will remain in effect until June 2021.

If you have any questions regarding the review process, please contact Ms. Teresa Parker at (407) 867-6415 or by email at <u>Teresa.parker@dot.gov</u>.

Sincerely,

FOR: James Christian, P.E. Division Administrator

Federal Highway Administration

cc: Mr. Craig T. Casper, Pasco MPO

Ms. Teresa Parker, FHWA

Ms. Lee Ann Jacobs, FHWA

Ms. Karen Brunelle, FHWA

Mr. Carey Shepherd, FHWA

Ms. Elizabeth Orr, FTA (Region 4)

Mr. Keith Melton, FTA (Region 4)

Mr. Brian Beaty, FDOT (District 7)

Mr. Mark Reichert, FDOT (MS-28)

Mr. Alexander Gramovot, FDOT (MS 28)

Mr. Carl Mikyska, MPOAC

Appendix C Demographic Maps to Support Section 5: Engaging the Traditionally Underserved

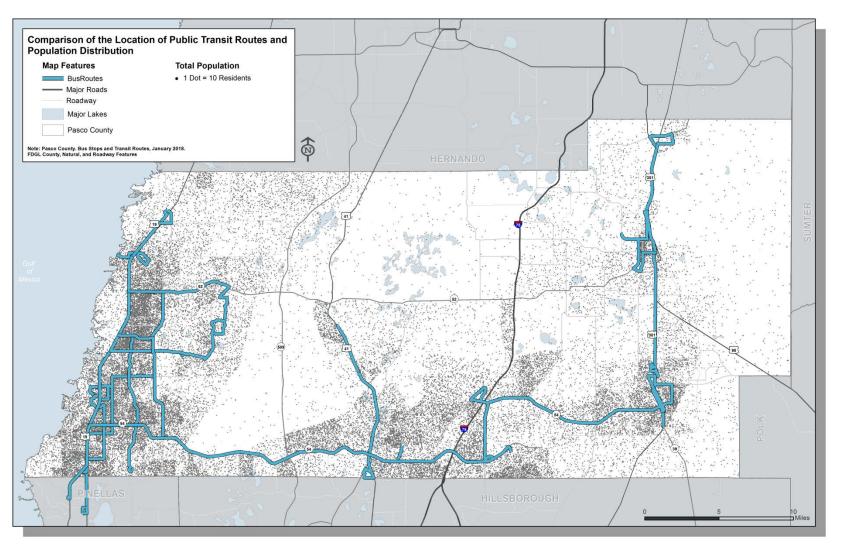


Figure 5-1: Population Density in Pasco County

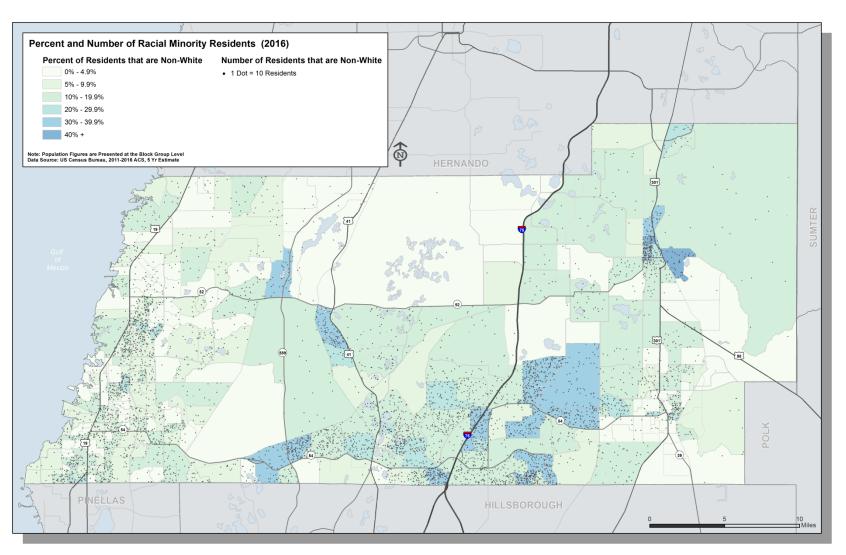


Figure 5-2: Minority Population in Pasco County

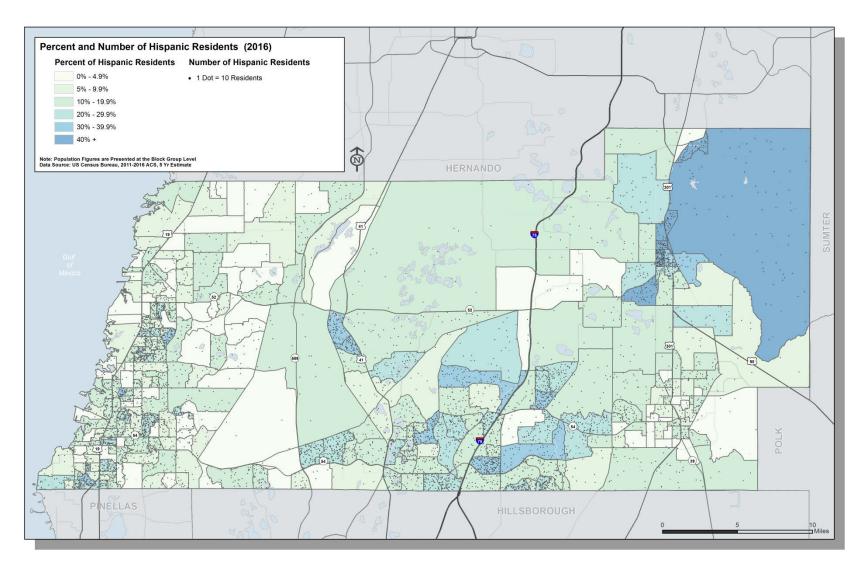


Figure 5-3: Hispanic Population in Pasco County

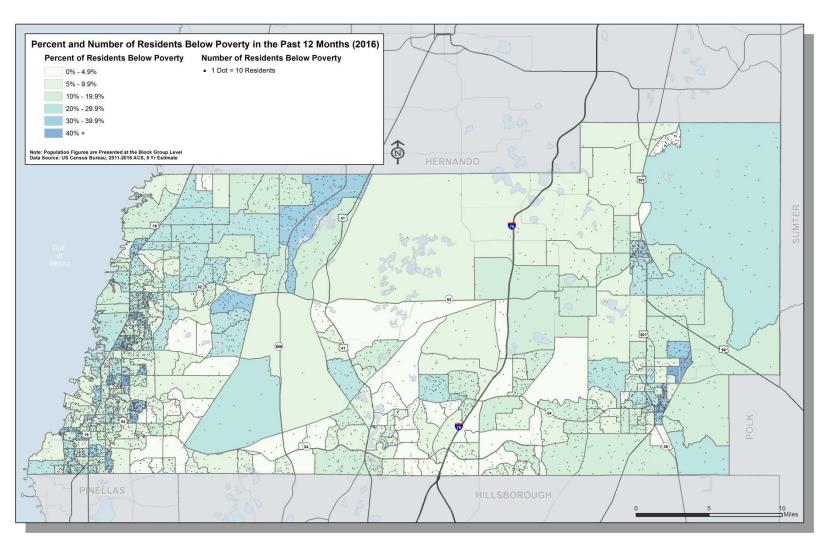


Figure 5-4: Population below Poverty in Pasco County

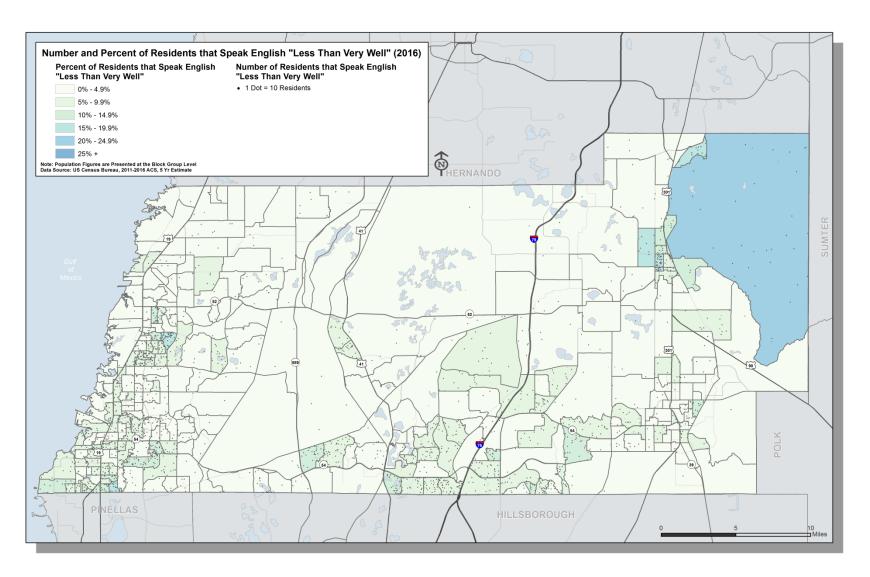


Figure 5-5: LEP Population in Pasco County

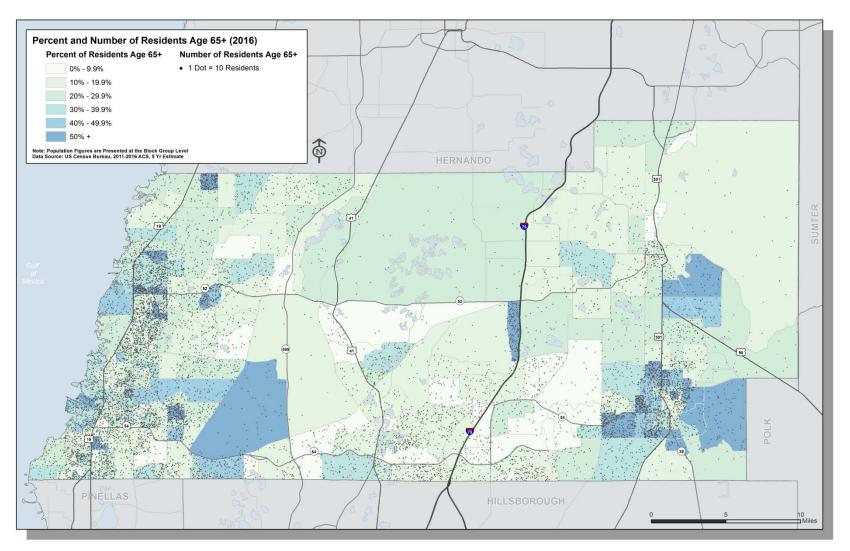


Figure 5-6: Population Age 65 and Over in Pasco County

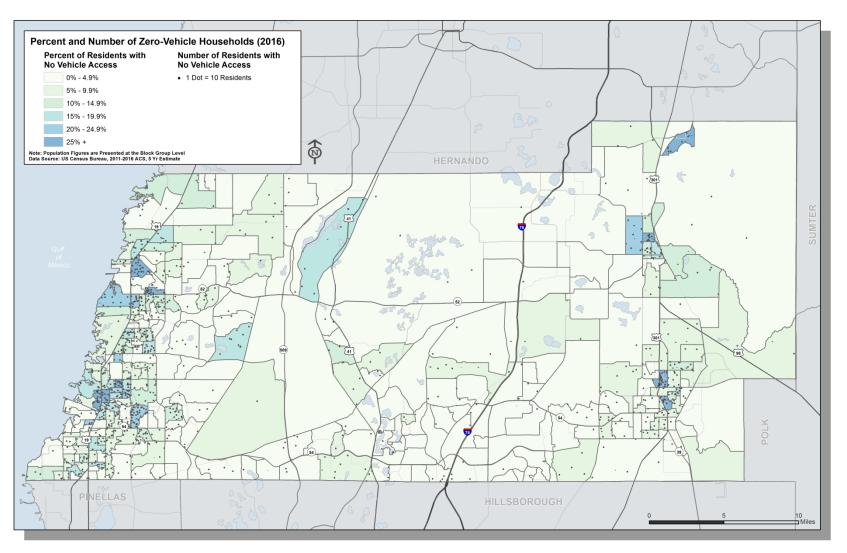


Figure 5-7: Zero Vehicle Households in Pasco County

Appendix 6.2

MOBILITY 2045 Public Involvement Plan

#MOBILITYPASCO



Mobility 2045: Pasco County's Transportation Plan

Public Involvement Plan



Prepared for



September 2018



Additional Accommodations

For further information or clarification regarding items such as technical drawings or maps, please contact the Pasco County MPO's Public Outreach Specialist at (727) 847-8140.



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Prepared by





WHERE TO FIND YOUR LRTP

Welcome to the Public Involvement Plan for the Pasco County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan (LRTP). Pasco County invites you to learn more about the LRTP by visiting MobilityPasco.com or by checking us out on social media via #MobilityPasco. Additionally, you can search #MobilityPasco on the County's website (PascoCountyFL.net) to link to our main page. On MobilityPasco.com you will find what the LRTP covers, the schedule, and why the plan is needed. Furthermore, you can learn how you can play a part in planning the County's future for the next 20 years.

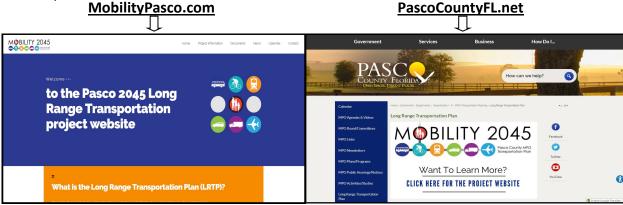


Figure 1: Mobility 2045 LRTP Website & Pasco County's Website

WHAT IS MOBILITY 2045?

The Pasco County Metropolitan Planning Organization (MPO) is in the process of preparing "Mobility 2045: Pasco County's Long Range Transportation Plan." Referred to in this document as *Mobility 2045*, LRTPs are federally-mandated plans that are updated every five years and identify transportation options that will best serve the County's needs over at least the next 20 years. *Mobility 2045* is intended to be a multimodal transportation plan. This means that not only will road improvements be considered, but public transportation, bicycle, pedestrian, freight, and aviation projects as well. *Mobility 2045* relies heavily on input from you and all Pasco County citizens to help identify and prioritize multimodal transportation projects from the start of the Plan's development until its adoption. A schedule of the Plan can be found on the last page of this document.

Mobility 2045 includes two major components: the 2045 Needs Plan and the 2045 Cost Affordable Plan. The 2045 Needs Plan will identify all the transportation projects (regardless of whether funding is available) that will be needed by the year 2045 based on a number of factors, including County policy and anticipated demand for new transportation facilities based on projected growth. The 2045 Cost Affordable Plan will include a prioritized list of the 2045 Needs Plan projects and includes only those projects that are expected to be funded based on current and projected federal, state, and local revenues.

The 2045 LRTP process is in the early stages, and one of the initial steps is to develop a Public Involvement Plan (PIP). This PIP provides an overview of the outreach efforts that will run through December 2019, including an advertised public hearing for adoption in November/December 2019. The purpose of the PIP is to provide information on how you can get involved in the development of *Mobility 2045*.



The Pasco County MPO currently has a Public Participation Plan (PPP) that was adopted by the MPO Board in May 2018. The PPP is a federally-required document that states the MPO's public outreach goals and outlines the overall process that the MPO uses to engage interested parties in the development and review of transportation plans and programs. The PPP covers all possible strategies that the MPO may use to conduct public outreach, but is not project specific. A PIP is done for specific projects. This PIP outlines the strategies and events for the 2045 LRTP and provides information about the different ways in which the community can get involved. The strategies utilized for public involvement are consistent and compliment the goals and strategies of the broader PPP.

WHO IS INVOLVED IN THE DEVELOPMENT OF MOBILITY 2045

You, and all your Pasco County neighbors, are the primary focus of *Mobility 2045*. The MPO, in addition to Pasco citizens, has identified the following groups: the MPO Board, the MPO Committees, the Project Team, the Technical Review Team, and the Transportation Management Area Leadership Group.

You, and Your Pasco Community

Members of the public, including citizens, employees, or other interested persons, will play an important role in helping to develop *Mobility 2045*. It is the goal of the MPO to provide a broad range of opportunities for the public to be involved throughout this planning process.

MPO Board

The MPO Board is a policy-making committee of elected officials from local governments within Pasco County. A representative from FDOT serves as a non-voting advisory member. MPO Board members vote to establish transportation policy within Pasco County and will ultimately be asked to adopt *Mobility 2045* once your input has been incorporated.

MPO Committees

The following MPO Committees serve to review and advise the MPO Board on various transportation matters, including the *Mobility 2045* update process:

The Citizens Advisory Committee (CAC) serves as a review and advisory body to the MPO under the comprehensive, cooperate, and continuing ("3-C") transportation planning process. Members of the CAC are private citizens who represent a broad range of social and economic backgrounds and interests in transportation.

The Technical Advisory Committee (TAC) serves as a review and advisory committee to the MPO Board on technical matters relating to transportation. Members of the TAC include professional and technical planners, engineers, and other officials.

The Bicycle and Pedestrian Advisory Committee (BPAC) was formed in 2012 as an advisory committee to the MPO Board on matters concerning the comprehensive bikeway and pedestrian system/plan (a component of *Mobility 2045*). The group also promotes safety, security, education, and enforcement of laws pertaining to both pedestrians and bicyclists.



Project Team

The Project Team consists of selected Pasco County MPO staff, staff from various Pasco County departments, and the consultant team. The consultant team provides technical and professional expertise to guide the project while following direction given by MPO and Pasco County staff, the MPO committees, and the MPO Board.

MPO staff will serve as the point of contact for the public during the development of *Mobility 2045*. To speak with an MPO staff person about the 2045 LRTP, please contact Pasco County Metropolitan Planning Organization by mail at 8731 Citizens Drive, New Port Richey, FL 34654 or by phone at (727) 847-8193. Additionally, you can send an email to mpocomments@pascocountyfl.net.

Technical Review Team

The Technical Review Team (TRT) includes staff from the Florida Department of Transportation (FDOT) and other MPOs within the Tampa Bay region. The purpose of the TRT is to help coordinate regional transportation planning efforts and the regional transportation model, which projects long-term travel demand for the Tampa Bay region to the year 2045. The TRT will be asked to review progress during key phases of *Mobility 2045* to ensure consistency with transportation planning efforts throughout the Tampa Bay region.

Transportation Management Area Leadership Group

The Transportation Management Area (TMA) Leadership Group focuses on major transportation markets and traffic movements in the Tampa Bay metropolitan area. Acting in an advisory role to the MPO, this cross-county group works to help the Tampa Bay area form consensus around regional transportation prioritization and financial issues.

WE NEED YOU! HOW CAN YOU BECOME INVOLVED IN THE MOBILITY 2045 PROCESS?

The MPO has identified many ways in which you can be involved in *Mobility 2045*. These strategies are intended to provide information about *Mobility 2045* and provide opportunities for you to give input to the Project Team.

Internet-Based Communication Strategies

Internet-based communication platforms, such as mobile applications, websites, email blasts, and social media, will allow you to access information about *Mobility 2045* from the convenience of your devices.

MyPASCO App & Pasco TV

Announcements and press releases regarding *Mobility 2045* will appear on the MyPASCO application. It is also an easy way to link to the County's social media pages and Pasco TV.



Figure 2: MyPASCO Application



Pasco TV is another great way for the public to stay informed and get involved. This 24-hour government cable channel can be watched on Brighthouse Networks (Charter Communications) channel 643 and Frontier Communications (formerly Verizon) channel 42.

Project Website

A project website was developed early in the process to provide a single source of information for all project-related materials. The project website is consistent with the project brand, clearly identifying it as being related to the 2045 LRTP. The project website includes a calendar of events,

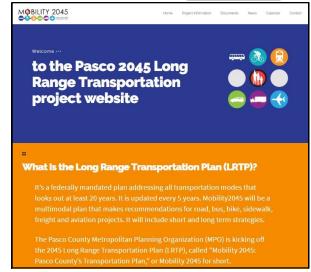


Figure 3: Mobility 2045 LRTP Website: http://mobilitypasco.com/

documents available for review, and the latest project news and information. The project website can be accessed via the standalone URL (www.mobilitypacso.com) or via a link found on the MPO's webpage (www.pascocountyfl.net).

Social Media Outreach & Branding

As stated earlier in this document, social media is a key form of communication for the County to get the word out on the 2045 LRTP. The #MobilityPasco is and will continue to be used throughout as a public engagement branding tool.

Social media campaign posts may include:

- Meeting/event announcements
- Promotional call to action posts
- Trending promotional posts
- Live video feeds

To learn more about the project follow #MobilityPasco on Facebook, Twitter, and Instagram.



Figure 4: Social Media Application Sites







Public Engagement Tools

To establish a better understanding of what you may want the County to look like in the next twenty years, the MPO will be using different forms of public engagement tools such as online surveys. An

example of a survey tool the MPO recently used is the It'sTIMEPASCO survey (see below). This survey helped the MPO more clearly define the transportation goals of the County and allowed residents to provide feedback and share ideas for the future of Pasco County's multimodal transportation system as the MPO prepares to kick off the LRTP in September 2018. This survey helps guide which projects deserve funding.

The first screen provides you with an overview of what the survey is and what you could expect when taking it. Survey methods such as prioritization and satisfaction rankings may be used in upcoming surveys as shown in Screen 2 & 3. Lastly, Screen 4 represents an interactive tool that the County may also use in future surveys. In this example the tool allows you to identify areas of concern related to safety and infrastructure on a map. Future surveys may follow this format in 2019.



Figure 5: It'sTIMEPASCO Online Link

Screen 1 — Welcome



Figure 6A: It'sTIMEPASCO Survey

Screen 2 — Priorities



Figure 6B: It'sTIMEPASCO Survey

Screen 3 — Ratings

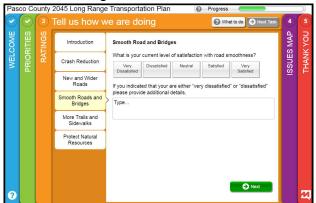


Figure 6C: It'sTIMEPASCO Survey

Screen 4 — Issues Map

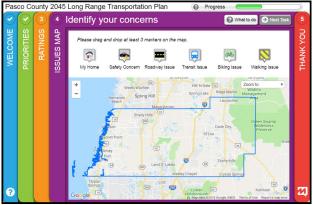


Figure 6D: It'sTIMEPASCO Survey



Project Information Material

To increase engagement with you and your neighbors, Pasco County actively updates the project website (www.mobilitypasco.com) when milestones are achieved as well as through different forms of social media such as Facebook, Twitter, and Instagram. The It'sTIMEPASCO survey results serve as an example of a recent milestone and are illustrated in Figure 7.

Public Meetings

Public meetings provide opportunities for residents, employees, and other stakeholders to offer input during various stages of *Mobility 2045*. Three types of public meetings are identified as potential tools to engage the public and are described in more detail below. All meetings will be advertised and could appear on a variety of platforms such as newspapers, press releases, the radio and the calendar found on the project webpage (www.mobilitypasco.com).

Public Workshops

These workshops will provide another opportunity for the public and the Project Team to have indepth discussions and build consensus regarding the needs, alternatives, and potential project outcomes for *Mobility 2045*. To gather input from a wide range of people, agency representatives, community stakeholders, and members of the public will be invited to participate in these workshops. The workshops will be open to anyone who wishes to attend, and information advertising the details of the workshops will be posted on the project webpage, well in advance.

During the consensus-building workshops, interactive and hands-on exercises may be used to garner public input. These workshops typically consist of an overview presentation followed by

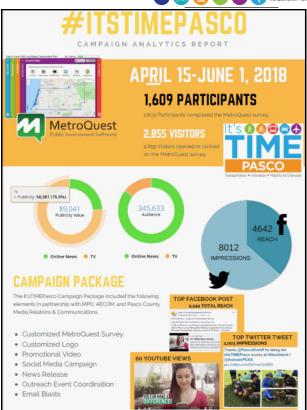


Figure 7: It'sTIMEPASCO Campaign Analytics Report



Figure 8: News Release



participants breaking into groups to discuss specific issues. Participants then report their ideas to the full group to identify general themes and key areas of consensus or challenges.

Neighborhood Meetings

Another form of a public meeting is a neighborhood meeting. These may be held at various locations throughout Pasco County and provide an opportunity for the public to learn about Mobility 2045. These meetings will also allow the public to provide input regarding Mobility 2045 at the countywide level and will be specific to issues, needs, and transportation projects within more defined sub-areas of the county. Meeting materials will be developed and will convey key concepts related to *Mobility 2045*. Meeting materials will be graphic in nature and may include maps, boards, presentations, and other supporting materials.



Figure 9: Community Photo

General Meetings & Presentations

Meetings with Project Team members will be held frequently throughout the project to discuss and review the development of various project components, technical analyses, and deliverables. It is anticipated that meetings and presentations will be held with the following groups:

- **Technical Review Team**
- MPO's Citizens Advisory Committee
- MPO's Bicycle and Pedestrian Advisory Committee
- MPO's Technical Advisory Committee
- MPO Board
- Regional coordination meetings with the West Central Florida MPO Central Coordinating Chairs (CCC), the Tampa Bay Transportation Management Area (TMA) group, and the Tampa Bay Regional Transit Authority (TBARTA).

Stakeholder Interviews

Stakeholder interviews will be conducted to gain a better understanding of multimodal transportation project needs and other community issues prior to development of Mobility 2045. Individuals to be interviewed may include representatives of the following agencies, organizations, or community stakeholders:

- MPO Board
- Pasco County Economic Development Council
- **Pasco County Departments**
- Pasco County School Board
- Major employers located in Pasco County
- Higher education institutions located in Pasco County



Traditionally Underrepresented Neighborhoods Discussion Groups

Title VI ensures the fair treatment and consideration of all people during the transportation planning process, regardless of race, color, national origin, income, or disabilities. Pasco County has an adopted Title VI Plan and designated a representative that citizens can contact if they need a meeting held in their neighborhood or language translation services.

The contact information for the MPO Title VI Specialist is:

Manny Lajmiri
MPO Title VI Specialist
(727)-847-8140
mlajmiri@pascocountyfl.net

All Title VI documents can be found online at https://www.pascocountyfl.net/1700/Title-VI-Non-discrimination-Policy. Additionally, if you would like to learn more about the County's Public Participation Plan (PPP) you can find it by typing PPP in the search bar on the County's website (www.pascocountyfl.net).

During the *Mobility 2045* process, an analysis will be completed to identify areas in Pasco County where higher concentrations of underserved or underrepresented populations reside to ensure they have a voice in the LRTP process. The map below provides you with a visual representation of where Pasco County residents live using American Community Survey data. The transit routes represent the transit network as of 2018 and follow the population density. It is important to note that these routes can change, however, this map represents the current transit network.

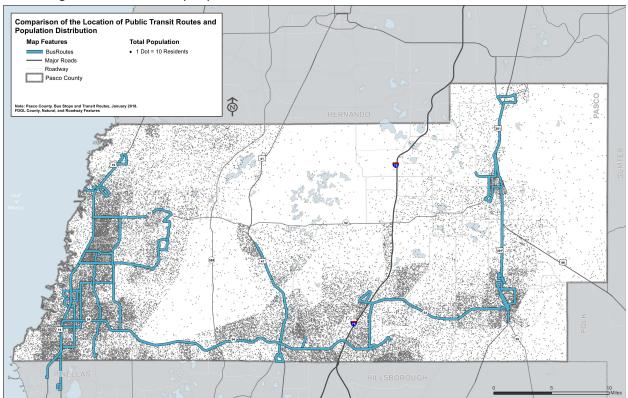


Figure 10: Pasco County Population Map (American Community Survey 2016)



To engage these populations, targeted public outreach strategies such as the following will be used:

- Provide language assistance (with requests at least 10 days in advance) and materials in Spanish and/or other languages for non-English speaking persons when requested or as appropriate based on Limited English Proficiency standards
- Identify newsletters or other publications targeting minority audiences
- Hold geographic meetings at locations in proximity to underrepresented areas to the extent that facilities to accommodate these meetings are available
- Hold consensus-building workshops in locations that can be conveniently accessed by public transportation
- Identify and contact community and non-profit organizations or other groups that engage underserved or underrepresented populations

Discussion groups will be held as part of *Mobility 2045* to obtain input regarding traditionally underserved neighborhoods with the purpose of reviewing transportation issues for various population segments, emphasizing the underrepresented populations in Pasco County. Focus group participants may include representatives from public agencies to provide perspective regarding the issues and challenges that may be faced.

PRELIMINARY PUBLIC INVOLVEMENT SCHEDULE

On the following page is a schedule of the strategies and activities that have been described throughout this document. Details on meeting locations and times will be provided on the MPO's website throughout the process, and the MPO will provide notices and press releases for key meetings via newspaper and social media.





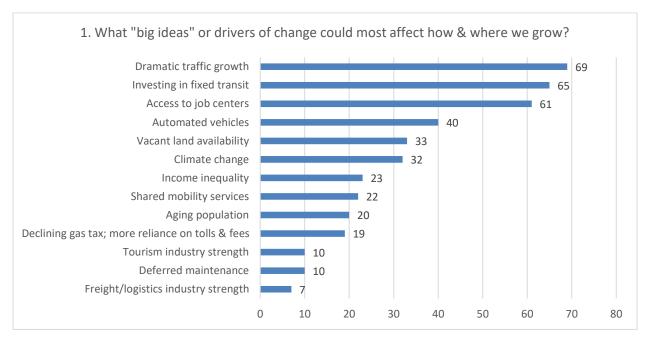
Figure 11: Project Schedule

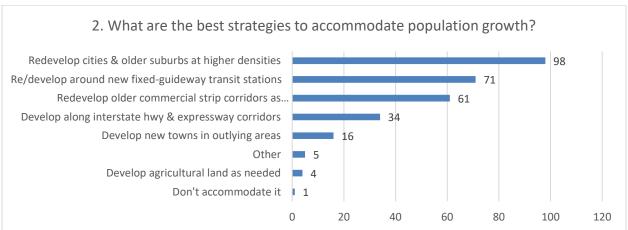
Appendix 6.3

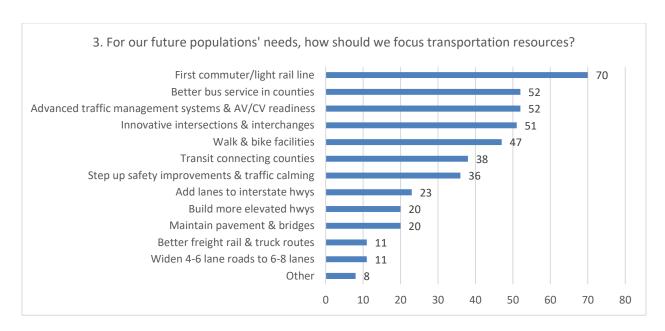
Its Time Tampa Bay Scenario Performance

Scenario Performance Data Technical Memo

The following priorities were adapted from the Hillsborough County City-County Planning Commission's (2014) long range plan, *Imagine 2040*. Between September and December 2017, advisory committees to the Hillsborough, Pasco and Pinellas Metropolitan Planning Organizations, public meeting attendees, and working groups comprised of transportation and land use professionals, were asked to participate in a polling exercise to answer three questions. The first question was *what 'big ideas'* or *drivers of change could most affect how & where we grow?* The second question was *what are the best strategies to accommodate population growth?* The third question was *for our future populations' needs, how should we focus transportation resources?* The polling exercise was not designed as a statistically significant survey but was created to solicit general input regarding values, and to inform the future direction of regional transportation planning. The results of that polling exercise are shown below:







Using data collected from this exercise, eight priorities were identified to be included in the 2045 Long Range Transportation Plan Update survey. The eight resulting priorities were then evaluated during survey working group meetings and several rounds of pilot testing by members of the public. One of the eight priorities, *Impact on Clean Air & Water*, was eventually omitted from the list due to the supporting data being heavily influenced by traffic congestion, which is already captured under other priorities.

Performance data supporting each priority was produced by the Tampa Bay Regional Planning Model for transportation (TBRPM) and/or a proprietary land-use modeling software, Community Viz. The TBRPM and Community Viz report modeling results in the form of a baseline raw score based on historical data from either 2010 or 2015, and a projected score based on future conditions in 2045. Comparing current and future data points allows for a percent change to be calculated with respect to each performance indicator: a positive percent change thus translates into a net improvement, while a negative percent change translates into a net diminishment.

Six of the final seven priorities are supported by multiple performance data points, the two exceptions being *Shorter Commutes* and *Storm Vulnerability*. Most data indicators are equally-weighted except where noted, e.g. *Alternatives to Driving* is supported by (3) data indicators weighted at 33.3% each, while *Open/Green Spaces* is supported by (2) data indicators weighted at 50% each. The percent change between current and future performance was calculated for each data indicator and was then normalized to fall within a range of ±50. A priority with a score of -50 represents an extreme negative performance whereas a priority with a score of +50 represents an extreme positive performance.

The seven priorities and supporting performance data are provided in the MetroQuest survey to demonstrate how each of three scenarios (A, B, and C) influence the priorities in the year 2045. For illustrative purposes, Scenario A represents a future in which New Technologies and a few roadway projects are deployed to manage traffic flow. Scenario B represents a future in which Expressway Lanes form an outer loop so that traffic does not have to travel through the

congested center of the region. Scenario C represents a future in which Bus and Rail Services connect, revitalize and infill the communities that exist today.

1. Impact on Alternatives to Driving

Providing more mobility options ensures that people who cannot or opt not to drive are able to reach their destinations. To satisfy the growing population of non-drivers, it is important to promote alternatives to single-occupancy vehicle travel, including trips on bus or rail, walking, bicycling, carpooling, and waterborne transportation. This priority is supported by performance indicators related to destination-accessibility by modes other than single-occupancy vehicles.

What was measured? A forecast of future population living within 1/4mi of bus routes which have ≤30min headways, as a percentage of total population; forecast of future job opportunities within 1/4mi of bus routes which have ≤30min headways, as a percentage of total jobs; forecast of future population living within 1/4mi of trails and protected bike lanes, as a percentage of total population.

Baseline:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Pop within 1/4mi transit	0.185		
per capita:			
Jobs within 1/4mi transit	0.155		
per capita:			
Pop within 1/4mi trails	0.477		
per capita:			

Scenario A:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Pop within 1/4mi transit	0.174	(5.52)	
per capita:			
Jobs within 1/4mi transit	0.152	1.97	
per capita:			
Pop within 1/4mi trails per	0.477	(9.60)	
capita:			
Weighted Score		(4.38)	(9.05)

Scenario B:	Raw Score	<u>Pct Change</u>	<u>-50 to +50 Score</u>
Pop within 1/4mi transit per capita:	0.180	(2.34)	
Jobs within 1/4mi transit per capita:	0.172	12.59	
Pop within 1/4mi trails per capita:	0.493	(6.63)	
Weighted Score		1.21	2.49

Scenario C	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Pop within 1/4mi transit per capita:	0.246	33.19	
Jobs within 1/4mi transit per capita:	0.214	40.26	
Pop within 1/4mi trails per capita:	0.524	(0.81)	
Weighted Score		24.21	50.00

2. Impact on Shorter Commutes

Avg trip length (HBW)

Weighted Score

One part of growing businesses and attracting new ones is having great places for business growth. To help sustain economic growth, employers need access to a large pool of qualified workers and workers need access to jobs. Reducing commuting times and delivery times facilitates economic growth by reducing costs associated with travel time to market.

What was measured? A forecast of future average trip length from home-to-work, measured in minutes of travel time.

Baseline:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Avg trip length (HBW)	16.90		
Scenario A:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Avg trip length (HBW)	18.00	6.51	
Weighted Score		6.51	(49.99) ¹
Scenario B:	Raw Score	Pct Change	-50 to +50 Score
Avg trip length (HBW)	17.70	4.73	
Weighted Score		4.73	(36.36)
Scenario C:	Raw Score	Pct Change	-50 to +50 Score

1.18

1.18

(9.09)

17.10

¹ The sign of the normalized ±50 score was multiplied by (1) to convey that increases in *Avg trip length (HBW)* is not a desirable characteristic of the roadway network.

3. Impact on Equal Opportunity

Providing opportunities for everyone to participate in the job market is critical to the long-term stability of the economy. Access to healthcare facilities is also an important indicator of quality-of-life. At the same time, many living in historically underserved communities lack the ability to participate in the economy and receive health services, in part due to limited or inadequate transportation facilities.

What was measured? A forecast of 'future average trip length for all purposes for Environmental Justice population' as a proportion of 'future average trip length for all purposes for the total population'. Explained in another way, the raw score of 'Avg trip length (EJ/Total)' tells us how average trip length changes for Environmental Justice populations when compared to how average trip length changes for the total population. A percent change of 0 for this indicator would represent absolutely equal performance between Environmental Justice populations and the total population of the region, whereas a positive value would represent an improvement in equity and a negative value would represent a decrease in equity.

A second indicator was used to evaluate equal opportunity: a proportion of two ratios among ('future Environmental Justice population living within 1/4mi of bus routes which have ≤30min headways' / 'total Environmental Justice population') / ('future population living within 1/4mi of bus routes which have ≤30min headways' / 'total population'). Explained in another way, the raw score of 'Pct of pop with with ≤30min transit headways (EJ/Total)' tells us the percentage of people living in an Environmental Justice community who have convenient access to transit and compares this number to the percentage of people living across the entire region who have convenient access to transit. A percent change of 0 for this indicator would represent absolutely equal performance between Environmental Justice populations and the total population of the region, whereas a positive value would represent an improvement in equity and a negative value would represent a decrease in equity.

Baseline:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Avg trip length (EJ/Total):	0.8211		
Pct of pop with ≤30min transit headways (EJ/Total):	2.7167		

Scenario A:	Raw Score	<u>Pct Change</u>	<u>-50 to +50 Score</u>
Avg trip length (EJ/Total):	0.8162	0.60	

Pct of pop with ≤30min	3.0096	10.78	
transit headways			
(EJ/Total):			
Weighted Score		5.69	40.37

Scenario B:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Avg trip length (EJ/Total):	0.7985	2.76	
Pct of pop with ≤30min transit headways (EJ/Total):	3.0096	10.04	
Weighted Score		6.40	45.39

Scenario C:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Avg trip length (EJ/Total):	0.7939	3.32	
Pct of pop with ≤30min transit headways (EJ/Total):	2.7538	1.36	
Weighted Score		2.34	16.60

4. Impact on Open/Green Spaces

Productive agricultural spaces provide food, jobs and economic benefits to the local economy and the region. Protecting other rural and environmentally-significant lands provides safe spaces for wildlife habitat and aquifer recharge areas.

What was measured? A forecast of future acres of critical wildlife habitat² impacted by new development, taken as a proportion of total critical wildlife habitat; forecast of future acres of new development in locations designated for agricultural use, taken as a proportion of total agricultural land.

Baseline 2010:	Raw Score	<u>Pct Change</u>	<u>-50 to +50 Score</u>
Acres critical habitat:	339312		
Acres Ag land:	277349		

Scenario A:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Acres critical habitat:	22314	.007	
Acres Ag land:	33667	0.12	
Weighted Score		0.09	(50)

² Critical habitat is defined as rangeland and upland forest land, which are local hotspots for biodiversity.

Scenario B:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Acres critical habitat:	22219	0.07	
Acres Ag land:	33522	0.12	
Weighted Score		0.09	(49.79)

Scenario C:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Acres critical habitat:	18108	0.05	
Acres Ag land:	29102	0.10	
Weighted Score		0.08	(42.29)

5. Impact on *Public Service Costs*

Households and businesses typically share in the use of public infrastructure, which may include services like water and sewer. As new residential/commercial/industrial structures are built, there are costs associated with providing infrastructure to new developments. Relative costs of providing infrastructure is largely influenced by the dispersion and distance of developments from existing centers.

What was measured? A forecast of future new demand for water and sewer services³, measured in gallons per day per new resident; forecast of future local roads, measured in lane-miles per new resident.

Baseline:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
New water/sewer	186		
demand per capita:			
New lane-miles per	0.008		
capita:			

Scenario A:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
New water/sewer	181.16	2.6	
demand per capita:			
New lane-miles per	0.009	(15.1)	
capita:			
Weighted Score		(6.25)	(0.79)

Scenario B:	<u>Raw Score</u>	Pct Change	<u>-50 to +50 Score</u>
New water/sewer demand per capita:	180.02	3.2	

³ Assumes that new demand for water and wastewater are equivalent. Therefore, freshwater demand was multiplied by 2 in order to arrive at the raw scores for water and wastewater (sewer).

New lane-miles per	0.009	(15.2)	
capita:			
Weighted Score		(5.99)	(0.75)

Scenario C:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
New water/sewer	147.33	20.8	
demand per capita:			
New lane-miles per	0.007	11.5	
capita:			
Weighted Score		16.15	2.03

6. Impact on Storm Vulnerability

In a hurricane-prone area like Tampa Bay, it can be hazardous for households to locate near the coastline or within a floodplain. When facing an extreme weather event, it is logistically difficult to facilitate evacuations of a large population from these zones.

What was measured? A forecast of future population within 100yr floodplain or locations designated as coastal hazards areas as a percentage of total population.

Baseline:	Raw Score	Pct Change	-50 to +50 Score
Homes/pop/jobs within	1.191		
flood prone areas per			
capita:			

Scenario A:	Raw Score	Pct Change	-50 to +50 Score
Homes/pop/jobs within	1.168	(1.88)	
flood prone areas per			
capita:			
Weighted Score		(1.88)	(50.00)

Scenario B:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Homes/pop/jobs within flood prone areas per capita:	1.169	(1.80)	
Weighted Score		(1.80)	(48.04)

Scenario C:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Homes/pop/jobs within flood prone areas per capita:	1.190	(0.02)	
Weighted Score		(0.02)	(0.50)

7. Impact on Traffic Jams

The location of homes and jobs, and the transportation facilities that connect them, affects the amount of time the average person must spend on the road (or the bus) each day.

What was measured? A forecast of future total vehicles hours of delay on a typical weekday as a percentage of total population; forecast of the future average trip length for all purposes, measured in minutes.

Baseline:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Vehicle delay hrs per capita:	0.118		
Avg trip length:	12.3		

Scenario A:	Raw Score	<u>Pct Change</u>	<u>-50 to +50 Score</u>
Vehicle delay hrs per	0.304	157.83	
capita:			
Avg trip length:	13.6	10.57	
Weighted Score		84.20	(28.59)

Scenario B:	Raw Score	<u>Pct Change</u>	<u>-50 to +50 Score</u>
Vehicle delay hrs per	0.410	247.39	
capita:			
Avg trip length:	13.4	8.94	
Weighted Score		128.16	(43.52)

Scenario C:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Vehicle delay hrs per	0.453	283.91	
capita:			
Avg trip length:	13.1	6.50	
Weighted Score		145.21	(49.31)

8. Impact on Clean Air & Water

Motor vehicles account for approximately 40% of the ground-level ozone, an ingredient of smog. More energy efficient vehicles and fuel-switching can help to reduce air pollution.

Preserving the health of our rivers, streams and beaches is critical for Tampa Bay. Water bodies offer a number of important services, including erosion control, recreational opportunities and marine habitat, among others. Unfortunately, rain water picks up pollutants as it runs off roofs and parking lots then drains into rivers, lakes and drinking water reservoirs, thus threatening the health of these assets.

What was measured? A forecast of total kilograms of mobile source emissions originating from automotive traffic, including carbon monoxide, hydrocarbons and nitrogen oxides, all represented as a percentage of total population; forecast of total gallons of fuel use as a percentage of total population; forecast of new acreage of impervious surface as a percentage of total population, based on development rates.⁴ This priority was omitted from the final list of priorities due to the supporting data being captured under other priorities, chiefly *Traffic Jams*.

Baseline:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Emissions CO per capita:	0.3812		
Emissions HC _x per capita:	0.0278		
Emissions NO _x per capita:	7.3067		
Fuel consumption per capita:	0.5329		
Impervious surface per capita:	0.0243		

Scenario A:	Raw Score	Pct Change	-50 to +50 Score
Emissions CO per capita:	0.5456	43.14	
Emissions HC _x per capita:	0.0386	38.86	
Emissions NO _x per capita:	11.0301	50.96	
Fuel consumption per capita:	0.7804	46.45	
New impervious surface per capita:	0.0183	(24.46)	
Weighted Score		10.19	(11.62)

Scenario B:	Raw Score	<u>Pct Change</u>	<u>-50 to +50 Score</u>
Emissions CO per capita:	0.5860	53.74	
Emissions HC _x per capita:	0.0405	45.74	
Emissions NO _x per capita:	11.7106	60.27	
Fuel consumption per capita:	0.8096	51.93	
New impervious surface per capita:	0.0169	(30.44)	
Weighted Score		11.24	(12.81)

⁴ *Impervious surface rates* are derived from estimates for building and parking footprints, driveways, sidewalks, and streets associated with development. Assumes that redevelopment accounts for a 25% net increase in impervious surface.

Scenario C:	Raw Score	Pct Change	<u>-50 to +50 Score</u>
Emissions CO per capita:	0.5974	56.74	
Emissions HC _x per capita:	0.0405	45.76	
Emissions NO _x per capita:	12.3694	69.29	
Fuel consumption per	0.8390	57.44	
capita:			
New impervious surface	0.0182	(24.93)	
per capita:			
Weighted Score		16.19	(18.45)

Appendix 6.4

MetroQuest Results Summary
June 2018

AECOM

Pasco County

2045 Long Range Transportation Plan

MetroQuest Survey Results (Phase 1)

June 25, 2018



1

Phase 1 Survey Overview

- Demo Link: https://itstimepasco-demo.metroquest.com

– Run time

April 16, 2018 to June 2, 2018 (48 days)

Survey Participants / Visitors

- 1,609 participants (36%)
- 2,855 visitors
- 4,464 total impressions

Platform

- 1,544 web
- 65 peer-to-peer

Device

- 814 mobile
- 795 computer/tablet

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NOTE

- **Participants** are the people who open the site and enter some data.
- **Visitors** are the people who open the site but don't provide any input.

2

Appendix 6.4 - 1

Return on MetroQuest Investment

- 4,642 Facebook reach
- 8,012 Twitter impressions
- Nearly 350,000 audience (online news and TV)
- \$9,000 publicity value
- YouTube video
- Facebook live

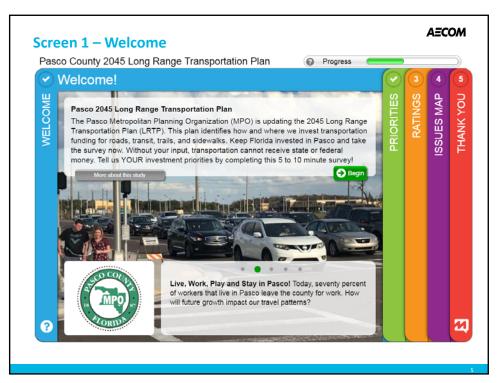


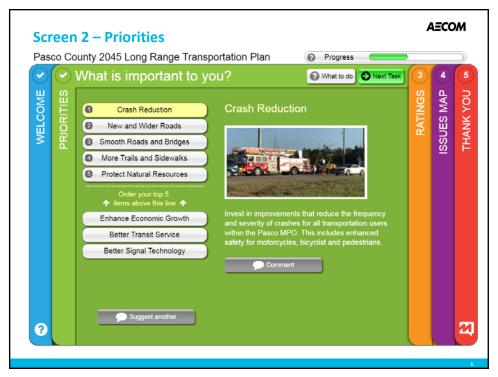
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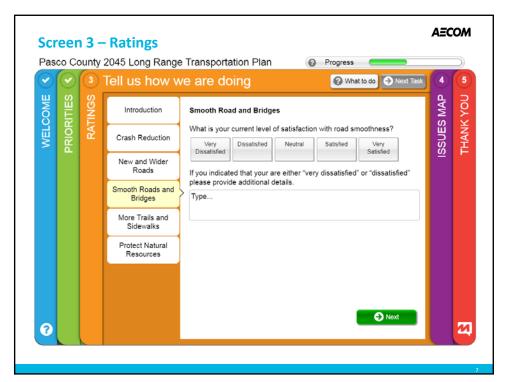
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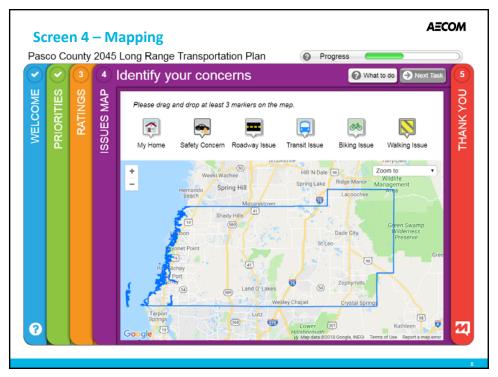




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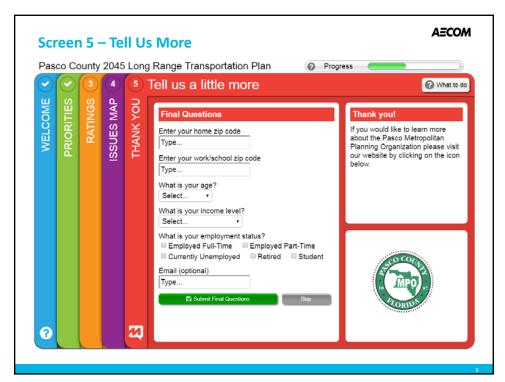
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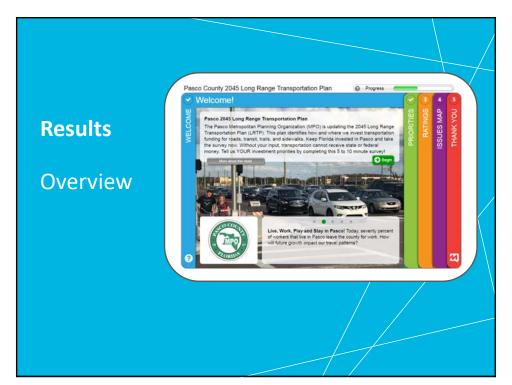




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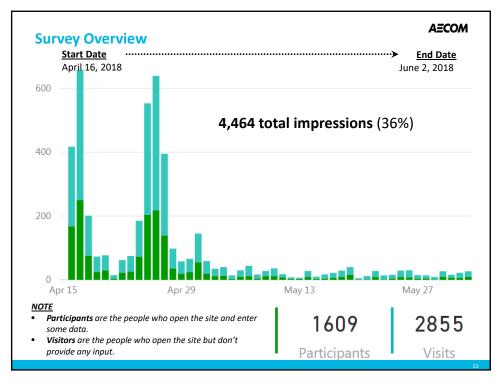
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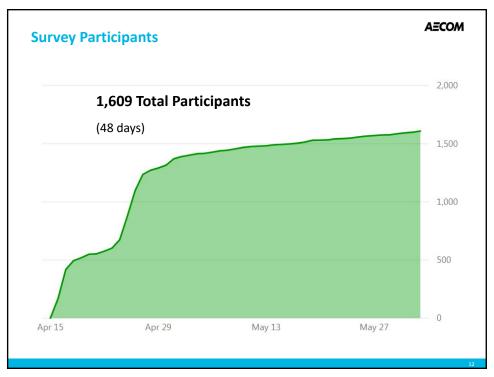




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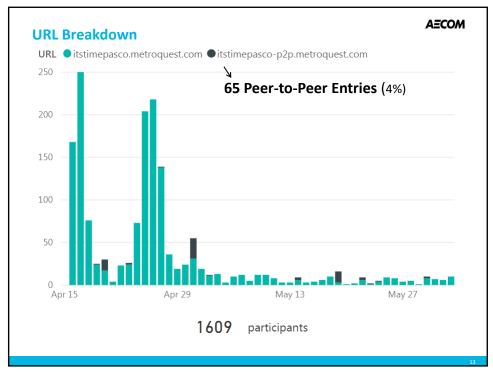
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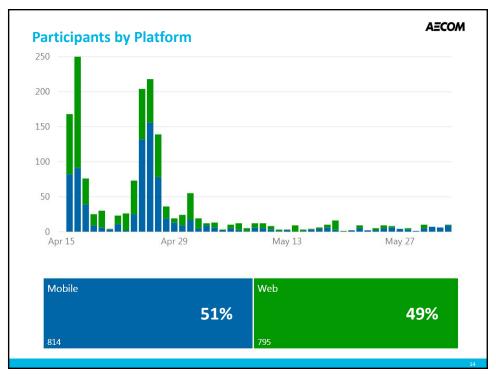




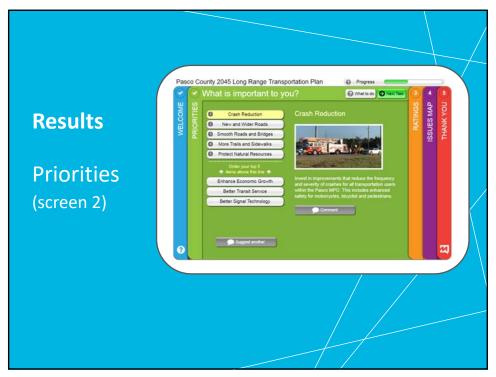
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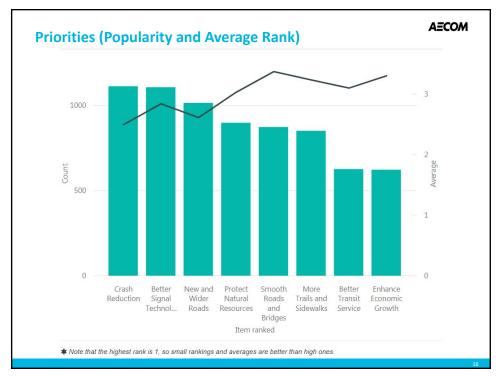
Appendix 6.4 - 6





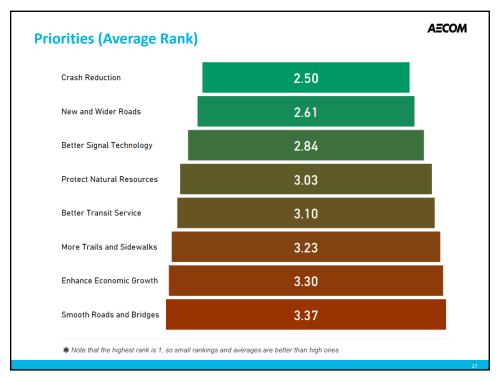
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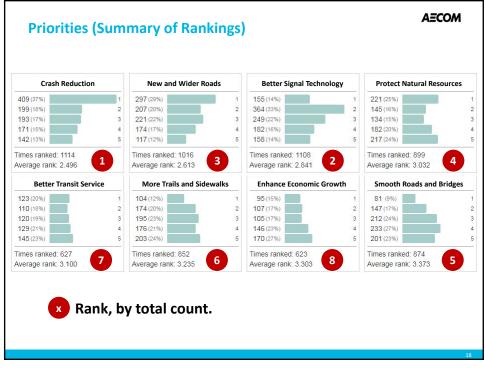




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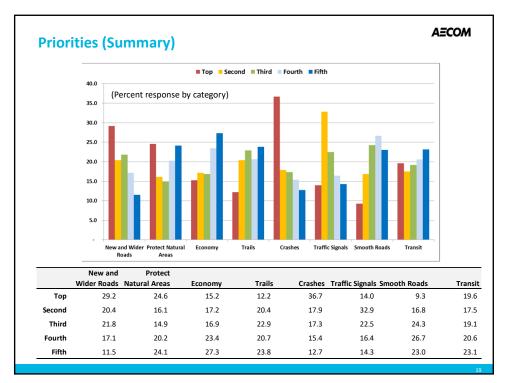
Appendix 6.4 - 8

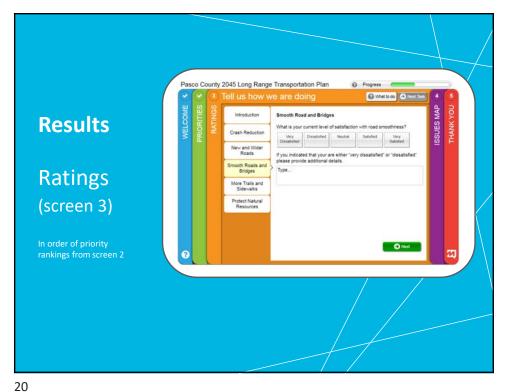




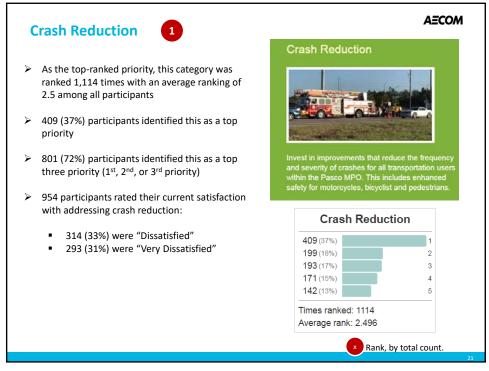
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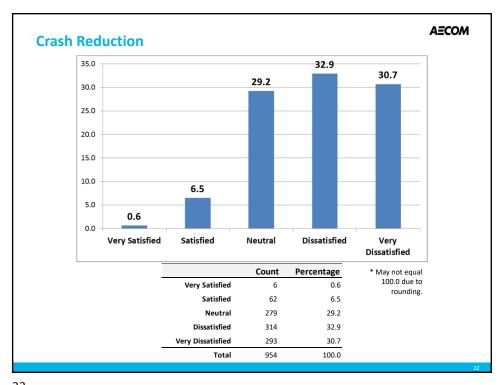
Appendix 6.4 - 9





Appendix 6.4 - 10 10





22

Appendix 6.4 - 11 11

Comments (by satisfaction)Count PercentageVery Satisfied20.4Satisfied71.4Neutral377.6Dissatisfied21143.4Very Dissatisfied22947.1

Crash Reduction (Comments – Word Cloud)

atisfied 229 47.1 Total 486 100.0

NOTE

All survey respondents had the option of leaving comments; however, if respondents indicated they were "very dissatisfied" or "dissatisfied" they were asked to leave a comment to provide additional details.

Detailed comments are available in a separate document.



23

Better Signal Technology

2

As the third-ranked priority, this category was ranked 1,108 times with an average ranking of 2.8 among all participants

- 768 (69%) participants identified this as a top three priority (1st, 2nd, or 3rd priority)
- 155 (14%) participants identified this as a top priority
- 956 participants rated their current satisfaction with addressing better signal technology:
 - 367 (38%) were "Dissatisfied"
 - 211 (22%) were "Very Dissatisfied"

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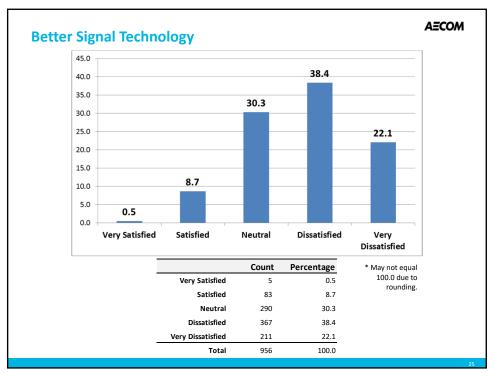
Invest in new traffic signal technology to improve traffic flow along major corridors. This represents a lower cost alternative to more lanes and prepares our transportation system for new car technology.

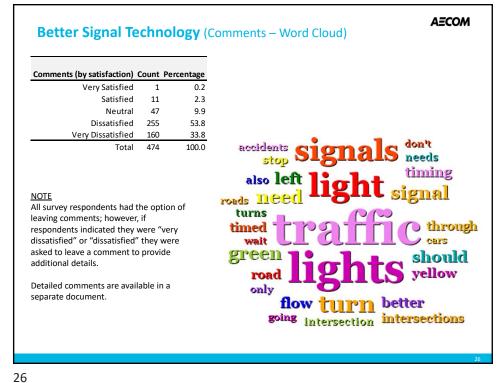
Better Signal Technology			
155 (14%)		1	
364 (33%)		2	
249 (22%)		3	
182 (16%)		4	
158 (14%)		5	
Times rank Average ra			
Average ra	nk: 2.841 Rank, by t	otal co	

y total count.

24

Appendix 6.4 - 12 12

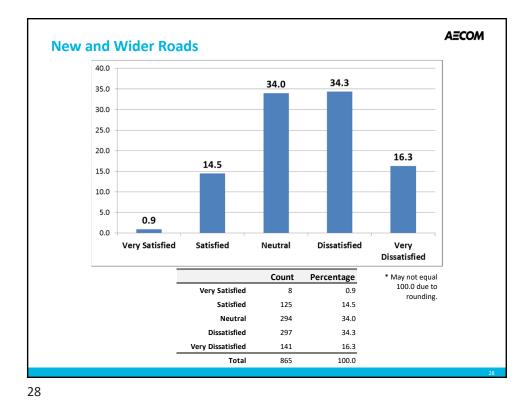




Appendix 6.4 - 13 13

AECOM **New and Wider Roads** 3 New and Wider Roads > As the second-ranked priority, this category was ranked 1,016 times with an average ranking of 2.6 among all participants > 725 (71%) participants identified this as a top three priority (1st, 2nd, or 3rd priority) > 297 (29%) participants identified this as a top priority 865 participants rated their current satisfaction with addressing new and wider roads: **New and Wider Roads** 297 (34%) were "Dissatisfied" 141 (16%) were "Very Dissatisfied" 207 (20%) 221 (22%) 174 (17%) 117 (12%) Times ranked: 1016 Average rank: 2.613 Rank, by total count.

27



Appendix 6.4 - 14 14

New and Wider Roads (Comments – Word Cloud)

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Comments (by satisfaction)	Count	Percentage
Very Satisfied	1	0.3
Satisfied	14	3.8
Neutral	52	14.1
Dissatisfied	195	53.0
Very Dissatisfied	106	28.8
Total	368	100.0

NOTE

All survey respondents had the option of leaving comments; however, if respondents indicated they were "very dissatisfied" or "dissatisfied" they were asked to leave a comment to provide additional details.

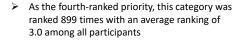
Detailed comments are available in a separate document.



29

Protect Natural Resources



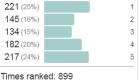


- > 221 (25%) participants identified this as a top priority
- > 500 (56%) participants identified this as a top three priority (1st, 2nd, or 3rd priority)
- > 768 participants rated their current satisfaction with addressing protection of natural resources:
 - 188 (25%) were "Dissatisfied"
 - 97 (13%) were "Very Dissatisfied"

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Protect Natural Resources

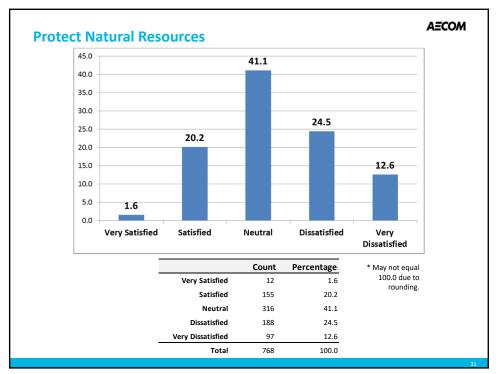


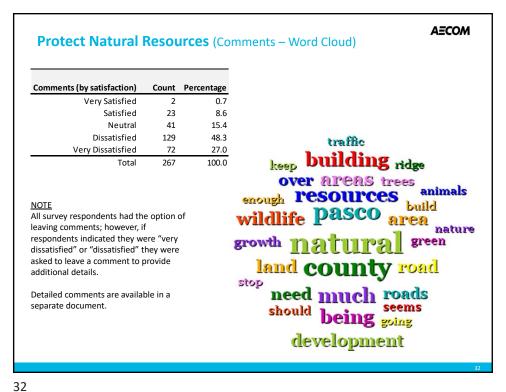
Average rank: 3.032

Rank, by total count.

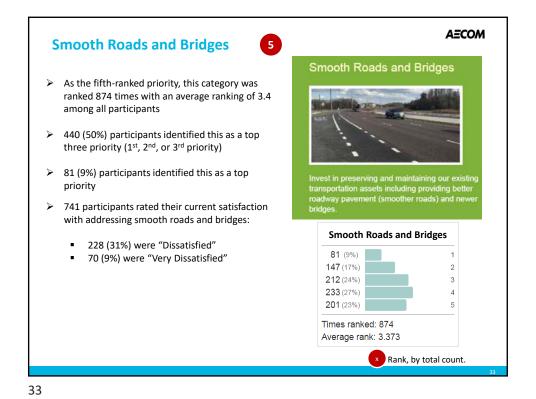
30

Appendix 6.4 - 15





Appendix 6.4 - 16 16



AECOM **Smooth Roads and Bridges** 40.0 37.0 35.0 30.8 30.0 25.0 21.5 20.0 15.0 9.4 10.0 5.0 1.3 **Very Satisfied** Satisfied Neutral Dissatisfied Very Dissatisfied Count Percentage * May not equal 100.0 due to Very Satisfied 10 1.3 rounding. 159 Neutral 274 37.0 30.8 Very Dissatisfied 9.4 741 100.0

Appendix 6.4 - 17 17

Smooth Roads and Bridges (Comments – Word Cloud)

AECOM

Comments (by satisfaction)	Count	Percentage
Very Satisfied	3	1.2
Satisfied	20	7.8
Neutral	42	16.3
Dissatisfied	141	54.7
Very Dissatisfied	52	20.2
Total	258	100.0

NOTE

All survey respondents had the option of leaving comments; however, if respondents indicated they were "very dissatisfied" or "dissatisfied" they were asked to leave a comment to provide additional details.

Detailed comments are available in a separate document.



35

More Trails and Sidewalks



- As the sixth-ranked priority, this category was ranked 852 times with an average ranking of 3.2 among all participants
- 473 (55%) participants identified this as a top three priority (1st, 2nd, or 3rd priority)
- > 104 (12%) participants identified this as a top priority
- > 710 participants rated their current satisfaction with addressing more trails and sidewalks:
 - 241 (34%) were "Dissatisfied"
 - 108 (15%) were "Very Dissatisfied"

AECOM

More Trails and Sidewalks

Improve neighborhood quality by constructing new bike trails and sidewalks to better connect within and between developing areas throughout the Pasco MPO.

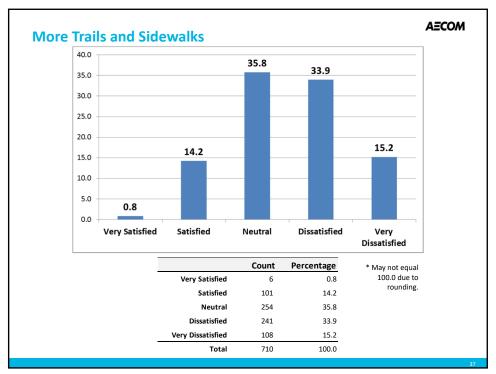
More Trails and Sidewalks 104 (12%) 1 174 (20%) 2 195 (23%) 3 176 (21%) 4 203 (24%) 5 Times ranked: 852

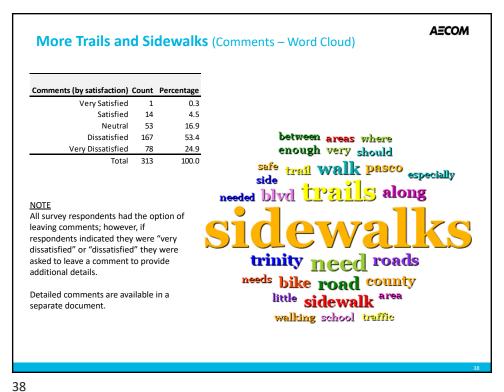
Average rank: 3.235

Rank, by total count.

36

Appendix 6.4 - 18 18

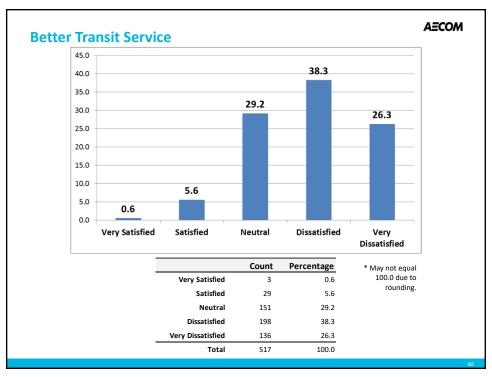




Appendix 6.4 - 19 19

AECOM **Better Transit Service Better Transit Service** As the seventh-ranked priority, this category was ranked 627 times with an average ranking of 3.1 among all participants > 353 (57%) participants identified this as a top three priority (1st, 2nd, or 3rd priority) > 123 (20%) participants identified this as a top priority > 517 participants rated their current satisfaction with addressing better transit **Better Transit Service** service: 123 (20%) 110 (18%) 198 (38%) were "Dissatisfied" 120 (19%) 136 (26%) were "Very Dissatisfied" 129 (21%) 145 (23%) Times ranked: 627 Average rank: 3.100 Rank, by total count.

39

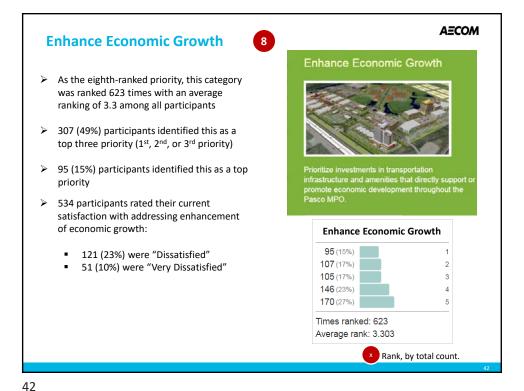


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Appendix 6.4 - 20 20

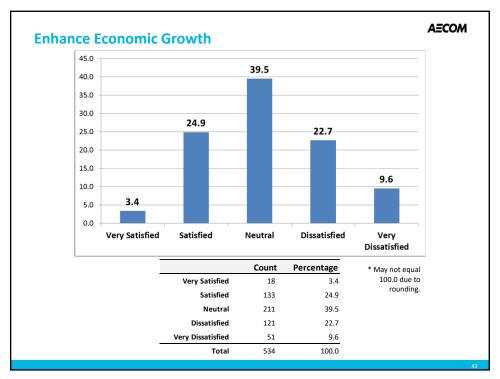
AECOM Better Transit Service (Comments – Word Cloud) Comments (by satisfaction) Count Percentage Very Satisfied 0.4 Satisfied 4 15 Neutral 32 12.3 Dissatisfied 124 47.5 transportation Very Dissatisfied 100 38.3 Total 261 100.0 NOTE All survey respondents had the option of leaving comments; however, if respondents indicated they were "very dissatisfied" or "dissatisfied" they were asked to leave a comment to provide rgi don't additional details. area where mass just Detailed comments are available in a separate document. options counties light routes work

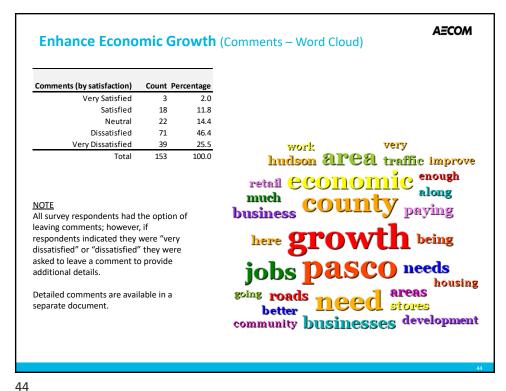
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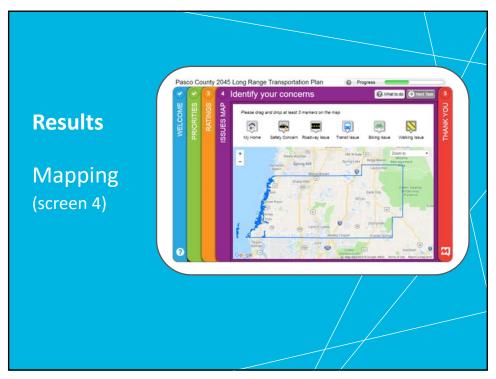


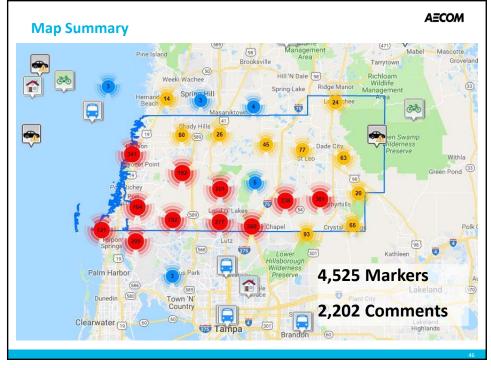
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Appendix 6.4 - 21 21

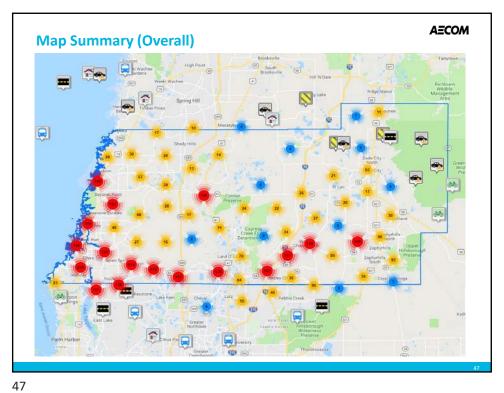


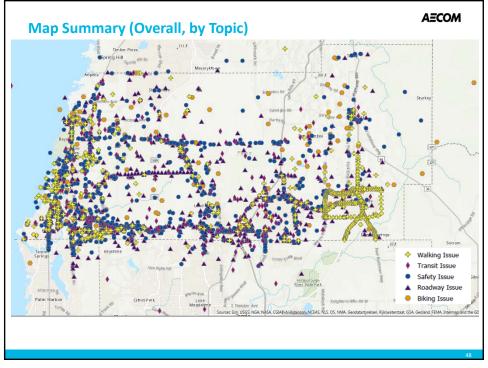


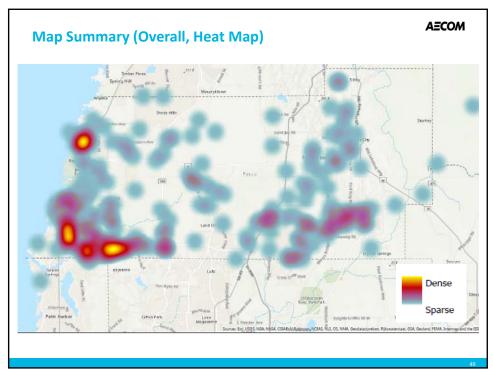


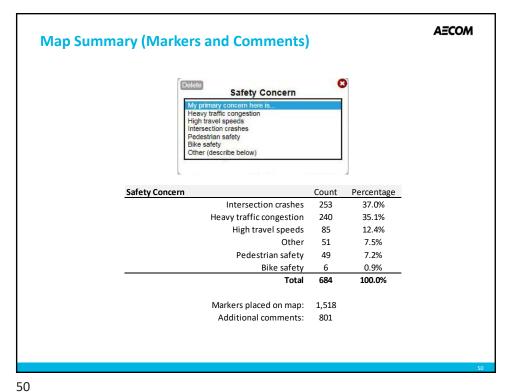


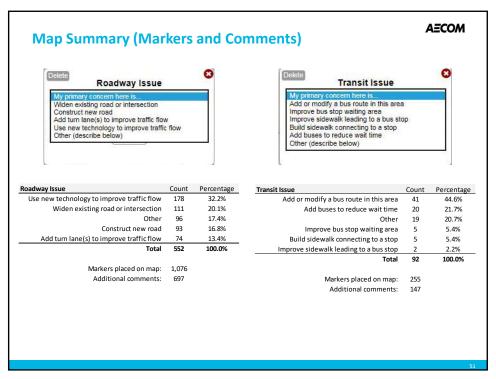
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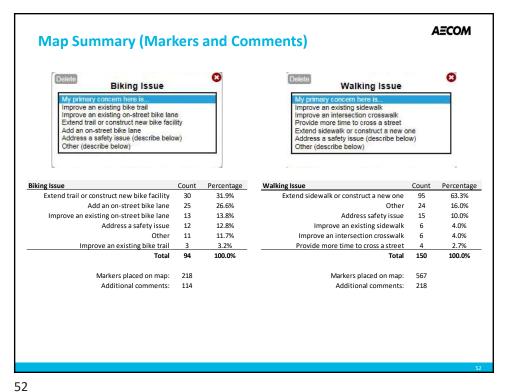


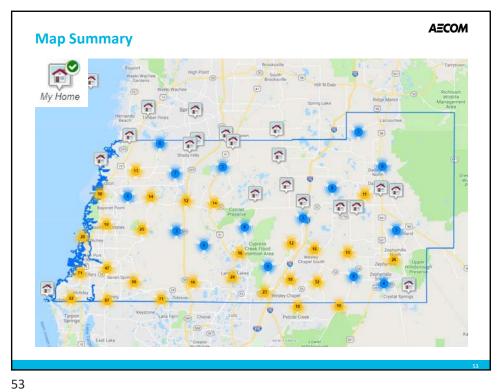


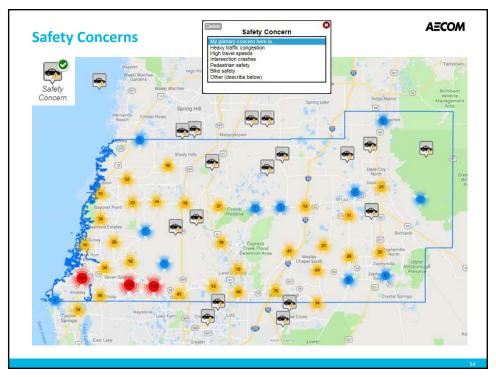


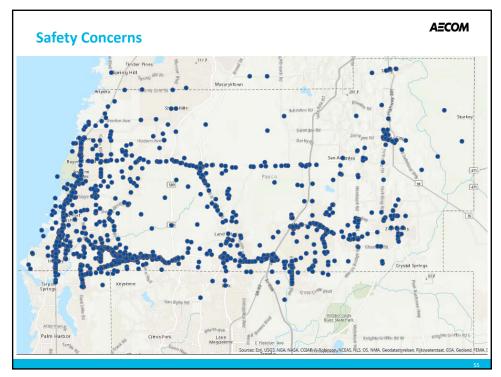


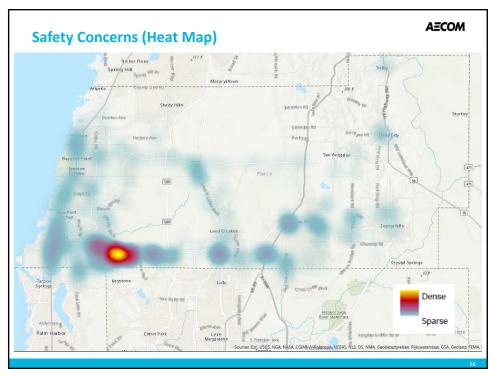




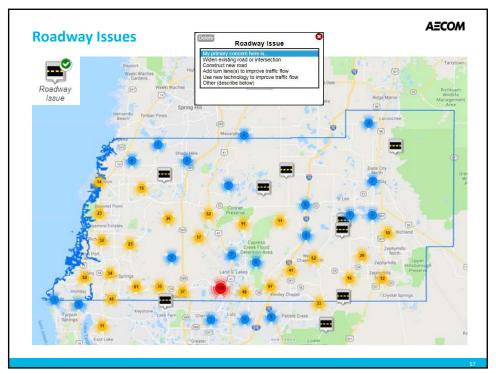


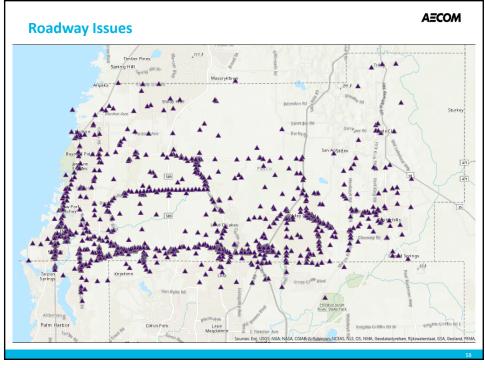




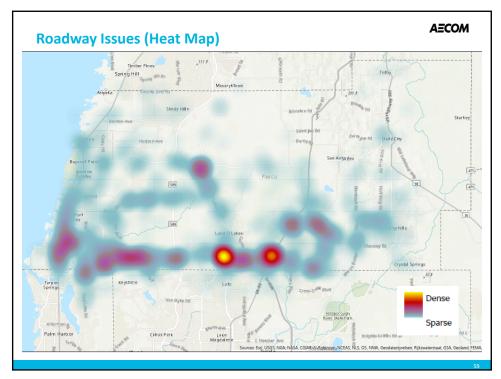


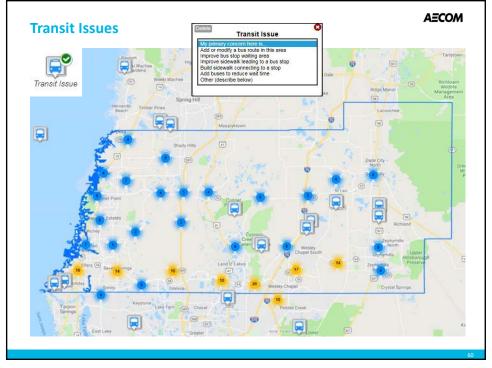
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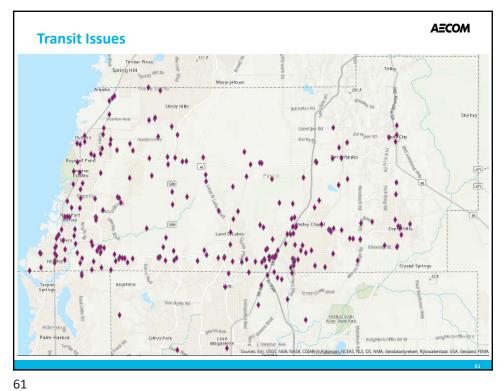


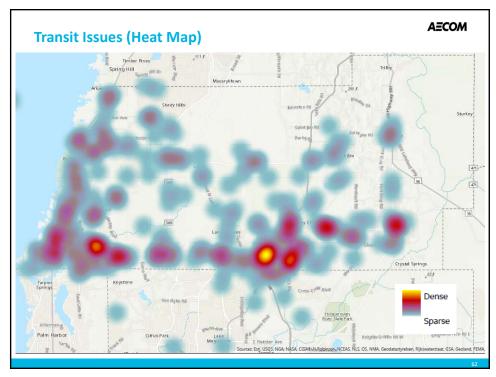
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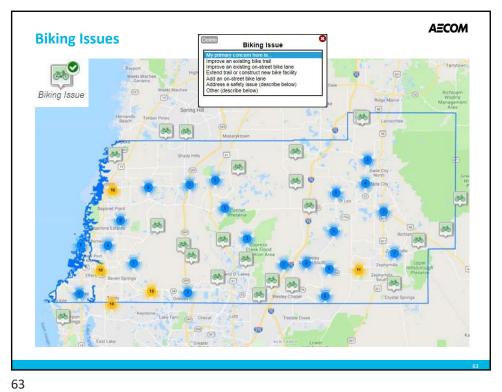




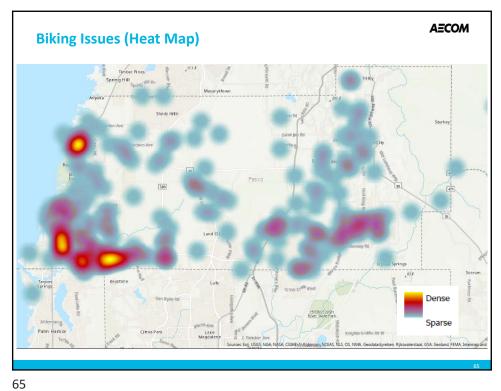
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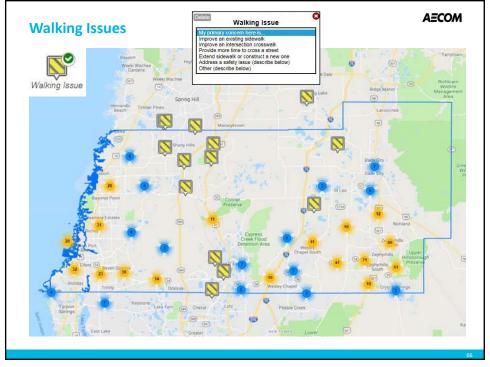




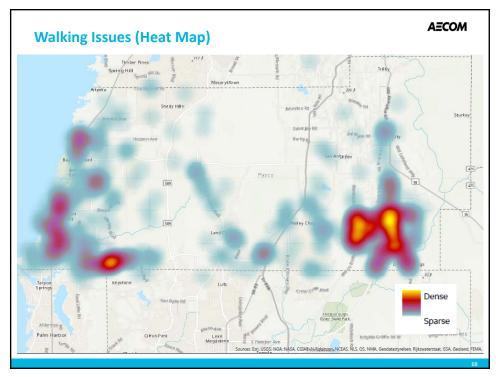




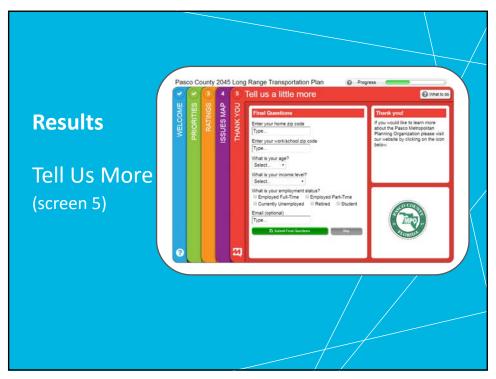


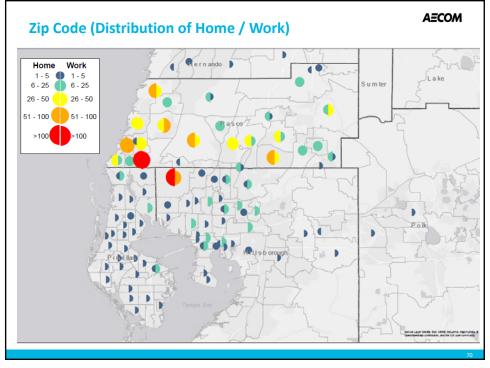






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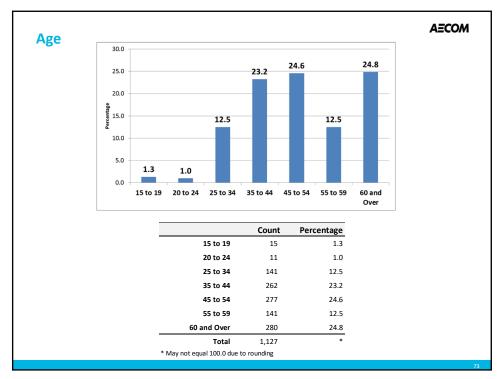


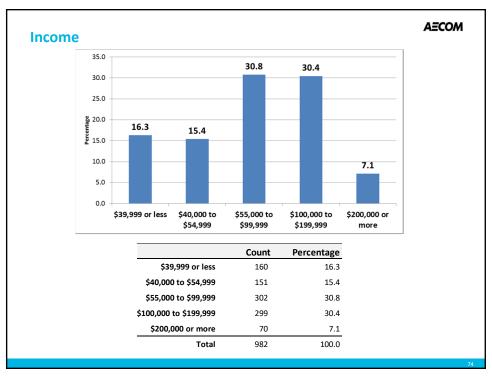
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(Ranka)	d by highe	st count)						
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Zip	Count	County	Zip	Count	County	County Total	Count Pe	ercentage
34655	255	Pasco	33559	8	Pasco	Pasco	988	88.2%
33556	107	Hillsborough	33549	4	Hillsborough	Hillsborough	124	11.1%
34652	84	Pasco	33558	3	Hillsborough	Pinellas	5	0.4%
34667	78	Pasco	34606	2	Hernando	Hernando	3	0.3%
33543	72	Pasco	34689	2	Pinellas		1120	
34638	59	Pasco	33537	1	Pasco			
33544	46	Pasco	33548	1	Hillsborough			
34653	42	Pasco	33566	1	Hillsborough			
34668	42	Pasco	33593	1	Pasco			
34639	38	Pasco	33606	1	Hillsborough			
34654	35	Pasco	33609	1	Hillsborough			
34691	27	Pasco	33612	1	Hillsborough			
33545	26	Pasco	33617	1	Hillsborough			
33541	25	Pasco	33619	1	Hillsborough			
33525	22	Pasco	33626	1	Hillsborough			
34669	19	Pasco	33646	1	Hillsborough			
34690	19	Pasco	33647	1	Hillsborough			
34610	18	Pasco	33716	1	Pinellas			
33523	17	Pasco	33761	1	Pinellas			
33542	17	Pasco	34556	1	Pasco			
34637	14	Pasco	34608	1	Hernando			
33576	13	Pasco	34656	1	Pasco			
33540	8	Pasco	34688	1	Pinellas			

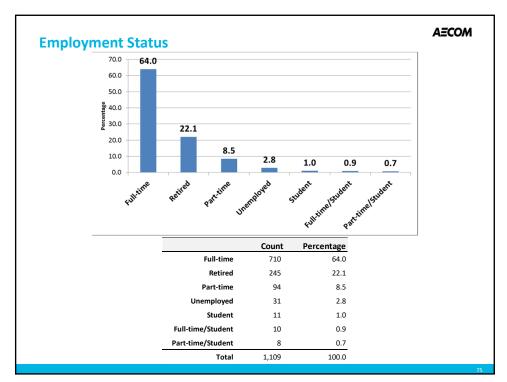
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Zip	Count	County	Zip	Count	County	Zip	Count	County	County Total	Count	Percentage
34655	148	Pasco	33558	5	Hillsborough	32837	1	Orange	Pasco	602	66.6%
33556	56	Hillsborough	33759	5	Pinellas	33455	1	Martin	Hillsborough	202	22.3%
34654	56	Pasco	33760	5	Pinellas	33524	1	Pasco	Pinellas	84	9.3%
34652	53	Pasco	33771	5	Pinellas	33527	1	Hillsborough	Hernando	7	0.8%
34667	36	Pasco	34610	5	Pasco	33537	1	Pasco	Alachua	1	0.1%
34639	34	Pasco	33614	4	Hillsborough	33559	1	Pasco	Seminole	1	0.1%
34638	33	Pasco	33762	4	Pinellas	33567	1	Hillsborough	Orange	1	0.1%
34668	33	Pasco	34684	4	Pinellas	33585	1	Sumter	Martin	1	0.1%
33543	31	Pasco	34698	4	Pinellas	33604	1	Hillsborough	Sumter	1	0.1%
33525	30	Pasco	33619	3	Hillsborough	33608	1	Hillsborough	Polk	2	0.2%
34653	26	Pasco	33756	3	Pinellas	33617	1	Hillsborough	Marion	1	0.1%
33602	17	Hillsborough	34601	3	Hernando	33621	1	Hillsborough	Osceola	1	0.1%
33544	16	Pasco	34685	3	Pinellas	33622	1	Hillsborough	Total	904	
34637	16	Pasco	34695	3	Pinellas	33635	1	Hillsborough			
33545	15	Pasco	33511	2	Hillsborough	33655	1	Hillsborough			
33607	15	Hillsborough	33540	2	Pasco	33709	1	Pinellas			
33542	14	Pasco	33548	2	Hillsborough	33710	1	Pinellas			
34691	14	Pasco	33576	2	Pasco	33713	1	Pinellas			
33647	12	Hillsborough	33601	2	Hillsborough	33755	1	Pinellas			
33523	11	Pasco	33605	2	Hillsborough	33757	1	Pinellas			
33541	10	Pasco	33606	2	Hillsborough	33763	1	Pinellas			
33549	10	Hillsborough	33613	2	Hillsborough	33764	1	Pinellas			
33634	10	Hillsborough	33624	2	Hillsborough	33765	1	Pinellas			
34689	10	Pinellas	33625	2	Hillsborough	33772	1	Pinellas			
33609	9	Hillsborough	33626	2	Hillsborough	33773	1	Pinellas			
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33716	8	Pinellas	33761	2	Pinellas	34470	1	Marion			
34669	8	Pasco	33778	2	Pinellas	34602	1	Hernando			
33618	6	Hillsborough	33782	2	Pinellas	34604	1	Hernando			
33620	6	Hillsborough	34683	2	Pinellas	34608	1	Hernando			
33637	6	Hillsborough	34688	2	Pinellas	34613	1	Hernando			
34677	6	Pinellas	32607	1	Alachua	34759	1	Osceola			
34690	6	Pasco	32773	1	Seminole						

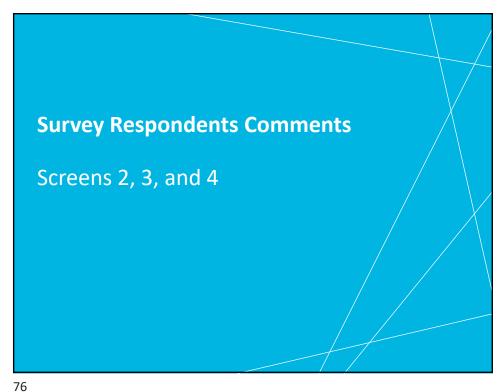
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Appendix 6.5

MetroQuest Summary for Hot Spots

Pasco LRTP MetroQuest Summary for Hot Spots

Roadway Issues

There were four areas on the Roadway issues map that had a very high density of comments in MetroQuest. These areas are in the vicinity of New Port Richey/Holiday, Trinity, Lutz, and the I-75/SR 54 interchange. Two additional areas had slightly higher concentrations of comments, including Wesley Chapel and the US 41/SR 52 intersection in Connerton. A summary of the comments provided through MetroQuest for each of these areas is provided below.

New Port Richey/Holiday (US 19 at SR 54 area)

A total of 26 comments were provided for this area. The table below provides the break down of these comments using the available responses through MetroQuest. The responses that were either "other describe below" or blank were reviewed and where appropriate, reassigned to one of the available responses. These adjusted numbers are reflected in the Updated Number column of the table. A summary of the additional comments offered for each response category is provided below the table.

Available Responses	Number	Updated Number	Updated Percent
Add turn lanes to improve traffic flow	2	3	11.54%
Construct new road	1	1	3.85%
Use new technology to improve traffic flow	1	3	11.54%
Widen existing road or intersection	1	1	3.85%
Other describe below/blank	21	18	69.23%
Total	26	26	100.01%*
*Total may not equal 100% due to rounding.			

Two of the comments provided for "add turn lanes to improve traffic flow" were specific to the Madison Street/SR 54 intersection. The "construct new road" was specific to providing a connection between Nature's Hideaway and Photonics Drive or Welbilt Boulevard. Under "use new technology to improve traffic flow", the one specific comment was in regard to a light at the hospital that will require "every car on 54 to stop". Two additional comments were added to this category and both were related to traffic signal synchronization or timing; one at the Madison Street/SR 54 intersection and the other along US 19. The "widen existing road or intersection" did not provide additional comments on the issue and the location marked was near Madison Street and the Anclote Elementary School.

The comments provided under either "other describe below" or blank response fields were further categorized into 5 areas.

- Drainage/flooding comments 2 (11.11%) specific to Arcadia Road and Ground Squirrel Drive.
- Road surface condition comments 5 (27.78%) are all located on local neighborhood roadways.
- Generic "road work needed" comment 7 (38.89%) are all located on local neighborhood roadways.
- Safety/other 3 (16.67%) with specific comments provided regarding parents parking on Madison Street to pick up children from school making it difficult to reach SR 54 and the need for barriers between pedestrians and vehicles at an unspecified location.
- Congestion 1 (5.56%) located on Seven Springs Boulevard north of Hideaway Trail.

Trinity

A total of 99 comments were provided in this hot spot area. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Add turn lanes to improve traffic flow	8	12	12.12%
Construct new road	2	3	3.03%
Use new technology to improve traffic flow	12	13	13.13%
Widen existing road or intersection	9	13	13.13%
Other describe below/blank	68	58	58.59%
Total	99	99	100.00%*
*Total may not equal 100% due to rounding.		•	

All initial 8 comments regarding turn lanes were centered on the intersection of Trinity Road with Little Road. The 4 additional comments were equally split between this same intersection and the intersection of Starkey Road and 54. The comments for "construct new road" were each in different locations: one was specific to a section of SR 54 that the commenter felt needs to be straightened, another requested a new road to connect US 19 to I-75, and the third was a recommendation for a frontage road between Memorial Road and Gunn Highway along SR 54. The "use new technology to improve traffic flow" responses were all focused-on SR 54 in this area. Of the comments provided, 4 were related to traffic signals, one was related to better enforcement of speeding and red-light runners, and one recommended an expressway to the Clearwater and St. Pete areas. All comments regarding "widen existing road or intersection" were located on Trinity Boulevard.

The comments provided in either "other describe below" or blank response fields were further categorized into 7 areas.

- Road surface condition comments 12 (20.69%) located on Little Road between Mercy Way and Trinity Boulevard (5 comments), Duck Slough Boulevard between SR 54 and Trinity Boulevard (4 comments), and Community Drive south of SR 54 (3 comments).
- New/revise traffic signal comments 10 (17.24%) regarding the need to install a traffic light in at the intersection of Sweetspire Drive with Trinity Boulevard or to address an issue with an existing signal, primarily along Trinity Boulevard and SR 54.
- Enforcement comments 3 (5.17%) related to speeding (along SR 54 and Trinity Boulevard) and right turns on red (at Heart Pine Avenue/Trinity Boulevard intersection with SR 54).
- Street lights for illumination comments 2 (3.45%) on Trinity Boulevard.
- Congestion comments 7 (12.06%) all along SR 54 in this area.
- Access comments 2 (3.45%) indicating that there are too many driveways to businesses along SR 54 and the need for better connectivity between them (from Duck Slough Boulevard to Old Gunn Highway).
- Over-development comments 2 (3.45%) in terms of impact additional development will have on traffic flow along SR 54.
- A recommendation to construct an express lane along SR 54 to I-75 (1.72%).

Lutz (SR 54 and US 41 area)

This was the hot spot with the highest number of comments overall with 119. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Add turn lanes to improve traffic flow	10	14	11.77%
Construct new road	4	4	3.36%
Use new technology to improve traffic flow	33	45	37.82%
Widen existing road or intersection	9	13	10.92%
Other describe below/blank	63	43	36.13%
Total	119	119	100.00%*
*Total may not equal 100% due to rounding.			

The intersection of Collier Parkway with SR 54 received 4 comments about needing improvements to the turn lanes, either adding more or extending the length. The remaining 10 comments about turn lanes were focused on the US 41 and SR 54 intersection. The four comments to "construct new road" were all linked to 20 Mile Level Road. One-quarter of the "use new technology" to improve traffic flow comments are located at the intersection of Collier Parkway with SR 54; and of these 4 specifically recommend retiming the traffic signals. The remainder are located at the intersection of US 41 and SR 54, and 4 of the comments recommend retiming the traffic signals while one recommends an overpass. Similarly, "widen existing road or intersection" was focused on the US 41 and SR 54 intersection and the Collier Parkway and SR 54 intersection. There were 4 specific comments about constructing overpasses, 3 located at Collier Parkway and the other at US 41.

The comments provided in either "other describe below" or blank response fields were further categorized into 2 areas. The remaining responses either did not provide specific comments (15 total) or were too specific in nature to be categorized (8 total).

- Road surface condition comments 5 (11.63%) specific roadways identified include Weeks Boulevard (twice), Willow Bend Parkway, and several local neighborhood roads.
- Congestion comments 15 (34.88%) the majority of which are located at or near the intersection of SR 54 with US 41 with other areas along SR 54 and US 41 being identified, especially Collier Parkway at US 41.

I-75 at SR 54/56

A total of 90 comments were received for this area, and the majority were focused on the interchange of I-75 with SR 54/56. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Add turn lanes to improve traffic flow	11	11	12.22%

Construct new road	2	3	3.33%	
Use new technology to improve traffic flow	26	31	34.44%	
Widen existing road or intersection	5	7	7.78%	
Other describe below/blank	46	38	42.22%	
Total	90	90	99.99%*	
*Total may not equal 100% due to rounding.				

The "add turn lanes" comments provided noted the level of congestion during the morning peak period and weekends. The "construct new road" comments provided encouraged the installation of a diverging diamond interchange as quickly as possible and an additional I-75 exit at County Line Road. The "use new technology" comments focused on traffic signal timing and the desire to have it improved. Included in the "widen existing road or intersection" comments is a recommendation for widening County Line Road to alleviate congestion on SR 54/56. Otherwise, as with the other responses, the remainder of the comments are focused on widening either the ramps providing access to and from I-75 or SR 54/56.

The comments provided in either "other describe below" or blank response fields were further categorized into 4 areas. The remaining responses either did not provide specific comments (10 total).

- Overpass/interchange modification comments 9 (23.68%) specific comments alternate between supporting diverging diamond concept and requesting a cloverleaf design, while others request overpasses or flyovers to allow for free-flowing traffic.
- Congestion comments 15 (39.47%) these are general statements about the level of congestion at this interchange without any recommendations for a specific solution.
- Safety/enforcement comments 2 (5.26%) specific comments recommended reducing the speed limit in the area and another noted "frequent deadly accidents" on I-75 north of the interchange.
- Development/growth comments 2 (5.26%) specific comments were regarding the level of traffic attracted by the outlet mall that impacts local residents and the county's challenge with meeting the demands of population growth.

Wesley Chapel

Fifty-four comments about roadway conditions were submitted for this area. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Add turn lanes to improve traffic flow	3	5	9.26%
Construct new road	6	6	11.11%
Use new technology to improve traffic flow	5	5	9.26%
Widen existing road or intersection	10	14	25.93%
Other describe below/blank	30	24	44.44%
Total	54	54	100.00%*
*Total may not equal 100% due to rounding.			

The "add turn lanes" comments are primarily focused on the intersection of SR 54 with Bruce B. Downs Boulevard/CR 581, with 80% requesting additional turn lanes for northbound to westbound movement from CR 581 to SR 54. The other request for a turn lane is at the intersection of Curley Road with SR 54, where the specific comment is that the existing turn lane from SR 54 is "creating issues." Two of the comments provided under "use new technology to improve traffic flow" were specific to the traffic signal timing at the SR 54 intersection with Pointe Pleasant Boulevard (Walmart). The remaining responses, which did not offer specific comments, are located at the northbound I-75 exit ramp to SR 54, the SR 54 intersection with Bruce B. Downs Boulevard/CR 581, and the SR 54 intersection with Curley Road. The "widen existing road or intersection" responses are more diverse in their locations, including east of the I-75 interchange on SR 54, the segment of SR 54 between Vandine Road and River Glen Boulevard, and Curley Road.

The comments provided in either "other describe below" or blank response fields were further categorized into 4 areas. The remaining responses either did not provide specific comments (11 total).

- Safety/enforcement comments 2 (8.33%) specific to accidents at intersection of SR 54 and Meadow Pointe Road and merge situation at SR 54 and Curley Road.
- Development/growth comments 2 (8.33%) specific to the number of new neighborhoods being constructed off Curley Road and the location ("too close") of business access to the I-75 access ramps.
- Road surface condition comments 3 (12.50%) specific to Meadow Pointe Boulevard, Wesley Chapel Loop, and Boyette Road.
- Congestion comments 6 (25.0%) are mostly located along SR 54/56 further east of the interchange with I-75, including at Curley Road, Wild Pine Boulevard, Wesley Chapel Loop, and Meadow Pointe Boulevard.

Connerton (US 41 intersection with SR 52 area)

A total of 42 comments were provided in this area. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields. An interesting observation about the comments in this area are that upon the initial review, the majority were in the "other" or blank response category. However, after further review, the majority shifted to the "widen existing road or intersection" response.

Available Responses	Number	Updated Number	Updated Percent
Add turn lanes to improve traffic flow	1	1	2.38%
Construct new road	1	1	2.38%
Use new technology to improve traffic flow	1	1	2.38%
Widen existing road or intersection	13	23	54.76%
Other describe below/blank	26	16	38.10%
Total	42	42	100.00%*
*Total may not equal 100% due to rounding.			

The "add turn lanes" response was located at the US 41 intersection with SR 52 and a specific comment was not provided. The "construct new road" response was located along SR 52 west of US 41. The "use

new technology" response was located at the US 41 intersection with SR 52 and the specific comment expressed a desire to see this intersection improved. Of the initial 13 responses for "widen existing road or intersection", all of them were located at the US 41 intersection with SR 52 and the specific comments provided were evenly split between widening US 41 and SR 52. The additional comments identified regarding widening were also focused on either US 41, SR 52, their intersection or both roadways. More comments were made regarding the need to widen US 41 in locations south of the SR 52 intersection (4 comments) than along SR 52 (2 comments).

The comments provided in either "other describe below" or blank response fields were further categorized into 3 areas. The remaining responses either did not provide specific comments (4 total).

- Congestion comments 7 (43.75%) are all located near the intersection of US 41 with SR 52
- Safety/enforcement comments 4 (25.0%) were regarding red light runners at the US 41 intersection with SR 52, a dangerous hill and turn on SR 52 approaching US 41, how dangerous the intersection is, and the need for better lane markings along both US 41 and SR 52.
- Local road connectivity 1 (6.25%) was specific to the residential area of Asbel Creek and Estates and referencing new construction to the north of Bullock Road.

Safety Issues

There were 2 areas that showed up with very dense comments, New Port Richey/Holiday and Trinity. Four additional areas were included in this analysis as they also showed a higher density of comments, consistent with the Roadway Issues. These areas include Lutz (SR 54 and US 41 area), I-75 interchange at SR 54/56, Wesley Chapel, and Connerton (US 41 intersection with SR 52 area). A summary of the comments for each of these areas follows.

New Port Richey/Holiday (US 19 at SR 54 area)

A total of 13 comments were received in this area, which is considerably smaller in size than the same hot spot identified for Roadway Issues. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the no response/blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Heavy traffic congestion	2	3	23.08%
High travel speeds	2	3	23.08%
No response selected/blank	9	7	53.85%
Total	13	13	100.01%*
*Total may not equal 100% due to rounding.	·		

Heavy traffic congestion was identified in 3 different locations, along Auld Lane east of Grand Boulevard, at the intersection of Grand Boulevard with Elkhorn Boulevard, and along Madison Street by the Anclote Elementary School. High travel speeds were identified along Bahia Avenue and Auld Lane. The comments with no response/blank response fields were further categorized into 4 areas.

• Unsafe conditions - 2 (28.57%) at the intersection of Grand Boulevard and Auld Lane and exiting the La Villa Grand neighborhood onto Grand Boulevard.

- Flooding 1 (14.28%) on Grand Boulevard between Auld Lane and Sunray Drive.
- Road work needed 1 (14.28%) on Andorra Drive, a local neighborhood road.
- Uprooted sidewalk 1 (14.28%) and Auld Lane that makes the sidewalk impassable.
- Blank 2 (28.47%) at Bahia Avenue north of Auld Lane and at the driveway for Pasco Painters
 Supply and Grand Tires Auto & Repair on Grand Boulevard.

Trinity

There are 429 comments provided in this hot spot area, which represents over 62% of the total safety responses received for this version of the MetroQuest survey. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the no response/blank response fields.

Available Responses	Number	Updated Number	Updated Percent		
Heavy traffic congestion	22	27	6.29%		
High travel speeds	21	21	4.90%		
Intersection crashes	127	163	38.00%		
Pedestrian safety	5	7	1.63%		
No response selected/blank	254	211	49.18%		
Total	429	429	100.00%*		
*Total may not equal 100% due to rounding.					

The most frequently mentioned location for "heavy traffic congestion" in this area was the intersection of Little Road with SR 54. The next most frequent locations were along Little Road, along SR 54, Duck Slough Boulevard, and the intersection of Starkey Road with SR 54. Trinity Boulevard and the intersection of Corporate Center/Success Drive with SR 54 were also identified. In terms of "high travel speeds" participants identified 11 roadway segments and 10 intersections where speed is a concern. The majority (81.81%) of the roadway segments are located along SR 54 with Cool Springs Parkway and Trinity Boulevard also making the list. The intersections identified as having speed concerns were all along SR 54 at Duck Slough Boulevard (60%), at Starkey Boulevard (20%) and at Corporate Center/Success Drive and Trinity Boulevard (10% each).

There were several intersections identified under "intersection crashes". The table below summarizes the locations identified. The intersection with the highest number of responses was the intersection of SR 54 with Duck Slough Boulevard. Apparently, a fatal accident occurred at this intersection in the days leading up to the MetroQuest survey, which may explain the reasons for the higher number of responses. The next two most frequent intersections noted were SR 54 at Trinity Boulevard and SR 54 at Corporate Center/Success Drive. Overall, intersections along SR 54 accounted for over 91% of the responses.

Intersection Location	Number of Times Identified	Percent of Total
Little Road @ Mitchell Boulevard	3	1.84%
Little Road and Mitchell Plaza	8	4.91%
SR 54 @ Community Drive	4	2.45%
SR 54 @ Corporate Center/Success Drive	16	9.82%
SR 54 @ Country Pl Boulevard	1	0.61%

SR 54 @ Duck Slough Boulevard	75	46.01%
SR 54 @ Heart Pine Avenue	4	2.45%
SR 54 @ Little Rd	1	0.61%
SR 54 @ Marathon Road	3	1.84%
SR 54 @ Merchant Avenue	2	1.22%
SR 54 @ Spangler Drive	1	0.61%
SR 54 @ Starkey Boulevard	11	6.75%
SR 54 @ Trinity Boulevard	32	19.63%
Trinity Boulevard @ Tamarind Boulevard	1	0.61%
Location identified was not an intersection	1	0.61%
Total	163	99.97%*
*Total may not equal 100% due to rounding.		

The "pedestrian safety" responses were in 7 different locations. Three locations were provided without additional comments to identify the specific concern, including Mitchell Boulevard at Little Road, Trinity Boulevard between Tamarind Boulevard and Garden Lakes Boulevard, and Duck Slough Boulevard at the crosswalk to Trinity Elementary School. The remaining locations provided specific comments.

- Cool Springs Parkway has lots of joggers and walkers and nobody knows the speed limit.
- Community Drive (near Odessa Elementary School) does not have a flashing school zone sign and people speed through the area.
- Trinity Boulevard between Corporate Center Drive and Duck Slough Boulevard needs a sidewalk.
- Intersection of SR 54 at Corporate Center/Success Drive is "a horrible intersection to cross."

The comments with "other describe below"/blank response fields were further categorized into 6 areas.

- Street lights for illumination 4 (1.89%) along Trinity Boulevard.
- All of the above 4 (1.89%) meaning that all of the available responses were concerns along Duck Slough Boulevard and at the intersection of Little Road and Photonics Way.
- Too many traffic signals 1 (0.47%) along SR 54 that prevent it from being a higher speed eastwest route.
- Safety/enforcement comments 54 (25.59%) primarily along SR 54 and at many of the
 intersections previously identified for intersection crashes. The main comments provided are
 related to driver behavior, such as speeding, making turns into traffic, and running through
 traffic signals, and lack of enforcement in these locations. More than one-third of these
 comments were located on or adjacent to the SR 54 intersection with Duck Slough Boulevard.
- Specific improvement recommended 25 (11.85%) primarily along SR 54 (60%) with some other areas identified, including Cool Springs Parkway, Corporate Center Drive, Duck Slough Boulevard, Little Road, and Trinity Boulevard, these are recommendations for improvements such as traffic signal retiming or installation and addition/extension of turn lanes.
- No comment provided 123 (58.29%) identified a location but did not provide specific comments regarding the safety concern in the area. The areas identified are summarized below.
 - o Along SR 54 97
 - at Duck Slough Boulevard 28
 - at Trinity Boulevard 21

- at Little Road 8
- at Community Drive 7
- at Corporate Center Drive 3
- at Circle K
- at Country Place Boulevard
- at Hospital Boulevard
- At Marathon Road
- At Medical Center of Trinity
- At Merchant Avenue
- At Monmouth Drive
- At Player Drive 2
- At Short Avenue
- At Spangler Drive
- At Starkey Boulevard 7
- At Success Drive 4
- At Trinity Towers Self Storage
- At Walmart 2
- Between Community Drive and Monmouth Drive
- Between Chick-fil-A and Little Road
- At Preferred Materials Inc.
- Along Trinity Boulevard 9
 - At Tamarind Boulevard 4
 - At Duck Slough Boulevard 3
 - At Cool Springs
 - At Spade Fish Boulevard
- Along Little Road 9
 - At Mitchell Boulevard 4
 - At J.W. Mitchell High School
 - At Jaguar Trail
 - At Mercy Way
 - At Photonic Drive
 - Between SR 54 and Jaguar Trail
- o Blissfield Road at Monmouth Drive
- o Community Drive at Memorial Drive
- o Destiny Way at Success Drive
- o Duck Slough Boulevard at Torino Drive
- o Lake Haven Drive at Arroba Cove
- o Lori Lane at Links Lane
- o Pyramid Drive at Destiny Way
- o Tecoma Drive at Terralyn Lane

Lutz (SR 54 and US 41 area)

Most of the responses (87.5%) received for this area were located at the intersection of US 41 with SR 54 and the remainder were located at the merge point of US 41 with County Road 591/Dale Mabry Highway. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Heavy traffic congestion	22	25	62.50%
High travel speeds	0	0	0.00%
Intersection crashes	0	0	0.00%
Pedestrian safety	0	0	0.00%
Other describe below/blank	18	15	37.50%
Total	40	40	100.00%*
*Total may not equal 100% due to rounding.			

All but 2 of the "heavy congestion" responses were located at the intersection of US 41 with SR 54. The other 2 were located at the merge point of US 41 with County Road 591/Dale Mabry Highway. The comments with "other describe below"/blank response fields were further categorized into 5 areas.

- Traffic signal timing 3 (20%) at the merge point of US 41 with County Road 591/Dale Mabry Highway (66.67%) and the intersection of US 41 with SR 54 (33.33%).
- Heavy congestion and high travel speeds 3 (20%) at the merge point of US 41 with County Road 591/Dale Mabry Highway (33.33%) and the intersection of US 41 with SR 54 (66.67%).
- Specific improvement needed 5 (33.33%) all located at the intersection of US 41 with SR 54 and specific suggestions included constructing an overpass and extending the turn lanes.
- General comment 2 (13.33%) that expressed the dissatisfaction with the intersection of US 41 with SR 54.
- No specific comment 2 (13.33%) at each of the locations.

I-75 at SR 54/56

This area received the smallest number of safety responses of the hot spots highlighted. However, all of the responses were focused on the interchange of I-75 with SR 54/56. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Heavy traffic congestion	12	18	64.29%
High travel speeds	0	0	0.00%
Intersection crashes	1	1	3.57%
Pedestrian safety	0	0	0.00%
Other describe below/blank	15	9	32.14%
Total	28	28	100.00%*
*Total may not equal 100% due to rounding.		•	

There were not many specific comments provided for the available responses, and most of the comments that were provided reiterated the theme of congestion. Under "heavy traffic congestion" there was one specific suggestion that retiming the traffic signals may help. The "intersection crashes" was attributed to too much traffic traveling too fast. The comments with "other describe below"/blank response fields were further categorized into 5 areas.

- Traffic signal timing 1 (11.11%) commented that the signal timing was "off" and the traffic volumes were very heavy.
- All of the above 1 (11.11%) commented that the traffic light timing, the number of lanes, the level of congestion, the speed of traffic, and driver behavior were all issues.
- Driver behavior 2 (22.22%) noted that driver behavior (swerving in and out of lanes or cutting in at the last minute) creates the safety problems in this location.
- Roadway design issues 3 (33.33%) comments regarding the number of lanes and the overlap of the ingress and egress ramps.
- No specific comment 2 (22.22%) provided no additional comments on the safety issue in this area.

Wesley Chapel

The comments provided in this area are located in three primary locations, the I-75 interchange with SR 54/56, the intersection of County Road 581/Bruce B. Downs Boulevard with SR 54/56, and along SR 54/56 adjacent to the shopping areas. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Heavy traffic congestion	11	13	41.94%
High travel speeds	1	1	3.23%
Intersection crashes	3	3	9.68%
Pedestrian safety	0	0	0.00%
Other describe below/blank	16	14	45.16%
Total	31	31	100.01%*
*Total may not equal 100% due to rounding.			

"Heavy traffic congestion" was reported in 3 locations, the intersection of County Road 581/Bruce B. Downs Boulevard with SR 54/56, Pointe Pleasant Boulevard at SR 54/56, and at the I-75 interchange. "High travel speeds" were identified at the intersection of County Road 581/Bruce B. Downs Boulevard with SR 54/56. The "intersection crashes" were all located at the intersection of County Road 581/Bruce B. Downs Boulevard with SR 54/56. The comments with "other describe below"/blank response fields were further categorized into 4 areas.

• Shopping center access/issues – 9 (64.28%) comments were made about the hazardous conditions related to the access points for the shopping areas located on the south side of SR 54/56, stretching from I-75 to Pointe Pleasant Boulevard.

- New/extended turn lanes 2 (14.29%) comments about the turn lanes backing up and interfering with through traffic at the I-75 interchange and at the intersection of County Road 581/Bruce B. Downs Boulevard with SR 54/56.
- I-75 interchange proximity 2 (14.29%) comments about the proximity of the I-75 northbound exit to the shopping centers located along SR 54/56.
- Safety 1 (7.14%) comment about the dangers of making a left turn from Eagleston Boulevard onto County Road 581/Bruce B. Downs Boulevard.

Connerton (US 41 intersection with SR 52 area)

A total of 32 comments were provided in this area. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Heavy traffic congestion	10	12	37.50%
High travel speeds	0	0	0.00%
Intersection crashes	8	8	25.00%
Pedestrian safety	0	0	0.00%
Other describe below/blank	14	12	37.50%
Total	32	32	100.00%*
*Total may not equal 100% due to rounding.			

The "heavy traffic congestion" responses were evenly split between the intersection of US 41 and SR 52 and Land O'Lakes Boulevard. The "intersection crashes" were more focused on the intersection of Land O'Lakes Boulevard with Central Boulevard (62.5%) than the US 41 and SR 52 intersection (37.5%). The comments with "other describe below"/blank response fields were further categorized into 4 areas.

- Traffic signal needed 3 (25%) at the intersection of Land O'Lakes Boulevard with Central Boulevard.
- Accidents 1 (8.33%) along Land O'Lakes Boulevard.
- Safety concerns 2 (16.67%) located at the intersection of US 41 and SR 52 being scary at night due to the lack of a divider and along Land O'Lakes Boulevard in terms of number of lanes, condition of the shoulder, number of trucks, and the lack of marked bicycle lanes.
- All of the above 1 (8.33%) in reference to the intersection of US 41 and SR 52 being too congested and people traveling at high speeds.
- No comment provided 5 (41.67%) were divided between the intersection of US 41 and SR 52 and Land O'Lakes Boulevard. One was in the middle of an undeveloped area, so it was not possible to determine the intended transportation facility.

Transit Issues

There were several different areas that showed up on the transit issues maps compared to the roadway and safety maps. There were two areas that had true hot spots on the map, one along SR 54 from New Port Richey to Trinity and the other around I-75 in the Wesley Chapel area. In addition to these, we also reviewed the comments that were made in four other areas (along US 19 near Hudson, the intersection

of CR 52 and Ehren Cutoff/CR 583, the St. Leo area, and the Dade City area) where transit is either not provided or not frequent to see what was said in these areas.

New Port Richey, Holiday and Trinity

The largest number of transit responses was received for this area, with a total of 30. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Add buses to reduce wait time	2	2	6.67%
Add or modify a bus route in this area	2	3	10.00%
Improve bus stop waiting area	2	2	6.67%
Other describe below/blank	24	23	76.67%
Total	30	30	100.01%*
*Total may not equal 100% due to rounding.			

The "add buses to reduce wait time" comments were placed on the US 19 route and the SR 54 route, and no additional comments were provided. The "add or modify a bus route" comments were located on SR 54, one near Corporate Center Drive and the other north of Mitchell Ranch Road, and on Little Road near Mercy Way. Specific comments provided were that additional transit may reduce the number of cars on the road (SR 54), that the timing of the route 23 and route 54 buses needs to be revisited to reduce wait times, and that there are not enough routes (Little Road). The two "improve bus stop waiting area" comments were located on SR 54 at the Walmart Supercenter and on US 19 between Catherine Street and Alps Way. The comment on SR 54 requests a "better, more protected" bus stop. The comment on US 19 is specific to providing trash receptacles at bus stops.

The comments with "other describe below"/blank response fields were further categorized into 7 areas.

- Impact of transit on other traffic 1 (4%) at the intersection of Little Road with SR 54 with a specific complaint that the bus stop is too close to the intersection and it causes cars to "get stuck" in the intersection after the light turns red.
- Safety/enforcement 2 (9%) in two locations, SR 54 at Duck Slough Boulevard and US 19 at
 Moog Road. The comment provided for SR 54 at Duck Slough Boulevard does not seem to be a
 transit issue as it is about speeding and running red light. The comment on US 19 in about the
 bus using the right turn lane to continue straight on US 19 and the commenter desiring to do the
 same without being fined.
- New station/facility requested 2 (9%) at two locations, at the intersection of Main Street and Grand Boulevard in New Port Richey and along SR 54 east of Little Road. One specific comment requests a transit center in downtown New Port Richey and the other requests a transit station with restrooms along the SR 54 route.
- More buses and routes 2 (9%) at two locations, near Seven Springs Road and along SR 54 near Starkey Boulevard.
- Congestion 2 (9%) at two locations, US 19 at Trouble Creek Road and along SR 54. It is unclear that these are really transit-related comments as both complain about the traffic congestion in these locations.

- Route restructuring 1 (4%) located near the intersection of Little Road with SR 54 and noting that the routes should be revised to provide connectivity to the schools in Pasco County.
- No specific comment 13 (56%) these are located throughout the area and without any specific comments provided it is difficult to know what the specific concern is.

Wesley Chapel

A total of 23 comments were received in this area. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Add buses to reduce wait time	3	3	13.04%
Add or modify a bus route in this area	3	4	17.39%
Improve bus stop waiting area	0	0	0.00%
Other describe below/blank	17	16	69.57%
Total	23	23	100.00%*
*Total may not equal 100% due to rounding.	•	•	

The "add buses" comments were placed on Bruce B. Downs Boulevard, at SR 56 and Chancey Road, and on SR 56 at Wesley Chapel Boulevard. Two specific comments were provided. One for the location at Bruce B. Downs Boulevard and SR 56 states a need for more public transportation and an easier way to access information about it. The other comment was provided for the SR 56 at Wesley Chapel Boulevard location and does not appear to be specific to transit as it complains about the "nightmare" the area is becoming. The "add or modify a bus route" comments were provided in 3 locations, Bruce B. Downs Boulevard at SR 56, SR 56 at Wesley Chapel Boulevard, and at the Tampa Premium Outlets. Only one specific comment was provided, and it was at the Tampa Premium Outlets location, and requests service between the outlet mall and Wiregrass Mall.

The comments with "other describe below"/blank response fields were further categorized into 5 areas.

- New transit mode 2 (12%) along I-75. One comment suggests express buses to Tampa and the other a subway.
- More buses and routes 4 (25%) at different locations in this area and with specific comments. One, located on Bruce B. Downs Boulevard between County Line Road and SR 54, suggests the need for more public transportation within and to destinations outside of Pasco County. Another located at SR 54 west of Cypress Creek Road, requests more "times and routes". A third, which was located in the middle of a residential area adjacent to I-75, expressed a need for more public transportation in central Pasco County. The fourth location, Bruce B. Downs Boulevard at CR 581, states that there is "little to no transit."
- Congestion 4 (25%) primarily located at the Tampa Premium Outlets and at the intersection of SR 54 with CR 54. Again, it is unclear if these are really transit-related comments as they focus on the level of traffic congestion in these areas.
- Route restructuring 2 (12%) located at the intersection of Bruce B. Downs Boulevard with SR
 56. Both provided specific comments. One suggested a loop service that uses shopping areas as

- "collection points." The second comment is about the three different routes provided along SR 54 and the need to distinguish them, with a suggestion for 54A, 54B, and 54C.
- No specific comment 4 (25%) these are located throughout the area and without any specific comments provided it is difficult to know what the specific concern is.

US 19/Hudson Area

Two responses were made in this area. One was a response to "add or modify a bus route" and the point is in the Beacon Woods area near Clock Tower Parkway. A specific comment was not provided for this entry. The second comment did not select one of the MetroQuest responses and instead provided a specific comment, which was located over a home located on Split Rail Lane, about difficulties using paratransit service, particularly with the cost.

CR 52 at CR 583/Ehren Cutoff Intersection Area

Five responses were noted in this area. Two were the MetroQuest response "add or modify a bus route" and one was a comment regarding a lack of transit service in the area. Three of the comments were focused on County Road 52 and one on CR 583/Ehren Cutoff. The remaining response was in the middle of a vacant field and did not provide a specific comment.

St. Leo Area

Five responses were noted in this area. Three were MetroQuest responses and two were blank, although one did provide a specific comment. The MetroQuest responses were "add or modify a bus route" located on CR 52, "add buses to reduce wait time", which was placed on CR 52 but the comment provided indicated that it was meant for all of Pasco County, and "other describe below" located on CR 52 with a specific comment to "build it bigger before you explode growth". Of the 2 blank comments, one was located on CR 52 and no details were provided and the other was in the middle of a vacant parcel with a comment "not enough transit".

Dade City Area

Four responses were provided in this area. Three were MetroQuest responses and one was blank. Two of the MetroQuest response were "add or modify a bus route" and were located on Church Ave and US Highway 98. The second MetroQuest response was "add more buses" and was located on 7th Street. The blank comment did not provide any details and was located on Robinson Avenue near US Highway 98.

Biking Issues

There are 3 hot spot areas for biking issues and one area in Central Pasco that was selected to better understand the issues in the more rural portions of the county. The three hot spots are in the New Port Richey/Holiday/Trinity area, the Hudson area, and west of Zephyrhills. The fourth spot selected is along US 41 between Connerton and Land O'Lakes.

New Port Richey/Holiday/Trinity Area

This area received the most responses in the MetroQuest survey, with a total of 49. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Add an on-street bike lane	5	6	12.24%
Address a safety issue	2	9	18.37%
Extend trail or construct new bike facility	9	21	42.86%
Improve an existing on street bike lane	4	4	8.16%
Other describe below/blank	29	9	18.37%
Total	49	49	100.00%*
*Total may not equal 100% due to rounding.			

The 6 "add an on-street bike lane" responses are located on different facilities, including Mitchell Boulevard, Seven Springs Boulevard, Little Road, US 19, and Trinity Boulevard. One of the locations marked through MetroQuest was not clear as it was placed in the middle of a residential area and not on a specific roadway. Only one specific comment was provided, and it was with the response located on US 19. The comment was that the traffic volumes are too high to allow for bicycles to share the road and requested separated bike paths.

The two responses that selected the "address a safety issue" were located on SR 54 and Trouble Creek Road. Both provided specific comments with the SR 54 comment noting unsafe conditions due to traffic volumes. Conversely, the comment on Trouble Creek Road was focused more on the safety concerns related to large groups of bicyclists creating a traffic hazard. Seven additional responses were flagged to be included in this safety issue based on the specific comments provided. Three of these are located at different points along Little Road, including at Chittamwood Boulevard where a crosswalk was requested, south of SR 54 near Mitchell Plaza were a request for raising awareness about bicycles was issued, and by the Walmart Supercenter where an additional plea for raised awareness was made. The remaining locations include Trinity Boulevard (little to no shoulder which is unsafe for cyclists), SR 54 (narrow bike lanes), Moog Road (no safe sidewalks), and Trouble Creek Road where a generic "bike safety" comment was provided.

After reviewing the comments provided, the "extend trail or construct new bike facility" received the highest number of additional responses and were more concentrated on certain facilities, specifically Grand Boulevard, Mitchell Boulevard, and Trinity Boulevard. Of the 9 that selected the specific response, 6 are located on Grand Boulevard, 1 on Trinity Boulevard, 1 on Mitchell Boulevard, and 1 that was located on somebody's home and the comment was "connect to Pinellas Trail." Of the 11 additional responses identified, 4 were located on Trinity Boulevard, 3 on Mitchell Boulevard, 3 on Grand Boulevard, and one recommended a trail be built from Starkey Boulevard to the nature preserve.

The 4 "improve an existing on-street bike lane" responses were located on 4 different facilities, US 19, Trinity Boulevard, Mitchell Boulevard, and an undetermined location. No additional comments were provided for these areas.

The comments with "other describe below"/blank response fields were further categorized into 3 areas.

- Need sidewalks 1 (11%) along Grand Boulevard between Whipperwill Drive and Moog Road.
- Need speed bumps 1 (11%) on Woodcock Drive.
- No comments provided 7 (78%) were located on Trinity Boulevard (3), SR 54 (2), Mitchell Boulevard, and Perrine Ranch Road.

Hudson Area

There were 13 comments made in this area and none of them used one of the available responses through MetroQuest, they were all blank in terms of the issue and only 3 provided specific comments. One requested an overpass over US 19 north of Saltwater Boulevard. The other 2 comments were on Fivay Road, one requesting the construction of a true multi use path that extends to the Regional Medical Center Bayonet Point complex. The second comment on Fivay Road states that there are no bike paths and that the road is too busy for bicyclists. The other issue points were located in the following general areas.

- US 19 @ Stahl Drive
- Sea Ranch Drive (3 points)
- Old Dixie Highway (2 points)
- Hudson Avenue (2 points)
- US 19 @ Maryland Avenue
- New York Avenue

Area West of Zephyrhills

A total of 10 comments were made in this area. The table below summarizes the comments based on the available responses provided through MetroQuest, as well as adjusted numbers based on a review of the "other describe below" and blank response fields.

Available Responses	Number	Updated Number	Updated Percent
Add an on-street bike lane	2	2	20.00%
Address a safety issue	0	0	0.00%
Extend trail or construct new bike facility	2	2	20.00%
Improve an existing on street bike lane	1	1	10.00%
Other describe below/blank	5	5	50.00%
Total	10	10	100.00%*
*Total may not equal 100% due to rounding.			

The 2 "add an on-street bike lane" comments were located on Geiger Road and Dean Dairy Road. The 2 "extend trail or construct new bike facility" comments were located on Eiland Boulevard and CR 54 at 5th Avenue. The "improve an existing on-street bike lane" comment was located on Vanburen Lane. Of the 5 "other describe below/blank" comments, only 3 provided additional notes and they all requested sidewalks be added to the identified roads, Eiland Boulevard (2) and 5th Avenue. The remaining 2 comments were located in unclear locations, either in the center of a residential subdivision or a large commercial property.

Connerton Area

Three comments were located in this general area, which extends along US 41 from CR 52 to Land O'Lakes. Two of the comments were specific to US 41 and the third comment was blank and located closer to Connerton Boulevard. The 2 comments along US 41 used two different MetroQuest specific responses, "improve an existing on-street bike lane" and "extend trail or construct new bike facility". Both provided additional comments that suggested a need for safe bike options along US 41.

Appendix 6.6

MOBILITY 2045 LRTP Public Outreach Presentation (October 2019)



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Who is the Metropolitan Planning Organization?

- MPO is a federally funded independent policy and planning agency.
- MPO Board comprised of local elected officials.
- Develop plans and programs for federal transportation revenues.
- Four key areas
 - Long Range Transportation Plan
 - Unified Planning Work Program
 - Transportation Improvement Program
 - Congestion Management Process

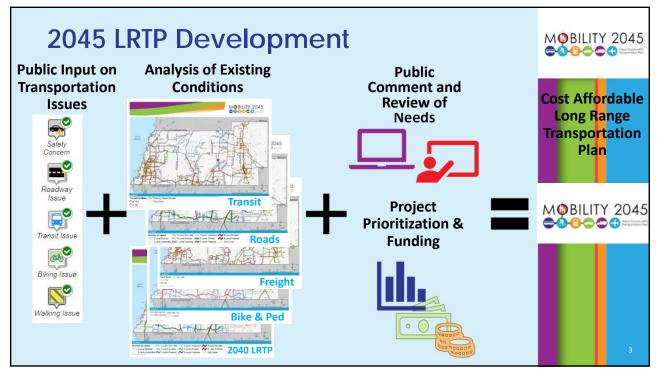
MOBILITY 2045

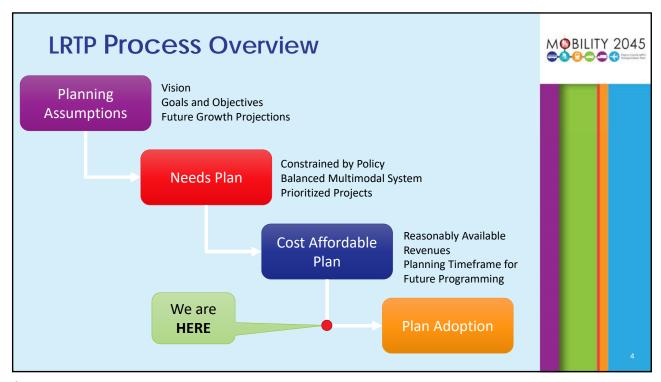
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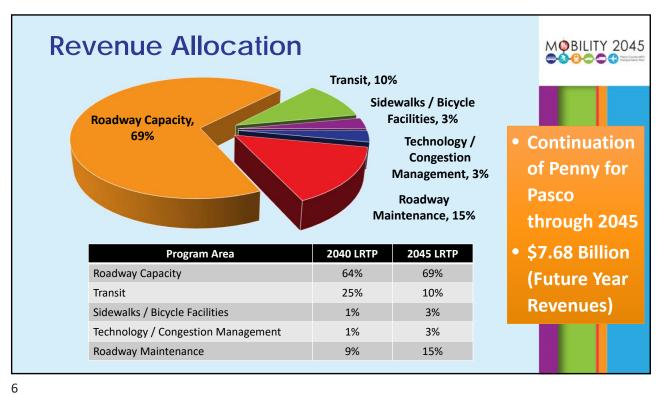
What is the Long Range Transportation Plan? Meet Federal Planning Requirements • Develop needs and cost affordable plans • Minimum 20-year planning horizon • Updated every 5 years • Shows where transportation revenues will be spent • Created with public input • approved by local elected officials (MPO Board) • Implemented by State & Local Agencies Reinforce Local Vision, Goals, and Policies

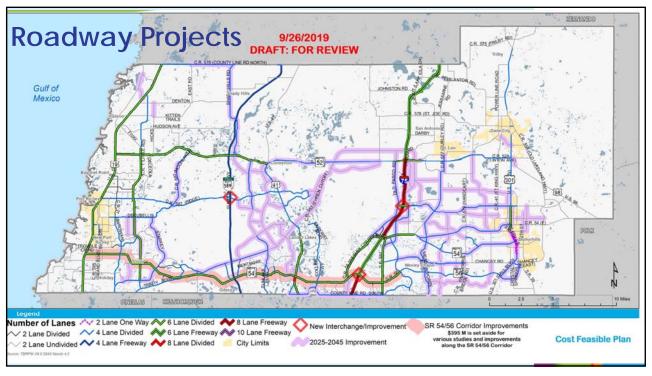
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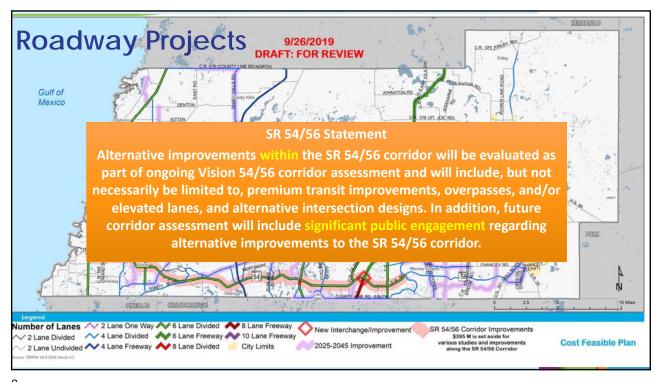














Roadway Highlights

MOBILITY 2045

- Major Project Highlights
 - SR 52: US 41 to Old Pasco Road widen to 4 lanes
 - US 301: One-Way Pair conversion Downtown Zephyrhills
 - US 301: Eiland to Kossik widen to 6 lanes
 - Overpass Road 4 lanes from I-75 to US 301
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 - County Line Rd. (Hillsborough) Dale Mabry to CR 581 4 lanes
 - Incorporation of developer requirements

10



Transit Highlights

- Expanded evening service hours (to 10:30/11:00 PM)
- Increased frequency (15 minutes on Route 19, 30 minutes on other routes)
- Sunday Service
- New Local service
 - Wiregrass Hopper
 - Shady Hills Connector
 - St Leo University Connector
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MOBILITY 2045

COMPANY

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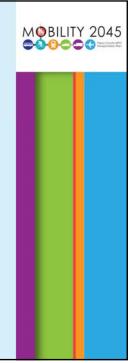
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Bike / Ped / Trails

- Included with design standards on arterial and collectors in urban areas
- Higher speed (>35 MPH) roads include separated facilities
- Many existing roadways lack facilities or have inadequate facilities
- Identify local/parallel routes in developed areas for safe yet convenient connections
- Incorporation recently completed studies
 - Countywide Pedestrian and Bicycle Safety Action Plan
 - Northeast Pasco Multimodal Safety Action Plan
- Implementing the LRTP involves a comprehensive and strategic approach for programming the set-aside funding



14

Public Outreach

- Outreach presentations
 - Greater Pasco Chamber Member Luncheon 10/8
 - Comm. Starkey Town Hall Meeting 10/9
 - Wake Up Greater Pasco Member Breakfast 10/18
 - Greater Zephyrhills Chamber Tentative
- Notification of 30-day public comment period
- Public Workshops
 - Tuesday Nov 5th New Port Richey Library 5:00 PM – 7:30 PM
 - Wednesday Nov 6th Historic Courthouse 5:00 PM – 7:30 PM
- Printed Copies of Summary Report



Appendix 6.7

MOBILITY 2045 LRTP Presentation

– MPO Committees
(December 2019)



2045 Long Range Transportation Plan

CAC - December 4, 2019

TAC - December 9, 2019

MPO - December 11, 2019

0

MOBILITY 2045 Adoption

- MOBILITY 2045 Plan Development Process
- Public Participation Success
- Updates since October
- Final Cost Affordable Plan
- Next Steps



MOBILITY 2045 Process Meet Federal Planning Requirements • Develop Cost Affordable Plan • Minimum 20-year planning horizon • Updated every 5 years • Created with public input • Implemented by State & Local Agencies through the Transportation Improvement Program Reinforce Local Vision, Goals, and Policies

2

3

MOBILITY 2045 Process MOBILITY 2045 Public Engagement / **Participation Throughout Set Vision** & Goals **Develop Cost Prioritize Affordable Needs** Plan Assess Evaluate **Future** Available Identify Growth Revenues Issues and **Challenges MOBILITY 2045** Establishing a transportation vision for the county • Qualifies Pasco County to receive federal funds Provides guidance for short-term project identification

Public Participation Success

More than two-years of engaging with the community

- Special Thanks
 - Amy Elmore Pasco County and MPO Staff
 - Residents of Pasco County
 - Greater Pasco Chamber of Commerce
 - Land O Lakes Rotary
 - City and County Staff
 - Citizens Advisory Committee
 - Technical Advisory Committee
 - Bicycle/Pedestrian Advisory Committee
 - MPO Board





MOBILITY 2045

1

Public Participation Success

- Presentation and Workshops
 - Environmental Justice Workshops
 - CARES Center in Elfers
 - Commissioner Starkey Town Hall Meetings
 - Commissioner Mariano Meeting at Holiday Library
 - Numerous Presentations to City Councils 2017 to 2019
 - Land O' Lakes Humane Society Day at Park
 - Dade City Grand Opening of Stallings Bldg.
 - Dade City Youth Council Day
 - MOBILITY 2045 Workshops
 - Facebook Live events
 - Numerous Community and Civic Organizations





Cost Affordable Public Comment Period

• Outreach presentations and on-line survey

• Cost Feasible 30-day public comment period (November 6th − December 6th)

• Public Workshops

• Tuesday Nov 5th − New Port Richey Library 5:00 PM − 7:30 PM

• Wednesday Nov 6th − Historic Courthouse 5:00 PM − 7:30 PM

• www.mobilitypasco.com

MOBILITY 2045

MOBILITY 2045

Public Comment Period

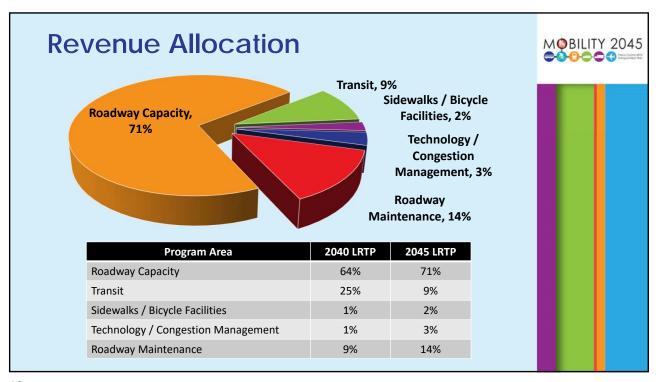
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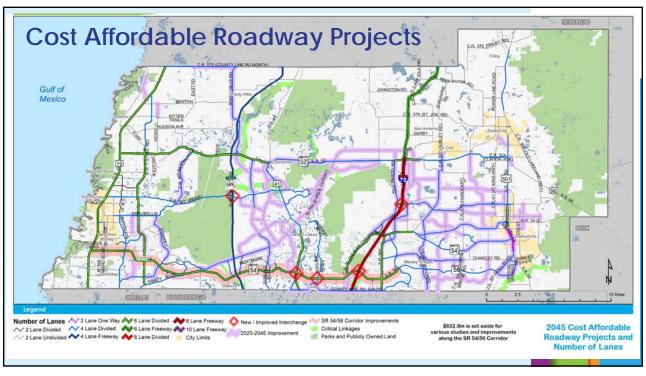
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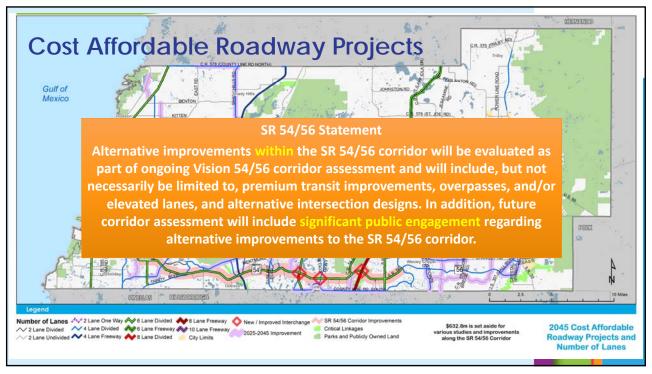
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Roadway Maintenance	\$1,120	\$689	\$238
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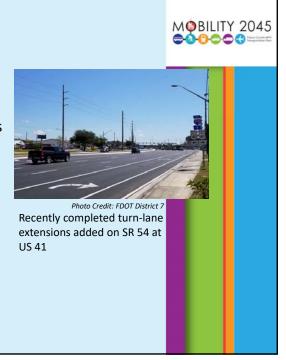






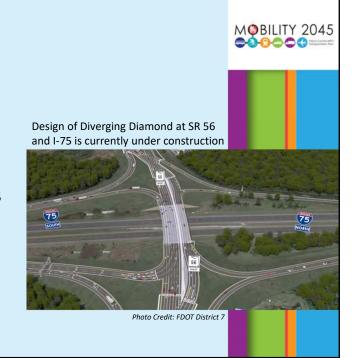
Roadway Highlights

- Committed Project through 2024
 - SR 52: Suncoast to US 41 widen to 4 lanes
 - US 41: South of SR 52 widen to 4 lanes
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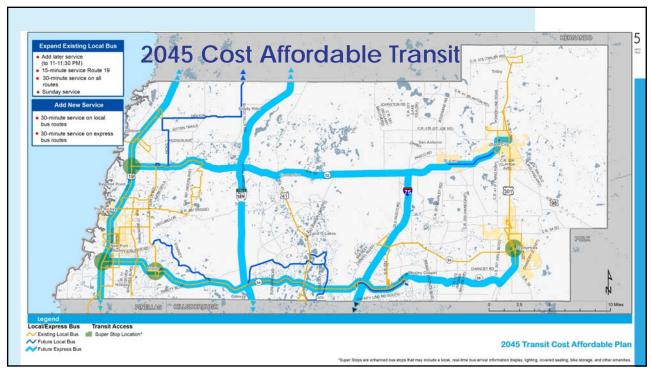


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MOBILITY 2045

MOBILITY 2045

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Transit Highlights

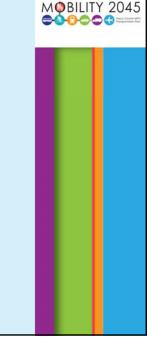
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Bike / Ped / Trails

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Revisions since October MPO Meeting

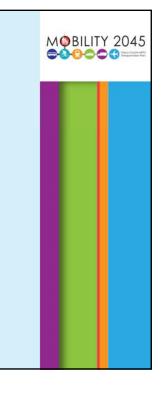
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 - Central Blvd to Connerton Blvd future developer project

er project

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Next Steps

- Request MPO Board adoption of MOBILITY 2045
- Complete detailed documentation
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 - Full Report
 - Detailed Technical Appendices
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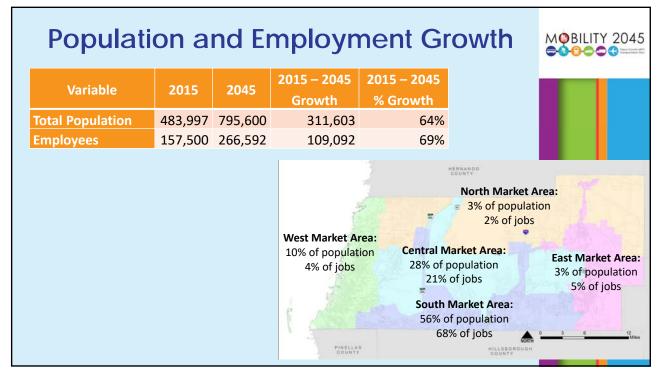
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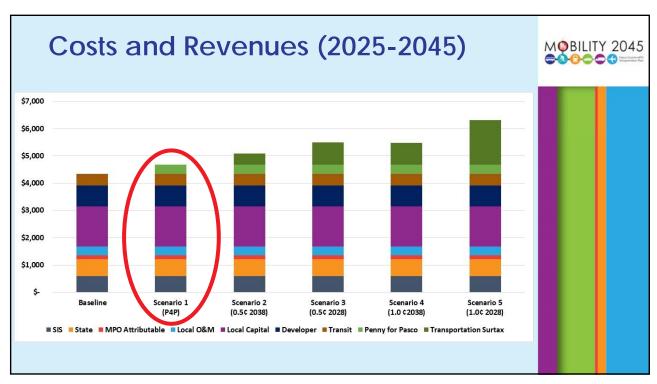




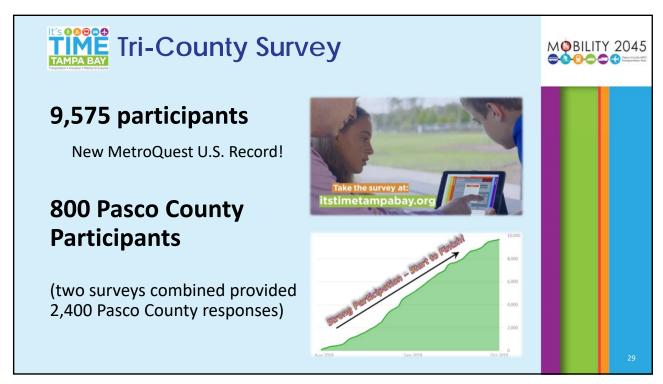
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Local Revenue Source	MOBILITY 2040 Revenues (in millions)	MOBILITY 2045 Revenues (in millions)
Mobility Fees	\$1,672	\$627
Tax Increment Financing (TIF)	\$694	\$1,873
Constitutional Fuel Tax	\$101	\$112
County Fuel Tax	\$44	\$50
Lst Local Option Fuel Tax	\$283	\$337
2nd Local Option Fuel Tax	\$198	\$243
Ninth Cent Fuel Tax	\$51	\$60
Penny for Pasco (2020-2024)	\$59	\$583
Charter County Surtax (2025-2040)	\$1,603	\$0
Other Transit Revenues (excludes TIF, Mobility Fees, and Charter County Surtax)	\$300	\$164
/illage of Pasadena Hills	\$22	\$46
Developer Funds	\$1,626	\$1,746
TOTAL	\$6,653	\$5,841







Return on Investment

1,609 Participants!

- 4,642 Facebook reach
- 8,012 Twitter impressions
- Nearly 350,000 audience (online news and TV)
- \$9,000 publicity value
- YouTube video
- Facebook live



30

Appendix 6.7 - 16

Appendix 6.8

MOBILITY 2045 Adoption Presentation



2045 Long Range Transportation Plan

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MOBILITY 2045

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MOBILITY 2045

MOBILITY 2045

Public Comment Period

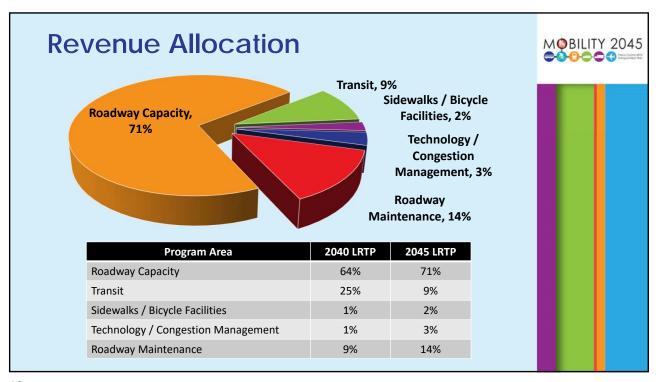
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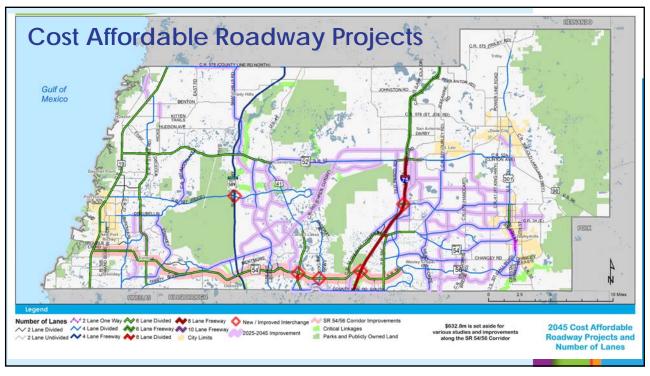
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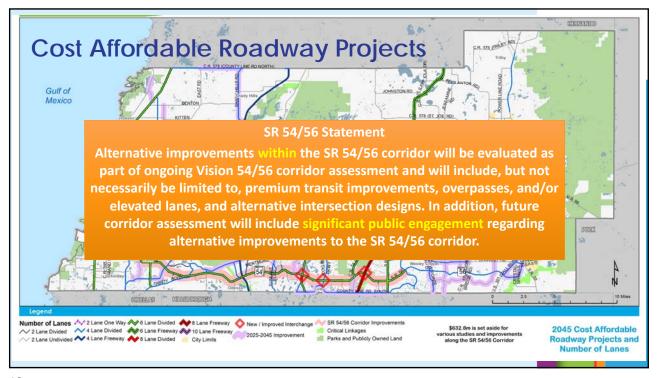
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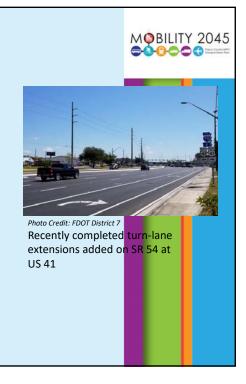






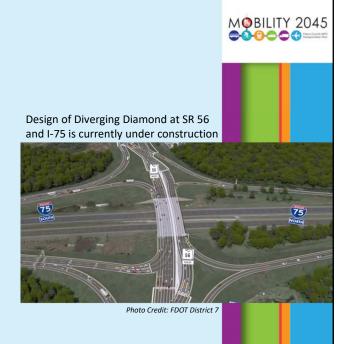
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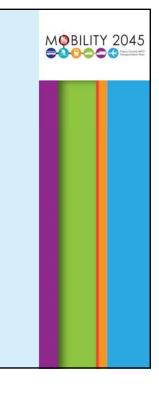
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Next Steps

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- Complete detailed documentation
 - User friendly Summary Report
 - Full Report
 - Detailed Technical Appendices
- Submit to FDOT/FHWA
- Projects added annually to Transportation Improvement Program



21

Review and approve the MOBILITY 2045 LRTP and authorize the chairman to sign the adoption resolution.

22

Appendix 6.9

Public Review Summary

2045 Long Range Transportation Plan Public Review Summary

October 2019









PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION
7530 Little Road, New Port Richey, FL 34654
phone (727) 847-8140, fax (727) 847-8084

PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION

Councilmember Jeff Starkey, MPO Chairman (City of New Port Richey)

Lance Smith, MPO Vice-Chairman (Councilmember, City of Zephyrhills)

Mayor Camille Hernandez (City of Dade City)

Commissioner Mike Moore (Pasco County)

Commissioner Kathryn Starkey (Pasco County)

Mayor Scott Tremblay (City of Port Richey)

*Non-Voting Advisor

Commissioner Jack Mariano

(Pasco County)

Commissioner Ron Oakley

(Pasco County)

Commissioner Mike Wells

(Pasco County)

Secretary David Gwynn, P.E.*

Florida Department of Transportation

PASCO COUNTY MPO STAFF

John Villeneuve, Transportation Planning Manager\MPO Director
Aurybel Rivero, EI, MEVE, Executive Planner
Manny Lajmiri, Senior Planner
Ross Kevlin, Active Transportation Planner
Tania Gorman, M.U.R.P, Transportation Planner I

Ali Atefi, P.E., Former MPO Staff Contributor

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority of the MPO that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (727) 847-8140 if you have any discrimination complaints

PASCO COUNTY MPO MOBILITY 2045 LONG RANGE TRANSPORTATION PLAN

ENDORSEMENT

This document was prepared by the Pasco County Metropolitan Planning Organization (MPO) in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT), District 7.

The preparation of this report has been financed in part through grant(s) from FHWA and FTA, United States Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104[f]) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

This document is consistent with the requirements of Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015.

Further, it is hereby certified that the planning process of the Pasco County MPO MOBILITY 2045 LRTP is in conformance with the provisions of 23 C.F.R. 450, 23 U.S.C. 134, and 339.175(7) Florida Statutes, and is consistent with all federal and state requirements. The last FHWA/FTA certification review of the Pasco County MPO was published on June 2017.

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Chapter 1 Introduction and Overview

Purpose and Format

This report was prepared to summarize the MOBILITY 2045 Long Range Transportation Plan (LRTP) developed by the Pasco County Metropolitan Planning Organization (MPO). Developed in 2018 and 2019, this document defines and illustrates the MOBILITY 2045 LRTP components in both map and tabular formats while providing an overview of the process followed for establishing a community vision and goals that guided the LRTP development. Figure 1-1 provides an overview of the steps that were followed in developing the results and recommendations for the MOBILTIY 2045 LRTP.

Evaluate future Select projects Identify and Assess the Prioritize future growth in for the 2045 transportation measurable respond to transportation Cost Feasible goals to guide population and transportation needs for the using criteria to employment. issues and MPO area with select projects LRTP based on priorities and challenges input from local that address available entities and the facing Pasco the goals of the County. public. LRTP. revenues.

Figure 1-1: MOBILITY 2045 Development Process

This document has been produced in draft form for public review and comment. More substantial and user-friendly documentation will be prepared following the adoption of MOBILITY 2045.

MOBILITY 2045 Overview

Develop

the LRTP

planning

process.

The MOBILITY 2045 Cost Affordable Plan reflects an \$8 billion transportation program covering the years 2025 to 2045. This represents an increase of 6% from the program that was adopted in the MPO's 2040 LRTP. Table 1-1 compares the allocation of revenues by transportation mode/program for the MOBILITY 2045 Plan and the MOBILITY 2040 Plan (adopted in December 2014). Table 1-2 provides a breakdown of the distribution of revenues by source for the MOBILITY 2045 Plan, and Table 1-3 further categorizes the local revenues by local revenue source and allocation to transportation programs.

Table 1-1: MOBILITY 2040 and MOBILITY 2045 Spending Comparison by Transportation Mode

Mode/Program	MOBILIT Adopted Dec		MOBILITY 2045 (Draft for adoption)			
Wiode/Program	Total Cost* (in millions)	Percent Distribution	Total Cost* (in millions)	Percent Distribution		
Highway Expansion	\$4,782	63.6%	\$5,781	71.1%		
Transit (Operations & Capital)	\$1,881	25.0%	\$768	9.4%		
Trails, Sidewalks, Bicycle Facilities	\$94	1.3%	\$183	2.3%		
ITS/CMP	\$71	0.9%	\$273	3.4%		
Highway Maintenance	\$689	9.2%	\$1,120	13.8%		
TOTAL	\$7,517	100.0%	\$8,125	100.0%		

^{*} Total cost shown in Future Year of Expenditure amounts.

Table 1-2: Distribution of Revenues by Source

Revenue Source	Total Revenue* (in millions)	Percent Distribution
Federal and State	\$2,171	27%
MPO Attributable	\$152	2%
Local	\$3,941	48%
Private Contributions	\$1,861	23%
TOTAL	\$8,125	100.0%

^{*} Total Revenue shown in Future Year of Expenditure amounts.

The following key observations have been made regarding the MOBILITY 2045 Cost Affordable Plan:

- Transit investment decreased significantly, from nearly 25% in MOBILITY 2040 to 10% in MOBILITY 2045. This is a direct result of a new transportation surtax not being included in the MOBILITY 2045 revenues which was included for MOBILITY 2040.
- Highway maintenance investment increased significantly, from more than 9% in MOBILITY 2040 to nearly 14% in MOBILITY 2045 as a result of projected increases in Tax Increment Financing revenues.
- Highway expansion investment increased, from nearly 64% in MOBILITY 2040 to about 71% in MOBILITY 2045.
- The percent allocation for Trails, Sidewalks, and Bicycle Facilities nearly doubled, from 1.3% to 2.3%.
- The investment allocation in Intelligent Transportation Systems (ITS) and the Congestion Management Process (CMP) had the greatest increase of all programs going from less than 1% to more than 3%.

Table 1-3: Allocation of Revenues to LRTP Programs (\$ millions of future revenues)

Funding Programs and Sources	2025	2026-2030	2031-2035	2036-2045	Total
Roadways	\$150.94	\$1,292.68	\$1,421.27	\$2,916.35	\$5,781.23
Strategic Intermodal System	\$0.00	\$259.73	\$62.87	\$525.23	\$847.83
Other Roads Construction & ROW - Capacity	\$23.32	\$136.65	\$147.82	\$307.99	\$615.78
Other Roads Construction & ROW – Product Support	\$5.13	\$31.16	\$33.62	\$69.96	\$139.87
TMA Funds	\$5.63	\$27.16	\$26.47	\$41.75	\$101.01
TRIP Funds	\$0.74	\$5.50	\$6.10	\$12.52	\$24.86
5-Cent Local Option Fuel Tax	\$10.57	\$54.53	\$57.24	\$120.93	\$243.27
Mobility Fees	\$30.08	\$142.58	\$143.21	\$262.95	\$578.81
Tax Increment Financing	\$26.34	\$162.36	\$217.64	\$623.91	\$1,030.24
Tax Increment Financing (VOPH)	\$1.23	\$7.43	\$9.72	\$27.24	\$45.62
Penny for Pasco (1.0%), 18% for Transp.	\$11.42	\$66.27	\$84.58	\$245.72	\$407.99
Developer Contributions	\$36.48	\$399.31	\$632.00	\$678.14	\$1,745.93
Transit Revenues	\$27.68	\$149.64	\$161.46	\$429.09	\$767.86
Federal 5307	\$3.88	\$20.17	\$22.15	\$51.08	\$97.28
Federal 5311	\$0.58	\$3.01	\$3.33	\$7.73	\$14.65
FDOT Block Grant	\$1.17	\$6.17	\$6.82	\$15.83	\$29.99
FDOT Urban Corridor Grant	\$1.13	\$5.88	\$6.50	\$15.09	\$28.60
FDOT Service Development Grant	\$0.71	\$1.62	\$0.00	\$0.00	\$2.33
State New Starts Transit Funds	\$4.53	\$25.92	\$28.24	\$59.34	\$118.03
Local Match	\$2.07	\$7.75	\$0.00	\$0.00	\$9.82
Penny for Pasco (1.0%), 18% for Transp.	\$0.82	\$4.73	\$6.04	\$17.55	\$29.14
Mobility Fees	\$0.16	\$0.76	\$0.76	\$1.46	\$3.14
Tax Increment Financing	\$7.18	\$44.28	\$59.36	\$170.16	\$280.98
Fare Revenue	\$1.73	\$9.72	\$16.84	\$64.76	\$93.05
Paratransit	\$1.52	\$7.98	\$8.74	\$19.86	\$38.10
Other (Local/Private)	\$2.20	\$11.65	\$2.68	\$6.23	\$22.76
Bicycle and Pedestrian	\$5.89	\$32.57	\$39.15	\$105.32	\$182.94
TALU (>200,000 Population)	\$0.44	\$2.22	\$2.22	\$4.43	\$9.31
TALT (Any Area)	\$0.58	\$2.91	\$2.91	\$5.83	\$12.23
Mobility Fees	\$0.79	\$3.78	\$3.81	\$7.31	\$15.68
Penny for Pasco (1.0%), 18% for Transp.	\$4.08	\$23.67	\$30.21	\$87.76	\$145.71
Roadway Maintenance	\$38.65	\$213.76	\$250.02	\$618.02	\$1,120.45
State Constitutional Fuel Tax	\$4.88	\$25.15	\$26.34	\$55.62	\$111.99
County Fuel Tax	\$2.16	\$11.16	\$11.72	\$24.78	\$49.82
Ninth-Cent Fuel Tax	\$2.59	\$13.33	\$13.97	\$29.76	\$59.65
6-Cent Local Option Fuel Tax	\$14.65	\$75.56	\$79.28	\$167.55	\$337.04
Tax Increment Financing	\$14.37	\$88.56	\$118.71	\$340.31	\$561.95
Congestion Management and Technology	\$8.30	\$56.12	\$60.91	\$147.99	\$273.32
Other Roads Construction & ROW - Capacity	\$5.83	\$40.41	\$43.21	\$89.50	\$178.95
Other Roads Construction & ROW – Product Support	\$1.28	\$7.79	\$8.41	\$17.49	\$34.97
TMA Funds	\$0.60	\$3.96	\$4.65	\$20.50	\$29.71
Mobility Fees	\$0.60	\$3.96	\$4.65	\$20.50	\$29.71

^{*} Total Revenue shown in Future Year of Expenditure amounts.

Activities to Date

Reaching this point in the MOBILITY 2045 LRTP development process has resulted from significant efforts over the past two years. Efforts undertaken to develop the plan include:

- Review of planning assumptions and federal/state planning requirements.
- Development of population and employment projections to support transportation demand projections.
- Participation in the regional planning and coordination process for the development of long range transportation plans in the Tampa Bay Region.
- Significant coordination with the Tampa Bay Area Regional Transportation Authority (TBARTA) and adjacent MPOs and counties in the development of a regional public transportation system that includes premium transit options.
- Regional environmental consultation workshop with adjacent MPOs and environmental regulatory agencies to identify potential environmental mitigation strategies.
- Public workshops/open houses to receive citizen input on transportation needs and priorities.
- Participation in the FHWA Resilience and Durability Pilot Study with adjacent MPOs to assess the potential climate vulnerability and risks of the transportation network to weather related events.
- Discussion groups to obtain input from social service and other agencies regarding the transportation needs of the traditionally under-served populations (minority, low-income, older adults, persons with disabilities, and other population segments).
- Identification of transportation needs, including highway, transit, bicycle, pedestrian, multi-use trail, intersection/safety improvements, technology, and other transportation projects.
- Prioritization of transportation projects for inclusion in the 2045 Cost Affordable Transportation Plan.



Previous outreach efforts during the LRTP development included the It's TIME Pasco and the It's TIME Tampa Bay online surveys. More than 2,400 Pasco residents provided input of the transportation needs and issues in Pasco County.



Receiving Public Comments

Public review and comment were obtained through a significant public outreach process over the past year, contributing greatly to the draft MOBILITY 2045 Plan. Additional opportunity for public input is being provided during a public comment period to be initiated on November 1, 2019. The MPO Board will be asked to adopt the MOBILITY 2045 LRTP at its Board meeting on December 11, 2019.

Public comments will be considered and addressed, as appropriate, based on consultation with MPO staff. To provide comments, please go to www.mobilitypasco.com or contact the Pasco County MPO by telephone at (727) 847-8140 or (352) 521-4274 ext. 8140.

Workshops are scheduled for November 5th and November 6th to receive comments from the public and answers to questions. Opportunities for the public to provide in-person comments are available at the following times and locations.

November 5th
Public Workshop
5:00 PM – 7:30 PM
New Port Richey Library
5939 Main St
New Port Richey, FL 34652

November 6th
Public Workshop
5:00 PM - 7:30 PM
Historic County Courthouse
37918 Meridian Ave, Dade
City, FL 33525

December 11th
MPO Board Meeting
10:00 AM – 12:00 PM
Historic County Courthouse
37918 Meridian Ave, Dade
City, FL 33525

Summary Report Overview

This report is organized into four major sections:

- Chapter 1 (this section) includes an Introduction and Overview of the report, an overview of the transportation investment in MOBILITY 2045, a summary of the report format, information on opportunities for public comment, and a summary list of activities completed to date.
- Chapter 2 provides an overview of the goals of the MOBILITY 2045 LRTP and their consistency with state and federal planning requirements.
- Chapter 3 includes a review of the population and employment growth expected in Pasco County by 2045. This projected growth creates the backdrop for determining future travel demands and the areas of greatest need for future transportation investments.
- Chapter 4 presents the Pasco County MPO Multimodal Cost Affordable LRTP, which includes a
 geographic and tabular review of the major capacity projects and approach for identifying future
 projects in the walk/bike and congestion management programs.

For additional information, please contact the Pasco County MPO at (727) 847-8140 or (352) 521-4274. This document also is available for review on the MOBILITY 2045 website at www.mobilitypasco.com.

Chapter 2 Vision and Goals

The MOBILITY 2045 Long Range Transportation Plan (LRTP) was developed to be consistent with the requirements of the FAST Act, which was signed into law on December 4, 2015. As with previous transportation laws, the FAST Act includes a series of metropolitan planning factors that ensure that the work of the MPO is based on a continuous, cooperative, and comprehensive process.

Federal Planning Factors

Following are the ten planning factors that are to be applied to the metropolitan planning process for all metropolitan planning organizations, including the Pasco MPO:

- 1) Economic Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Safety: Increase the safety of the transportation system for motorized and non-motorized users.
- 3) Security: Increase the security of the transportation system for motorized and non-motorized users.
- 4) Accessibility: Increase accessibility and mobility of people and freight.
- 5) Environment: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- 6) Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7) Efficient Management: Promote efficient system management and operation.
- 8) Preservation: Emphasize the preservation of the existing transportation system.
- Resiliency: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- 10) Enhance Travel: Enhance travel and tourism.

MOBILITY 2045 Goals

In addition to addressing the federal planning factors, consistency with the FDOT's 2015 Florida Transportation Plan (FTP) Policy Element and policies included in the local government comprehensive plan has been included in review and development of the LRTP Goals and Objectives listed below.



Goal 1 Provide multimodal facilities and services that support economic development



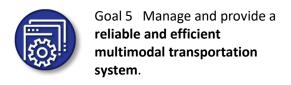
Goal 2 Improve the safety and security of the multimodal transportation network for motorized and non-motorized users.



Goal 3 Maximize opportunity for **local and regional connectivity and modal choice** for all Pasco County residents, employees, visitors, and commerce



Goal 4 **Create quality places** by coordinating transportation and land use planning with the County and cities that facilitates healthy, active living and protects the County's natural resources through proactive environmental stewardship.





Goal 6 Encourage full public participation early and throughout plan adoption and ensure that the Transportation Plan and MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.

State and Federal Consistency

Consistency with the National Planning Factors and Goals of the FTP are critical components of the MOBILITY 2045 LRTP. Demonstrating this consistency is a major milestone in conducting the LRTP and ensuring that the planning conducted by the Pasco MPO meets and supports the expectations of the federal and state requirements.

Table 2-1 provides the correlation between the Goals of the FTP and the Goals of the MOBILITY 2045 LRTP.

Table 2-1: Comparison of FTP and MOBILITY 2045 LRTP Goals

	2015 FDOT FTP Policy Element Goals	MOBILITY 2045 LRTP Goals
1.	Safety and Security for Residents, Visitors, and Businesses	Goal 2 - Improve Safety and Security
2.	Agile, Resilient, and Quality Infrastructure	Goal 4 - Create Quality Places Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System
3.	Efficient and Reliable Mobility for People and Freight	Goal 1 - Support Economic Development Goal 3 - Provide Local and Regional Connectivity and Transportation Choices
4.	More Transportation Choices for People and Freight	Goal 1 - Support Economic Development Goal 3 - Provide Local and Regional Connectivity and Transportation Choices Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System
5.	Transportation Solutions that Support Florida's Global Economic Competitiveness	Goal 1 - Support Economic Development
6.	Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play	Goal 4 - Create Quality Places
7.	Transportation Solutions that Support Florida's Environment and Conserve Energy	Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System

Demonstrating consistency with the ten National Planning Factors listed in the FAST Act, is shown in Table 2-2. These factors outline the federal position on planning. The Goals identified by the MPO were aligned with these factors

.

Table 2-2: Comparison of FAST Act Planning Factors and MOBILITY 2045 LRTP Goals

MOBILITY 2045 LRTP Goals						
	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
FAST Act Planning Factors						
Economic Vitality	√				✓	✓
Increase Safety	\checkmark	✓			✓	\checkmark
Increase Security		✓			✓	\checkmark
Increase Accessibility and Mobility	\checkmark		\checkmark		✓	\checkmark
Improve Quality of Life, Environment, Energy Conservation, and Plan Consistency				\checkmark		\checkmark
Connectivity			\checkmark	\checkmark	\checkmark	\checkmark
System Management		\checkmark			\checkmark	\checkmark
Preservation				\checkmark		\checkmark
Improve Resiliency and Reliability		\checkmark			\checkmark	\checkmark
Enhance Travel and Tourism	\checkmark					\checkmark

Chapter 3 Future Population and Employment Growth

Countywide Growth Forecast

For the purpose of determining future transportation needs, the projected population and employment for 2045 was estimated and distributed throughout the county based on approved developments and Pasco County's Future Land Use Map.

It is forecasted that Pasco County 2045 household population will be 785,428 persons with an employment total of 266,561 employees. This represents an increase in population of 311,003 persons and 109,061 employees from 2015 to 2045.

The projected population represents an average of the forecasted Medium and High population projections developed by the Bureau of Economic and Business Research (BEBR). Forecasts of future population in previous LRTP updates have included a faster and higher continued growth expectation for Pasco County utilizing the BEBR high estimate. Development of the 2045 population included a review of current trends and historic BEBR projections along with estimates developed by Woods & Poole for comparative purposes. Figure 3-1 shows the historic population growth of Pasco county relative to projected growth from the two sources.

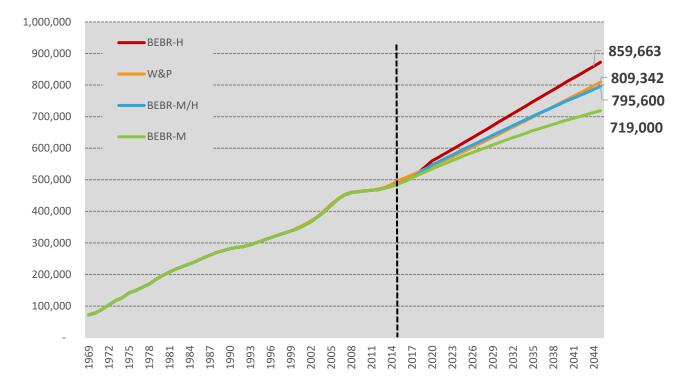


Figure 3-1: Pasco County Population Historic Growth and Forecast

Pasco County has also implemented economic policies to encourage job growth within the county as well as land use policies regarding the location for future coordinated growth of population and employment centers. Currently, as much as 45 percent of the Pasco County workforce is employed in

Hillsborough or Pinellas counties according to the US Census Bureau's OnTheMap Application. The forecast was developed based on the assumption that the population-to-jobs ratio would remain relatively constant when comparing total jobs with population. However, unemployment has been returning to previous historic levels (down from 12% to 5%) and a transition from service-based jobs to industrial jobs affects the mix of future employment, wages and transportation needs. Through review with Pasco County staff from the Office of Economic Growth the assumptions of population-to-jobs and industry mix were verified and determined to be reasonable for estimating growth in jobs for the next 30 years. Table 3-1 presents the recommended population and employment forecasts for Pasco County.

Variable	2015	2035	2045	2015 – 2045 Growth
Household Population	477,662	691,614	785,428	307,766
Group Quarters Population	6,335	8,965	9,572	3,237
Total Population	483,997	700,579	795,000	311,003
Employees	157,500	228,187	266,561	109,061
Employees/Population Ratio	0.33	0.33	0.34	n/a

Table 3-1: Population and Employment Forecast Recommendation

Growth Allocation

The MPO developed a land use allocation model using the *CommunityViz* Software to distribute future population and employment growth based on location, build out potential, and development attractiveness. The allocation model divided the county into a series of grid cells to represent the different development types, patterns, and intensities anticipated for the study area. Existing development status was assigned to each parcel in Pasco County using 2015 aerial photography and the property appraiser database. Values for development status were recorded as Open Space, Agriculture, Developed, Undeveloped, or Committed Development

Information from Pasco County on Master Planned Unit Developments (MPUDs) and approved developments as of November 13,2018 were incorporated into the forecasts of future growth. Approved dwelling units and employees were allocated to the grid cells based on the timeframe in which approved development are expected to occur. The remainder of the population and employment growth was allocated using the CommunityViz land use allocation model. Figure 3-2 shows the distribution of the base year (2015) and future 2045 population in Pasco County. Consistent with the County's Comprehensive Plan, Table 3-2 shows the distribution of future growth to the County Market Areas.

Market Area	Population Growth	Employment
ividi ket Area	Percentage	Growth Percentage
Gateway Crossings (South)	56%	68%
Harbors (West)	10%	4%
Midlands (Central)	28%	21%
Highlands (East)	3%	5%

3%

Countryside (North)

2%

Table 3-2: Population and Employment Growth to Pasco Market Areas

HERNANDO Trilby Gulf of Mexico San Antonio Bayonet Point Connerton Port Richey Land O Lakes POLK New Port PINEULAS HILLSBOROUGH 10 Miles Legend 2015-2045 Density Change 1 Dot = 300 2015 Density 1 Dot = 300 City Limits

Figure 3-2: Existing and Future Population

Chapter 4 MOBILITY 2045 Cost Affordable Plan

Determining the transportation projects and strategies to include in the MOBILITY 2045 Cost Affordable LRTP was based on an evaluation of the prioritized needs and availability of transportation revenues. This section provides a listing of the major projects included as Cost Affordable in the LRTP along with a series of maps and detailed funding tables.

Roadway Capacity Projects

The 2045 Cost Affordable roadway network includes significant capacity improvements throughout Pasco County. Highlights of these roadway capacity projects include the following:

Committed Project (2020 – 2024)

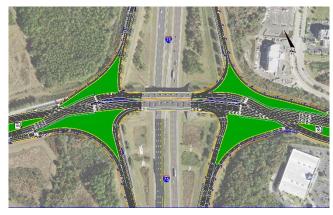
- Collier Pkwy: Bell Lake Road to Parkway Blvd widen to 4 lanes
- Clinton Ave Ext: from Uradco Place (east of I-75) to Fort King Road construct new/widen to 4 lanes
- Little Road: from Trinity Blvd to SR 54 widen to 6 lanes
- Overpass Road and I-75 Interchange
- Ridge Road: from Moon Lake Road to US 41
 construct new 4 lanes and add interchange at Suncoast Parkway
- SR 52: from Suncoast Parkway to US 41 widen to 4 lanes
- Trinity Blvd: from Little Road to SR 54 widen to 4 lanes
- US 41: from N of Connerton Blvd to S of SR 52 widen to 4 lanes
- Wesley Chapel Blvd: from SR 56 to Oakley Blvd widen to 6 lanes

East/West Roadway Projects (2025 - 2045)

- North County Line Road: from East Road to Shady Hills Road widen to 4 lanes
- Overpass Road Ext: from I-75 to US 301 construct new 4 lanes
- South County Line Road: from Dale Mabry Hwy to I-75 widen to 4 lanes
- SR 52: from US 41 to Old Pasco Road widen to 4 lanes
- Tower Road: from Gunn Hwy to Sunlake Blvd construct new/widen to 4 lanes
- Zephyrhills West Extension: from SR 54 to US 301 construct new/widen to 4 lanes
- Construction of several developer roadways in the central and east portion of the county



The recently completed SR 56 extension to US 301 provides a continuous corridor across southern Pasco County.



Florida DOT Diverging Diamond Interchange currently under construction at SR 56 and I-75.

North/South Roadway Projects (2025 – 2045)

- Moon Lake Road: from Ridge Road to S of SR 52 widen to 4 lanes
- Shady Hills Road: from SR 52 to County Line Road widen to 4 lanes
- Starkey Blvd: from Rangeland Blvd to Decubellis widen to 4 lanes
- Old Pasco Road from Overpass Road to SR 52 widen to 4 lanes
- US 98 re-aligned to connect to Clinton Road Extension at US 301
- US 301: redesign one-way pair in Zephyrhills; reduce to 2 lanes one-way on 6th Street and Gall Blvd
- US 301: from Eiland Blvd to Kossik Rd widen to 6 lanes
- Construction of several developer roadways in the central and east portion of the county

Future Corridor Improvements (2020 – 2045)

- SR 54/56 Alternative improvements within the SR 54/56 corridor are currently being evaluated as part of the Vision 54/56 assessment. Future corridor alternatives could include, but are not necessarily limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include significant public engagement regarding alternative improvements to the SR 54/56 corridor.
- US 19 corridor improvements will be based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

Constrained Roadways

There are no formally-adopted constrained roadways contained in the Comprehensive Plan for Pasco County. As a result, constrained roadways are not identified in MOBILITY 2045 LRTP. It should be noted, however, that the Comprehensive Plan for the City of St. Leo constrains SR 52 to a 2-lane undivided road in the vicinity of St. Leo University.

During the development of the MOBILITY 2040 LRTP, the MPO Board adopted a series of policy statements intended to guide future transportation decisions and funding. The below policy regarding the maximum number of general purpose lanes was adopted on June 12, 2014.

 Maximum Number of Lanes on Non-Freeway/Expressway Road - Future road improvements on non-freeway/expressway roads shall be limited to a maximum of six general purpose through-lanes.
 Exceptions may be made on roads that necessitate special use or auxiliary lanes.

Roadway Maintenance

- State roads: While not specifically reflected in the MOBILITY 2045 Plan, FDOT has committed to
 include sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives
 and policies:
 - Resurfacing Program ensure that 80% of State Highway System pavement meets
 Department standards
 - o Bridge Program ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe.
 - Operations and Maintenance Program Achieve 100% of acceptable maintenance condition standard on the State Highway System
 - Product Support reserve funds for Product Support required to construct improvements
 (funded with the forecast capacity funds) in each district and metropolitan area

- Administration administer the state transportation program
- County roads: Pasco County recognizes the importance of increasing its investment in highway
 maintenance and is allocating the 6-cent Local Option Fuel Tax to ensure that additional local
 resources are available to meet the maintenance needs of the county road network. Revenues
 collected from a Countywide Tax Increment Finance policy is allocated for capital roadway
 maintenance activities as shown previously in Table 1-3.

Transit Projects

The 2045 Cost Affordable Transit Element includes significant service and facility improvements throughout Pasco County and was developed using the following:

- Access Pasco Transit Development Plan, 2019–2028 (September 2018)
- Transit needs assessment through 2045
- Significant input from the public, MPO committees, and the MPO Board

Major elements of the 2045 Cost Affordable Transit Element are summarized below.

Improvements to Existing Local Bus (2020 – 2045)

- Increase service frequency to 15 minutes on Route 19.
- Increase service frequency to 30 minutes on all other existing routes.
- Expand 3 hours of service at night on existing routes.
- Add Sunday service on existing routes.

New Service Expansion (2020 – 2045)

- Wiregrass Hopper
- Shady Hills Connector
- St. Leo University Connector
- Regional I-75 Express
- US 19 Express
- Regional Rapid Transit (I-275)
- Land O Lakes Circulator
- SR 54 Cross County Express
- SR 52 Cross County Express
- Starkey Connector

Transit Infrastructure/Access (2020 – 2045)

- 4 "super stops" to serve as complementary facilities for transit use support key transfer locations.
- Purchasing 236 new transit vehicles for replacement and expansion
- Expansion of Demand Response Services to provide complementary paratransit services
- Bus bays, bus shelters, benches, and signs needed to accommodate new transit service expansion, address ADA accessibility, and safety.



Transit System Constraints

There are no formally-adopted constraints on the transit system contained in the Comprehensive Plan for Pasco County or its municipalities. As a result, constrained transit needs are not identified in the MOBILITY 2045 LRTP.

Walk/Bike Program

Developing an active (walking and cycling) transportation system in Pasco is built on completing the existing network of sidewalk, trails, bike lanes, and paths in a manner that recognizes the unique needs of the users and function of transportation facilities. Highlights of the approach proposed in the MOBILITY 2045 LRTP include the following:

- All road widening and construction projects in the LRTP will include appropriate bicycle facilities and sidewalks
- Continued implementation of bicycle and sidewalk safety projects currently prioritized for implementation.
- Use Pasco County's recently updated roadway cross-section designs, which include appropriate bike/ped facilities, when filling gaps in the system or resurfacing/rehabilitation existing roadways
- Identify opportunities for local road connections in established areas as alternatives to busy, and often unsafe, arterials
- Prepare a comprehensive bike/ped plan that would consider opportunities, constraints, and evaluation of alternative solutions or projects specific to the needs and vision of the County's Market Areas
- Prioritized identified projects based on technical criteria for implementation
- Coordinate with FDOT, County and City staff for utilizing the \$183 million set aside in the LRTP through 2045 for walk/bike

Congestion Management Program

As a follow up activity to the MOBILTIY 2045 LRTP, the MPO will be updating the recommendations of the Congestion Management Process. This update will consider

- Continued implementation of Advanced Traffic Management Systems (ATMS) and Variable Message Signs on SR 54/56 from US 19 to US 301.
- Continued implementation of Advanced Traffic Management Systems (ATMS) on US 19 from the Pinellas County line to CR 1-Little Rd.
- Implementation of ITS improvements on the corridors illustrated in Figure 4-4 along with providing opportunities to further connected vehicle technologies.
- Safety improvements on corridors and road segments identified with high crash rates and strategies included in the Pasco Countywide Pedestrian and Bicycle Safety Action Plan.
- Identification of future technology projects that provide safety and mobility benefits for the users of the transportation system.

\$273 million for ITS and CMP improvements have been identified through 2045 implementation of the recommendations coming out of the County Congestion Management Process. Funding of these projects and strategies will be coordinated with FDOT, County, and City staff for implementation.

Maps and Tables

The following pages include a series of maps and tables illustrating the projects included in the Cost Affordable MOBILITY 2045 LRTP.

- Figure 4-1illustrates the transportation network resulting from the completion of the committed roadway capacity projects by 2024.
- Figure 4-2 shows the 2045 cost affordable roadway number of lanes and cost affordable projects
- Figure 4-3 shows the 2045 cost affordable transit system in Pasco County
- Table 4-1 is a detailed listing of the roadway project costs and revenues for the Cost Affordable Plan.
- Table 4-2 shows the timing and costs of the transit service improvements included in the Cost Affordable Plan.

Figure 4-1: Existing and Committed Roadway Number of Lanes (2024)

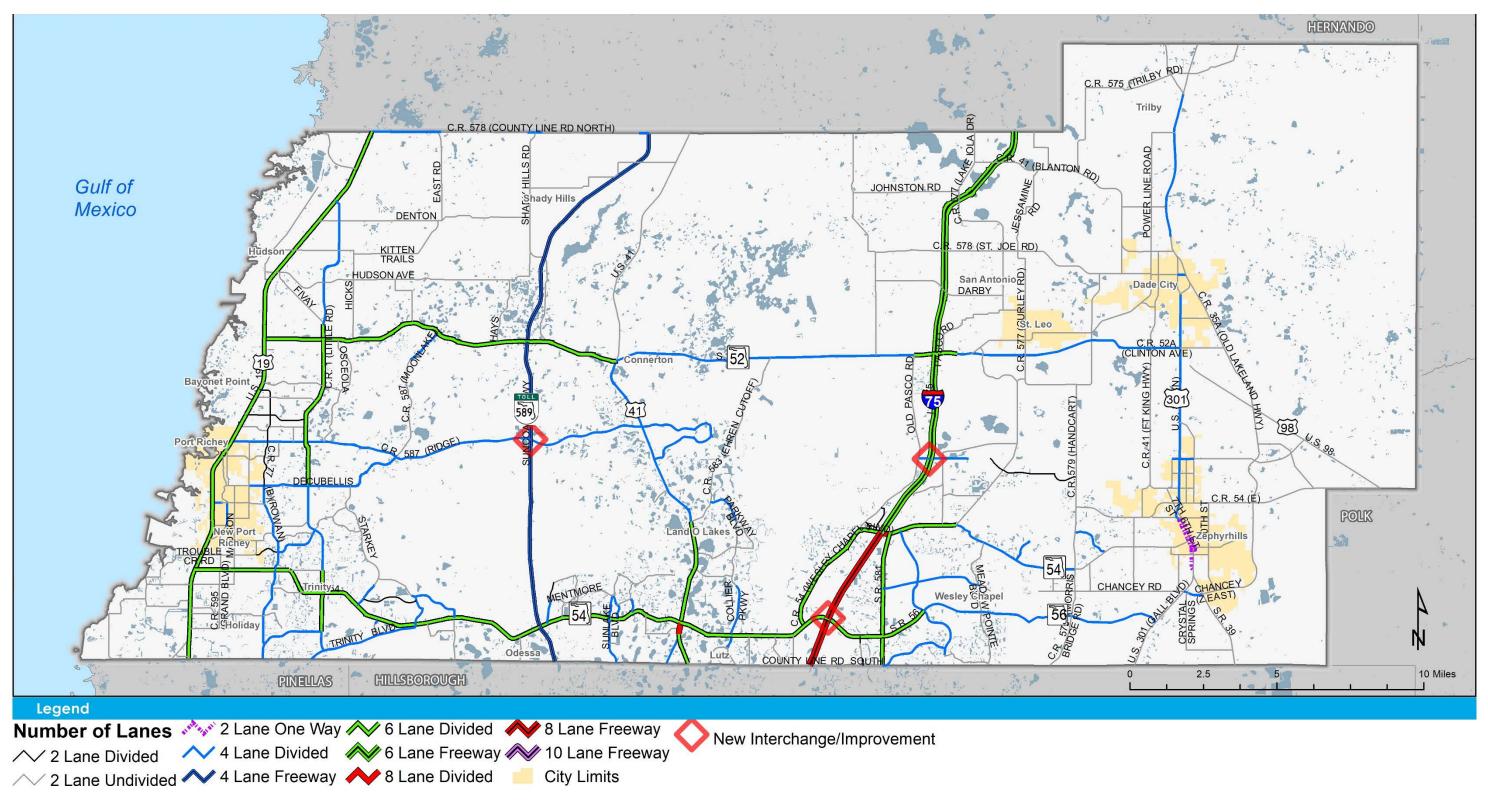
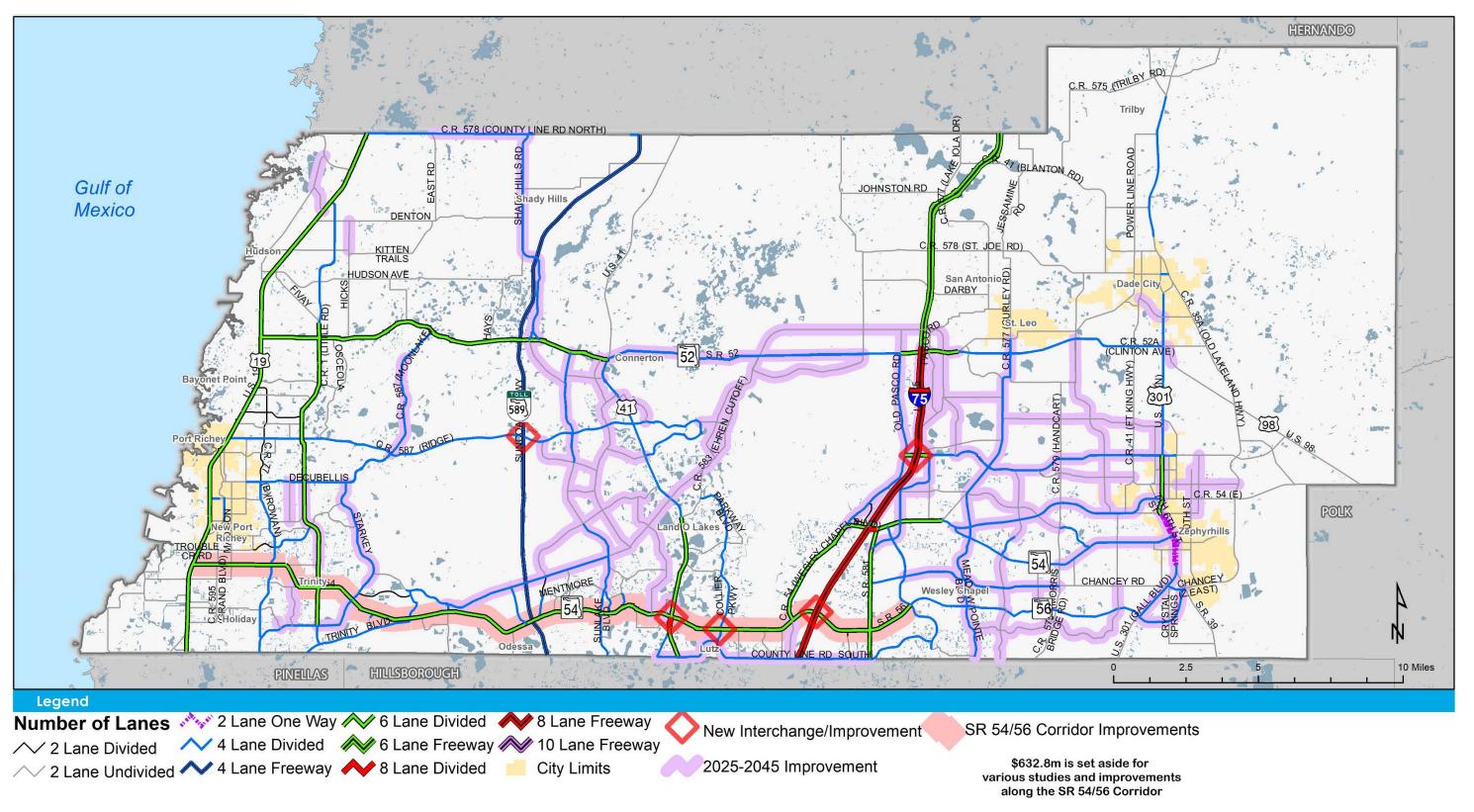


Figure 4-2: Roadway Capacity Improvements and Number of Lanes (2025–2045)



County Revenue Balancing (YOE)

										County Revenue Balanting (+OE)				
•	2025	2026-2030	2031-2035	2036-2045	Total					2025	2026-2030	2031-2035	2036-2045	Total
Strategic Intermodal System (SIS)							General County Transport	ation Funds (CoGon)	\$75,246,126	\$410,631,659	\$487,419,248	\$1,224,290,632	\$2,197
Available Revenue	\$0		\$62,867,000	\$525,234,344	\$847,832,487			General County Transport	ation runus (Coden)	(9 (0)	8 8	\$467,419,246	5 0 0	\$2,19
Total Amount Spen	\$0		\$62,867,000	\$525,234,344	\$847,832,487				Total Amount Spent	\$71,323,103	\$425,312,336	\$498,327,798	\$1,202,282,431	\$2,19
Total Amount Remaining	\$0	\$0	\$0	\$0	\$0			Tota	l Amount Remaining	\$3,923,023	-\$14,680,677	-\$10,908,549	\$22,008,201	
Other State Roadway	5							Carrier Markellan	. Ef CIC (C-NAE)	£4.110.500	\$19,639,100	\$19,815,900	\$37,988,600	\$1
Preliminary Engineering (OAPE	\$5,128,000	\$31,160,000	\$33,624,000	\$69,960,000	\$139,872,000			County Mobility	/ Fees for SIS (CoMF)	\$4,110,600				
Total Amount Spen	\$0		\$2,804,601	\$24,249,360	\$27,053,961				Total Amount Spent	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	Ş
Total Amount Remaining	\$5,128,000	\$31,160,000	\$30,819,399	\$45,710,640	\$112,818,039			Tota	l Amount Remaining	\$0	\$0	\$0	\$0	
Other State Roadways Right-of-Way 8	(VCH CD	L USIL (C MODUL)	ć1 220 000	\$7,430,000	¢0.720.000	427.240.000	3
Construction (OARC	\$23,320,000	\$136,648,000	\$147,824,000	\$307,992,000	\$615,784,000			village of Pasa	dena Hills (CoVOPH)	\$1,230,000	\$7,430,000	\$9,720,000	\$27,240,000	
Total Amount Spen	\$23,320,000		\$147,824,000	\$307,992,000	\$615,784,000				Total Amount Spent	\$471,240	\$6,905,688	\$8,524,211	\$0	,
Total Amount Remaining	\$0	\$0	\$0	\$0	\$0			Tota	l Amount Remaining	\$758,760	\$524,312	\$1,195,789	\$27,240,000	Ş
Federal Trasnportion Management Area	a								Other (TBD)	440,440,000	40	40	40	4
(TMA	\$5,625,000	\$27,160,000	\$26,470,000	\$41,750,000	\$101,005,000				Revenues	\$10,448,302	\$0	\$0	\$0	,
Total Amount Spen	\$0		\$25,000,000	\$39,909,169	\$89,624,260				Total Amount Spent	\$10,448,302	\$0		\$0	Ç
Total Amount Remaining	\$5,625,000	\$2,444,909	\$1,470,000	\$1,840,831	\$11,380,740			Tota	l Amount Remaining	\$0	\$0		\$0	
State Transportation Degional Incentive		· · · · · · · · · · · · · · · · · · ·							D1	Det	veloper Revenue Balan	icing (YOE)	1	
State Transportation Regional Incentive Program (TRIP	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000	\$24,860,000				Developer Revenues	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900	\$1,
Total Amount Spen	\$740,000	10 00 00 00 00 00 00 00 00 00 00 00 00 0	\$6,100,000	\$12,520,000	\$24,860,000				Total Amount Spent	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900	\$1,7
Total Amount Remaining	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		\$0	\$0	\$0				l Amount Remaining	\$0	\$0	\$0	\$0	T-7:
	8													
8	2007													
t On Street	From	То	2019	2045 Lanes		elopment & Envrione			Right of Way			Construction		Total
t On Street	From	То	2019 Lanes	2045 Lanes	Project Dev Source	elopment & Envrione Timing	mnt / Design Cost	Source	Right of Way Timing	Cost	Source	Construction Timing	Cost	Total
On Street	From	То	577	2045 Lanes		- 7.0		Source		Cost	Source		Cost	Total
adways			Lanes		Source	Timing	Cost		Timing			Timing		
adways	S of County Line Road	SR 56	Lanes Interchange Mo	odification	Source SIS	Timing 2019 - 2024	Cost \$7,582,999	Source	Timing 2019 - 2024	\$2,189,100	Source SIS	Timing 2026 - 2030	\$69,809,191	\$79,58
adways 1-75 / 1-275 1-75	S of County Line Road SR 56	SR 56 Wesley Chapel Blvd	Lanes Interchange Mo	odification	Source SIS SIS	Timing 2019 - 2024 2031 - 2035	\$7,582,999 \$12,019,000	SIS	Timing 2019 - 2024 Unfunded	\$2,189,100 \$0	SIS	Timing 2026 - 2030 Unfunded	\$69,809,191 \$0	\$79,58 \$12,01
I-75 / I-275 I-75	S of County Line Road SR 56 Wesley Chapel Blvd	SR 56 Wesley Chapel Blvd SR 52	Interchange Mo 8F 6F	odification 10F 8F	Source SIS SIS SIS SIS	7 Timing 2019 - 2024 2031 - 2035 2036 - 2045	\$7,582,999 \$12,019,000 \$23,754,000	SIS SIS	2019 - 2024 Unfunded 2036 - 2045	\$2,189,100 \$0 \$10,437,000		Timing 2026 - 2030 Unfunded 2036 - 2045	\$69,809,191 \$0 \$258,441,344	\$79,58 \$12,01 \$292,6
adways -75 / -275 -75 -75 -75 -75	S of County Line Road SR 56	SR 56 Wesley Chapel Blvd	Lanes Interchange Mo	odification	Source SIS SIS	7 Timing 2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035	\$7,582,999 \$12,019,000	SIS	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045	\$2,189,100 \$0	SIS SIS	7 Timing 2026 - 2030 Unfunded 2036 - 2045 Unfunded	\$69,809,191 \$0 \$258,441,344 \$0	\$79,58 \$12,01 \$292,6 \$19,85
I-75 / I-275 I-75 I-75 I-75 I-75 I-75 I-75 I-75 I-76 Ridge Road @ Suncoast Pkwy	S of County Line Road SR 56 Wesley Chapel Blvd SR 52	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line	Interchange Mo 8F 6F 6F	odification 10F 8F 8F	Source SIS S	7 Timing 2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000	SIS SIS	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed	\$2,189,100 \$0 \$10,437,000	SIS	2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024	\$69,809,191 \$0 \$258,441,344	\$79,58 \$12,01 \$292,6 \$19,85 \$12,65
I-75 / I-275 I-75 I-75 I-75 Ridge Road @ Suncoast Pkwy US 19	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line	Interchange Mo 8F 6F 6F Corridor / Int. Im	odification 10F 8F 8F provements	Source SIS S	2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2035	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000	SIS SIS	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed Unfunded	\$2,189,100 \$0 \$10,437,000	SIS SIS	2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024 Unfunded	\$69,809,191 \$0 \$258,441,344 \$0	\$79,58 \$12,01 \$292,6 \$19,85 \$12,65 \$1,00
I-75 / I-275 I-75 I-75 I-75 I-75 I-75 I-75 I-75 I-76 Ridge Road @ Suncoast Pkwy	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line	Interchange Mo 8F 6F 6F	odification 10F 8F 8F	Source SIS S	7 Timing 2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000	SIS SIS	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed	\$2,189,100 \$0 \$10,437,000	SIS SIS	2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024	\$69,809,191 \$0 \$258,441,344 \$0	\$79,58 \$12,01 \$292,63 \$19,85 \$12,65 \$1,000
I-75 / I-275 I-75 I-75 I-75 Ridge Road @ Suncoast Pkwy US 19	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line	Interchange Mo 8F 6F 6F Corridor / Int. Im	odification 10F 8F 8F provements	Source SIS S	2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2035	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000	SIS SIS	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed Unfunded	\$2,189,100 \$0 \$10,437,000	SIS SIS	2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024 Unfunded	\$69,809,191 \$0 \$258,441,344 \$0	\$79,58 \$12,01 \$292,6: \$19,85 \$12,65 \$1,000
I-75 / I-275 I-75 I-75 I-75 Ridge Road @ Suncoast Pkwy US 19 Suncoast Pkwy	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line Hillsborough County Line	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line	Interchange Mo 8F 6F 6F Corridor / Int. Im	odification 10F 8F 8F provements	Source SIS S	2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2035	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000	SIS SIS	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed Unfunded	\$2,189,100 \$0 \$10,437,000	SIS SIS	2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024 Unfunded	\$69,809,191 \$0 \$258,441,344 \$0	\$79,58 \$12,01 \$292,6; \$19,85 \$12,65 \$1,000 \$23,75
I-75 / I-275 I-75 I-75 I-75 Ridge Road @ Suncoast Pkwy US 19 Suncoast Pkwy Roadways Clinton Ave Ext (New SR 52) SR 52	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line Hillsborough County Line Urdaco Pl US 41 (Land O' Lakes Blvd)	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line SR 52 Fort King Rd CR 581/Bellamy Brothers	Interchange Me 8F 6F 6F Corridor / Int. Im 4F 00 / 2U 2U	podification 10F 8F 8F 8F provements 6F	Source SIS SIS SIS SIS SIS SIS	2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2035 2019 - 2024	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000 \$23,750,000	SIS SIS	2019 - 2024	\$2,189,100 \$0 \$10,437,000	SIS SIS SIS	2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024 Unfunded Unfunded	\$69,809,191 \$0 \$258,441,344 \$0 \$12,654,973	\$79,58 \$12,01 \$292,63 \$19,85 \$12,65 \$1,000 \$23,75
I-75 / I-275 I-75 I-75 I-75 I-75 Sidge Road @ Suncoast Pkwy US 19 Suncoast Pkwy Roadways Clinton Ave Ext (New SR 52) SR 52 SR 52	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line Hillsborough County Line Urdaco Pl US 41 (Land O' Lakes Blvd) Urdaco Pl	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line SR 52 Fort King Rd CR 581/Bellamy Brothers Clinton Ave Ext	Interchange Me 8F 6F 6F 6F 4F 4F 2U 2U 4D	podification 10F 8F 8F 8F provements 6F 4D 4D 6D	Sis Sis Sis Sis Sis Sis	2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2024 Completed Completed 2031 - 2035	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000 \$23,750,000	SIS SIS SIS	Z019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed Unfunded Unfunded Completed 2019 - 2024 Completed	\$2,189,100 \$0 \$10,437,000 \$15,002,000 \$23,592,360	SIS SIS OARC OARC	2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024 Unfunded Unfunded Unfunded Unfunded	\$69,809,191 \$0 \$258,441,344 \$0 \$12,654,973 \$109,078,089 \$16,859,221	\$79,58 \$12,01 \$292,63 \$19,85 \$12,65 \$1,000 \$23,75
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adways I-75 / I-275 I-75 I-75 I-75 Ridge Road @ Suncoast Pkwy US 19 Suncoast Pkwy Roadways Clinton Ave Ext (New SR 52) SR 52 SR 52 SR 54 SR 56 Extension	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line Hillsborough County Line Urdaco Pl US 41 (Land O' Lakes Blvd) Urdaco Pl Morris Bridge Rd US 301	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line SR 52 Fort King Rd CR 581/Bellamy Brothers Clinton Ave Ext US 301 SR 39	Lanes Interchange Mo 8F 6F 6F Corridor / Int. Im 4F 00 / 2U 2U 4D 2U 00	odification 10F 8F 8F 8F provements 6F 4D 4D 4D 4D 4D	Source SIS SIS SIS SIS SIS OAPE OAPE OAPE	Timing 2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2035 2019 - 2024 Completed Completed 2031 - 2035 2036 - 2045 2025	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000 \$23,750,000 \$23,750,000 \$2,804,601 \$24,249,360 \$7,903,525	SIS SIS SIS OARC OARC OARC TMA	2019 - 2024	\$2,189,100 \$0 \$10,437,000 \$15,002,000 \$15,002,000 \$23,592,360 \$110,235,384 \$31,797,898 \$15,000,000	SIS SIS OARC OARC OARC OARC	Timing 2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024 Unfunded Unfunded Unfunded Under Construction 2026 - 2030 2036 - 2045 2036 - 2045 2036 - 2045	\$69,809,191 \$0 \$258,441,344 \$0 \$12,654,973 \$12,654,973 \$109,078,089 \$16,859,221 \$110,235,384 \$61,893,994	\$79,58 \$12,01 \$292,63 \$19,85 \$12,65 \$1,000 \$23,75 \$1 \$132,6 \$19,66 \$19,66 \$244,7;
adways -75 / -275 -75 -75 -75 -75 -75 -8 -8 -8 -9 -	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line Hillsborough County Line Urdaco Pl US 41 (Land O' Lakes Blvd) Urdaco Pl Morris Bridge Rd US 301	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line SR 52 Fort King Rd CR 581/Bellamy Brothers Clinton Ave Ext US 301	Interchange Me 8F 6F 6F Corridor / Int. Im 4F 00 / 2U 2U 4D 2U	podification 10F 8F 8F errovements 6F 4D 4D 4D 4D	Source SIS SIS SIS SIS SIS OAPE OAPE	Timing 2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2035 2019 - 2024 Completed Completed 2031 - 2035 2036 - 2045 2025 2019 - 2024	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000 \$23,750,000 \$23,750,000 \$24,249,360 \$7,903,525 \$3,146,468	SIS SIS SIS OARC OARC OARC	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed Unfunded Unfunded Completed 2019 - 2024 Completed 2036 - 2045 2031 - 2035 2031 - 2035	\$2,189,100 \$0 \$10,437,000 \$15,002,000 \$15,002,000 \$23,592,360 \$110,235,384 \$31,797,898 \$15,000,000 \$20,625,740	SIS SIS OARC OARC OARC	Timing 2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024 Unfunded Unfunded Unfunded Under Construction 2026 - 2030 2036 - 2045 2036 - 2045 2036 - 2045 2036 - 2045 2031 - 2035	\$69,809,191 \$0 \$258,441,344 \$0 \$12,654,973 \$12,654,973 \$109,078,089 \$16,859,221 \$110,235,384 \$61,893,994 \$36,529,208	\$79,58 \$12,01 \$292,63 \$19,85 \$12,65 \$1,000 \$23,75 \$6 \$132,67 \$19,66 \$244,77 \$116,58 \$60,30
1-75 / 1-275 1-75	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line Hillsborough County Line Urdaco Pl US 41 (Land O' Lakes Blvd) Urdaco Pl Morris Bridge Rd US 301 SR 56 SR 39	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line SR 52 Fort King Rd CR 581/Bellamy Brothers Clinton Ave Ext US 301 SR 39 SR 39 CR 54	Lanes Interchange Mo 8F 6F 6F Corridor / Int. Im 4F 00 / 2U 2U 4D 2U 00 2U	podification 10F 8F 8F 8F provements 6F 4D 4D 4D 4D 4D 4D 4D	Source SIS SIS SIS SIS SIS OAPE OAPE OAPE OAPE OAPE OAPE OAPE	2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2035 2019 - 2024 Completed Completed 2031 - 2035 2036 - 2045 2025 2019 - 2024	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000 \$23,750,000 \$23,750,000 \$24,249,360 \$7,903,525 \$3,146,468 \$7,032,239	SIS SIS SIS OARC OARC OARC TMA OARC OARC	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed Unfunded Unfunded Completed 2019 - 2024 Completed 2036 - 2045 2031 - 2035 2031 - 2035 2019 - 2024 2019 - 2024	\$2,189,100 \$0 \$10,437,000 \$15,002,000 \$15,002,000 \$15,002,360 \$110,235,384 \$31,797,898 \$15,000,000 \$20,625,740 \$15,979,630	SIS SIS SIS OARC OARC OARC OARC OARC OARC OARC OARC	Under Construction 2026 - 2030 2036 - 2045 2036 - 2045 2036 - 2045 2036 - 2045 2036 - 2045 2036 - 2045 2031 - 2035 2036 - 2030 2036 - 2045 2031 - 2035 2036 - 2030 2036 - 2045 2031 - 2035 2031 - 2035 2026 - 2030	\$69,809,191 \$0 \$258,441,344 \$0 \$12,654,973 \$12,654,973 \$109,078,089 \$16,859,221 \$110,235,384 \$61,893,994 \$36,529,208 \$69,966,983 \$13,284,577	\$79,58 \$12,01 \$292,63 \$19,85 \$12,65 \$1,000 \$23,75 \$132,63 \$19,66 \$244,73 \$116,58 \$60,30 \$92,97
adways I-75 / I-275 I-75 I-75 I-75 Ridge Road @ Suncoast Pkwy US 19 Suncoast Pkwy Roadways Clinton Ave Ext (New SR 52) SR 52 SR 52 SR 52 SR 54 SR 56 Extension US 301 (Gall Blvd) US 301 (Gth, 7th, Gall)	S of County Line Road SR 56 Wesley Chapel Blvd SR 52 Pinellas County Line Hillsborough County Line Urdaco Pl US 41 (Land O' Lakes Blvd) Urdaco Pl Morris Bridge Rd US 301 SR 56	SR 56 Wesley Chapel Blvd SR 52 Hernando County Line Hernando County Line SR 52 Fort King Rd CR 581/Bellamy Brothers Clinton Ave Ext US 301 SR 39 SR 39	Lanes Interchange Me 8F 6F 6F Corridor / Int. Im 4F 00 / 2U 2U 4D 2U 00 2U 30	odification 10F 8F 8F 8F Provements 6F 4D 4D 4D 4D 4D 4D	Source SIS SIS SIS SIS SIS OAPE OAPE OAPE OARC	Timing 2019 - 2024 2031 - 2035 2036 - 2045 2031 - 2035 Completed 2031 - 2035 2019 - 2024 Completed Completed 2031 - 2035 2036 - 2045 2025 2019 - 2024	\$7,582,999 \$12,019,000 \$23,754,000 \$4,848,000 \$1,000,000 \$23,750,000 \$23,750,000 \$24,249,360 \$7,903,525 \$3,146,468	SIS SIS SIS OARC OARC OARC TMA OARC	2019 - 2024 Unfunded 2036 - 2045 2036 - 2045 Completed Unfunded Unfunded Completed 2019 - 2024 Completed 2036 - 2045 2031 - 2035 2031 - 2035	\$2,189,100 \$0 \$10,437,000 \$15,002,000 \$15,002,000 \$23,592,360 \$110,235,384 \$31,797,898 \$15,000,000 \$20,625,740	SIS SIS SIS OARC OARC OARC OARC OARC OARC	Timing 2026 - 2030 Unfunded 2036 - 2045 Unfunded 2019 - 2024 Unfunded Unfunded Unfunded Unfunded 2026 - 2030 2036 - 2045 2036 - 2045 2036 - 2045 2031 - 2035 2031 - 2035	\$69,809,191 \$0 \$258,441,344 \$0 \$12,654,973 \$12,654,973 \$16,859,221 \$110,235,384 \$61,893,994 \$36,529,208 \$69,966,983	\$79,58 \$12,019 \$292,63 \$19,850 \$12,655 \$1,000 \$23,750 \$0 \$132,67 \$19,660 \$244,72 \$116,59 \$60,300 \$92,970 \$41,830 \$11,430

Project Development & Envrionemnt / Design Right of Way										Construction					
Project Number	On Street	From	То	Lanes	2045 Lanes	Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	Total Cost
Hamber				Ediles		Jource	Tilling	COST	Jource	I mining	COST	Jource	Immig	COST	
SR 54/5	6 Corridor Improvements														
3188	SR 54	US 41	T	Intersection /	/ Interchange	SIS	2019 - 2024	\$8,505,130	SIS	2019 - 2024	\$28,615,500	SIS	2026 - 2030	\$189,921,952	\$227,042,582
3189	SR 54	Collier Pkwy		Intersection /		SIS	2031 - 2035	\$15,000,000	SIS	2031 - 2035	\$30,000,000	SIS	2036 - 2045	\$217,600,000	\$262,600,000
3163	31(34	Comer + Kwy	- 4 L	intersection	interentinge	313	2031 - 2033	\$15,000,000	313	2031 - 2033	\$30,000,000	CoGen	2036 - 2045	\$10,000,000	\$10,000,000
12 12												CoMF	2025	\$4,110,600	\$4,110,600
-												CoMF	2026 - 2030	\$19,639,100	\$19,639,100
	Future Corridor Improvements											CoMF	2031 - 2035	\$19,815,900	\$19,815,900
er.												CoMF	2036 - 2045	\$37,988,600	\$37,988,600
	Alternative improvements within the	and the same of			100 TO 10							OARC	2025	\$4,040,575	\$4,040,575
	include, but not necessarily be limite				A CONTRACTOR OF THE PROPERTY O							OARC	2026 - 2030	\$14,285,334	\$14,285,334
	designs. In addition, future corridor a	essessment will include significan	t public engagement regarding alte	ernative improvem	ents to the SR							OARC	2031 - 2035	\$9,529,911	\$9,529,911
	54/56 corridor.											OARC	2036 - 2045	\$8,768,018	\$8,768,018
												TMA	2031 - 2035	\$10,000,000	\$10,000,000
												TMA	2036 - 2045	\$5,000,000	\$5,000,000
	TIVIA 2036 - 2045 \$5,000,000 \$5,000,000														
County	County Roads														
3133	20th St	CR 54	Pretty Pond Rd	00	2U	CoGen	2036 - 2045	\$1,064,323	CoGen	2036 - 2045	\$6,655,618	CoGen	2036 - 2045	\$16,370,392	\$24,090,333
3117	23rd St	North Ave	Otis Allen Rd	00	2U	CoGen	2036 - 2045	\$2,120,774	CoGen	2036 - 2045	\$13,262,024	CoGen	2036 - 2045	\$32,619,737	\$48,002,536
3092	Boyette Road Realignment	SR 54	Boyette Rd	00	4D	CoGen	2036 - 2045	\$3,250,429	CoGen	2036 - 2045	\$20,314,073	CoGen	2036 - 2045	\$49,971,466	\$73,535,968
3167	Boyette Rd	Boyette Rd Realignment	Overpass Rd	2U	4D	CoGen	2036 - 2045	\$1,303,853	CoGen	2036 - 2045	\$8,148,639	CoGen	2036 - 2045	\$20,045,193	\$29,497,686
3106a	Boyette Rd Ext	Overpass Rd	McKendree Rd	00	2U	CoGen	2031 - 2035	\$1,979,335	CoGen	2031 - 2035	\$12,377,541	CoGen	2031 - 2035	\$30,444,232	\$44,801,107
3014a	Bruce B Downs Loop Rd	SR 581	Wiregrass Ranch Blvd	00	4D	CoGen	2026 - 2030	\$605,370	CoGen	2026 - 2030	\$3,785,427	CoGen	2026 - 2030	\$9,312,492	\$13,703,290
3014b	Bruce B Downs Loop Rd	Wiregrass Ranch Blvd	SR 54	00	4D	CoGen	2036 - 2045	\$869,442	CoGen	2036 - 2045	\$5,436,690	CoGen	2036 - 2045	\$13,374,749	\$19,680,882
3080	Chancey Rd / Ext	Mansfield Rd	Morris Bridge Rd	00	4D	CoGen	2036 - 2045	\$6,333,824	CoGen	2036 - 2045	\$39,605,877	CoGen	2036 - 2045	\$97,434,020	\$143,373,720
3113	Coats Rd	Chancey Rd	Oldwoods Ave	00	2U	CoGen	2031 - 2035	\$1,289,870	CoGen	2031 - 2035	\$8,066,047	CoGen	2036 - 2045	\$26,239,381	\$35,595,297
3067a	Collier Parkway	S of Bell Lake Rd	Hale Rd	4D	4D		Completed			Completed		CoGen	2019 - 2024	\$10,217,488	\$10,217,488
3067b	Collier Parkway	Hale Rd	Parkway Blvd	2U	4D		Completed			Completed		CoGen	2019 - 2024	\$6,685,250	\$6,685,250
3028a	CR 578 (County Line Rd)	East Rd	Shady Hills Rd	2U	4D	CoGen	2036 - 2045	\$2,922,480	CoGen	2036 - 2045	\$18,279,030	CoGen	2036 - 2045	\$32,440,190	\$66,161,700
30288	ex 378 (county line Na)	Last Nu	Silady Tillis Itu	20	40	Coden	2030 - 2043	\$2,322,460	coden	2030 - 2043	\$16,273,030	TRIP	2036 - 2045	\$12,520,000	300,101,700
3069	County Line Rd	Dale Mabry	US 41 (Land O' Lakes Blvd)	2U	4D	CoGen	2031 - 2035	\$521,511	CoGen	2031 - 2035	\$3,261,865	CoGen	2036 - 2045	\$10,611,167	\$14,394,543
3010	County Line Rd	US 41 (Land O' Lakes Blvd)	SR 581	2U	4D	CoGen	2031 - 2035	\$4,845,960	CoGen	2031 - 2035	\$30,309,683	CoGen	2036 - 2045	\$119,100,371	\$154,256,014
3152a	CR 539 Ext (Overpass Rd / Kossik Rd)	CR 579 (Handcart Rd)	US 301	00	2 U	CoGen	2031 - 2035	\$1,821,250	CoGen	2031 - 2035	\$1,894,100	CoGen	2031 - 2035	\$20,944,375	\$24,659,725
3152b	CR 539 Ext (Overpass Rd / Kossik Rd)		US 301	2U	4D	CoGen	2031 - 2035	\$1,821,250	CoGen	2031 - 2035	\$1,894,100	CoGen	2036 - 2045	\$27,700,625	\$31,415,975
3032	CR 587 (Moon Lake)	Ridge Rd	S of SR 52	2U	4D		Completed		CoGen	2019 - 2024	\$2,000,000	CoGen	2026 - 2030	\$70,974,942	\$72,974,942
3098	Curley Rd (Realignment)	SR 54	Curley Rd	00	4D	CoGen	2025	\$1,390,234	CoGen	2025	\$8,688,488	CoGen	2031 - 2035	\$27,839,021	\$37,917,743
3099	Curley Rd	Meadow Pointe Blvd Ext.	Overpass Rd	2∪	4D	CoGen	2019 - 2024	\$684,000	CoVOPH	2025	\$471,240	CoGen	2026 - 2030	\$10,600,000	\$17,355,240
	300							A3	The state of the s		là .	CoVOPH	2026 - 2030	\$5,600,000	8 387
3103	Curley Rd	Overpass Rd	Clinton Ave Ext	2U	4D	CoGen	2019 - 2024	\$3,116,000	CoGen	2025	\$2,146,760	CoGen	2026 - 2030	\$73,800,000	\$79,062,760
3173	Daughtry Rd ext	Wire Rd	Old Lakeland Highway	00	2U	CoGen	2036 - 2045	\$2,269,623	CoGen	2036 - 2045	\$14,192,824	TMA	2036 - 2045	\$34,909,169	\$51,371,616
3206	Decubellis Road (III)	Little Road	Starkey Blvd	2U	4D	CoGen	2019 - 2024	\$250,000	CoGen	2019 - 2024	\$358,378	CoGen	2019 - 2024	\$10,098,424	\$10,706,802
3205	Decubellis Road (II)	Starkey Blvd	Town Center	2U	4D	0.00	Completed	40.00	CoGen	2019 - 2024	\$215,000	CoGen	2019 - 2024	\$10,000,116	\$10,215,116
3095	Eiland Blvd	CR 579 (Handcart Rd)	Fort King Hwy	2U	4D	CoGen	2031 - 2035	\$2,893,232	CoGen	2036 - 2045	\$23,893,400	CoGen	2036 - 2045	\$58,780,601	\$85,567,233
3137	Eiland Blvd	Fort King Hwy	Gall Blvd	2U	4D	CoGen	2036 - 2045	\$206,480	CoGen	2036 - 2045	\$1,289,292	CoGen	2036 - 2045	\$3,171,813	\$4,667,586
3170	Greenslope Dr Ext	Kossik Rd	Bailey Hill Rd	00	2U	CoGen	2031 - 2035	\$534,668	CoGen	2031 - 2035	\$3,337,392	CoGen	2031 - 2035	\$8,211,759	\$12,083,819
3179	Hicks Rd	Denton Ave	New York Ave	00	2U	CoGen	2026 - 2030	\$685,415	CoGen	2031 - 2035	\$5,032,993	CoGen	2031 - 2035	\$12,379,326	\$18,097,734
3132	Keefer Rd Keefer Rd ext / Bailey Hill Rd	Curley Rd	Fort King Rd Gall Blvd	00	2U	CoGen	2036 - 2045 2036 - 2045	\$4,827,391	CoGen	2036 - 2045	\$30,187,531	CoGen	2036 - 2045 2036 - 2045	\$74,250,307	\$109,265,230
3171 3207	Little Road	Fort King Rd Trinity Blvd	S of SR 54	00 4D	2U 6D	CoGen	2036 - 2045	\$1,093,616 \$211,361	CoGen	2036 - 2045 Completed	\$6,838,794	CoGen CoGen	2036 - 2045	\$16,820,935 \$5,872,388	\$24,753,344 \$6,083,749
3207	Little Rd	Old County Rd 54	Decubellis Rd	4D 4D	6D	CoGen	2019 - 2024	\$2,724,885	CoGen	2031 - 2035	\$17,020,931	CoGen	2019 - 2024	\$5,872,388	\$6,083,749
3003 3104a	McKendree Rd / Kenton Rd Ext	Overpass Rd	SR 52	00	2U	Logen Dev	2031 - 2035	\$2,724,885	Logen Dev	2031 - 2035	\$17,020,931	Logen Dev	2031 - 2035	\$41,866,309	\$79,326,556
3144a	Meadow Pointe Blvd	Hillsborough / Pasco County Line Ro		2U	4D	CoGen	2031 - 2035	\$3,012,093	Dev	Completed	\$45,505,51 <i>1</i>	CoGen	2031 - 2035	\$11,215,490	\$11,945,602
3144a 3144b	Meadow Pointe Blvd	Oldwoods Ave	SR-56	2U 2U	4D	CoGen	2031 - 2035	\$333,312		Completed		CoGen	2031 - 2035	\$5,120,115	\$5,453,427
31446	Meadow Pointe Blvd	SR 56	SR 54	2U	4D	CoGen	2031 - 2035	\$2,478,528	CoGen	2019 - 2024	\$9,984,693	CoGen	2036 - 2045	\$50,355,241	\$62,818,461
3163	Morgan Rd / Hunt Rd	SR 54	US 41 (Land O' Lakes Blvd)	00	2U	CoGen	2031 - 2035	\$2,478,528	CoGen	2019 - 2024	\$9,984,693	CoGen	2036 - 2045	\$14,164,653	\$20,844,412
3088	Morningside Drive	Fort King Rd	US 301	00	2U	CoGen	2019 - 2024	\$570,838	CoGen	2019 - 2024	\$3,758,844	Other (TBD)	2036 - 2045	\$14,164,653	\$14,588,810
3118	North Ave	21st St	23rd St	00	2U	CoGen	2019 - 2024	\$275,561	CoGen	2019 - 2024	\$1,723,189	CoGen	2036 - 2045	\$4,238,416	\$6,237,166
	1 to the 211 to the 1899 A to the 1800 O			03.000		CoGen	2036 - 2043	\$3,614,564				CoGen	2026 - 2030	\$66,586,934	
3075	Old Pasco Rd	Wesley Chapel Blvd	SR 52	2U	4D	TRIP	2025	\$740,000	CoGen	2026 - 2030	\$28,970,472	TRIP	2026 - 2030	\$5,500,000	\$105,411,969
						0.00103	2023	₹7. 1 0,000				T DATE:	2020 2030	\$5,500,000	

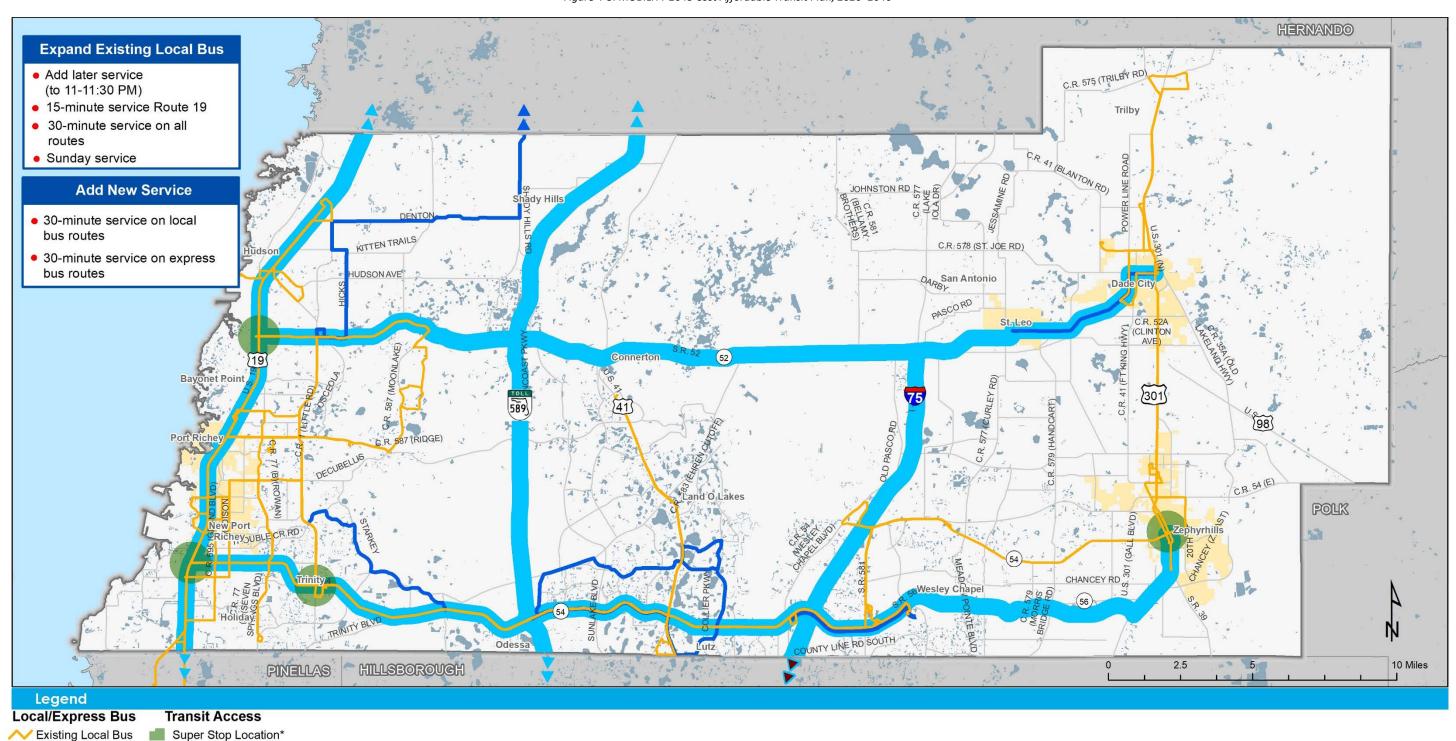
Project	On Street	From		2019	2045 Lanes	Project De	velopment & Envrione	mnt / Design		Right of Way		2	Construction		Total Cost
Number	Oil Street	FIOIN	16	Lanes	2043 Lailes	Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	Total Cost
County I	Roads Continued														
3039	Osteen Rd P	Plathe Rd	De Cubellis Rd	00	2U	CoGen	2036 - 2045	\$1,453,243	CoGen	2036 - 2045	\$9,087,693	CoGen	2036 - 2045	\$22,352,407	\$32,893,343
3015a	Overpass Rd B	Boyette Rd	1-75	2U	4D	CoGen	2019 - 2024	\$2,670,466	CoGen	2019 - 2024	\$6,253,687	CoGen	2019 - 2024	\$62,830,072	\$71,754,225
3015b	Overpass Rd C	Old Pasco Rd	Boyette Rd	4D	6D	CoGen	2036 - 2045	\$975,767		Completed		CoGen	2036 - 2045	\$14,992,113	\$15,967,881
3017b	Overpass Rd Ext	Mckendree Rd/Kenton Rd Ext	Epperson Blvd	00	4D	CoGen	2019 - 2024	\$1,325,000	CoGen	2025	\$1,639,820	CoGen	2025	\$18,132,625	\$21,097,445
3017c	Overpass Rd Ext	Epperson Blvd	Sunshine Rd	2D	4D	CoGen	2019 - 2024	\$1,157,120	CoGen	2025	\$8,598,012	CoGen	2025	\$21,152,131	\$30,907,263
3017d	Overpass Rd Ext S	Sunshine Rd	Handcart Rd	00	4D	CoGen	2019 - 2024	\$1,325,000	CoVOPH	2031 - 2035	\$2,135,900	CoGen	2031 - 2035	\$23,618,125	\$27,079,025
3038	Perrine Ranch Rd Extn 7	7 Spring Blvd	Trinity Oaks Blvd	00	2U	CoGen	2036 - 2045	\$189,851	CoGen	2036 - 2045	\$1,185,044	CoGen	2036 - 2045	\$2,915,838	\$4,290,732
3211	Prospect Rd	Highland Blvd	Clinton Ave Ext	0	2U	CoVOPH	2026 - 2030	\$1,305,688	CoGen	2026 - 2030	\$0	CoVOPH	2031 - 2035	\$6,388,311	\$7,694,000
3053	Ridge Rd Ext S	Suncoast Pkwy	US 41 (Land O' Lakes Blvd)	00	4D		Completed		CoGen	2019 - 2024	\$2,000,000	CoGen	2019 - 2024	\$46,233,892	\$48,233,892
3048	Shady Hills Rd S	SR 52	Pasco / Hernando County Line	2U	4D	CoGen	2036 - 2045	\$7,089,603	CoGen	2036 - 2045	\$44,342,837	CoGen	2036 - 2045	\$109,068,280	\$160,500,720
3161	South Branch Ranch Rd S	SR 54	Tower Rd Ext	00	4D	Dev	2019 - 2024	\$1,069,061	Dev	2019 - 2024	\$6,681,268	Dev	2019 - 2024	\$16,435,540	\$24,185,869
3036	Starkey Blvd Extn S	SR 54	Little Rd	00	4D	CoGen	2031 - 2035	\$1,552,114	CoGen	2031 - 2035	\$9,705,486	CoGen	2031 - 2035	\$23,876,367	\$35,133,968
3034a	Starkey Blvd T	Fower Road	River Crossing Blvd	2U	4D	CoGen	2031 - 2035	\$2,253,824		Completed		CoGen	2031 - 2035	\$34,621,730	\$36,875,554
3034b	Starkey Blvd R	River Crossing Blvd	De Cubellis Rd	2U	4D	CoGen	2019 - 2024	\$1,878,762		Completed		CoGen	2026 - 2030	\$24,644,400	\$26,523,162
3066	Sunlake Blvd	Mentmore Blvd	Lake Patience Rd	2U	4D	CoGen	2026 - 2030	\$769,501		Completed		CoGen	2026 - 2030	\$11,830,150	\$12,599,651
3154	Sunlake Blvd	ake Patience Rd	Tower Rd	2U	4D	CoGen	2025	\$259,834		Completed		CoGen	2026 - 2030	\$4,427,424	\$4,687,258
3049a	SunLake Blvd T	Fower Rd Ext	Bexley Ranch Blvd	00	4D	Dev	2025	\$1,352,019	Dev	2025	\$14,346,521	Dev	2025	\$20,785,671	\$36,484,210
3049с	SunLake Blvd B	Bexley Ranch Blvd	New Collector Road "A"	00	2U	Dev	2026 - 2030	\$1,555,963	Dev	2026 - 2030	\$35,921,293	Dev	2026 - 2030	\$23,932,339	\$61,409,596
3049b	SunLake Blvd	New Collector Road "A"	SR 52	00	4D	CoGen	2025	\$3,428,021		Completed		CoGen	2026 - 2030	\$58,459,064	\$61,887,086
2051	T D-1	C 11	Bandari Banada Bhad		45		2025	60.070.644		2026 2020	645 740 740	CoGen	2031 - 2035	\$44,369,119	den 102 102
3051	Tower Rd	Gunn Hwy	Bexley Ranch Blvd	00	4D	CoGen	2025	\$2,272,614	CoGen	2026 - 2030	\$15,740,749	TRIP	2031 - 2035	\$6,100,000	\$68,482,482
3040a	Tower Rd	East of Ballantrae Blvd	Lake Patience Rd	00	2U	Dev	2026 - 2030	\$505,006	Dev	2026 - 2030	\$4,474,721	Dev	2026 - 2030	\$7,767,514	\$12,747,240
3040b	Tower Rd B	Bexley Ranch Blvd	Lake Patience Rd	2U	4D	CoGen	2026 - 2030	\$1,236,787		Completed		CoGen	2026 - 2030	\$18,998,694	\$20,235,481
3141a	Tower Rd L	ake Patience Rd	Sunlake Blvd	00	4D	CoGen	2026 - 2030	\$387,024	CoGen	2026 - 2030	\$16,987,857	CoGen	2026 - 2030	\$5,950,032	\$23,324,913
3141b	Tower Rd S	Sunlake Blvd	Drexel Rd	0	2U	CoGen	2026 - 2030	\$559,601	CoGen	2026 - 2030	\$0	CoGen	2031 - 2035	\$10,106,992	\$10,666,593
3141c	Tower Rd D	Orexel Rd	Land O Lakes Blvd (US 41)	0	2U	CoGen	2031 - 2035	\$1,787,011	CoGen	2031 - 2035	\$4,469,946	CoGen	2031 - 2035	\$27,486,088	\$33,743,044
3142a	Tower Rd Ext / Caliente Blvd L	and O Lakes Blvd (US 41)	Ehren Cutoff	00	2∪	CoGen	2031 - 2035	\$1,218,052		Completed		CoGen	2031 - 2035	\$18,734,912	\$19,952,964
3011	Wesley Chapel Blvd S	SR 54/56	Magnolia Blvd	4D	6D	700 170 100 000	Completed			Completed		CoGen	2019 - 2024	\$36,645,282	\$36,645,282
3012	Wesley Chapel Blvd	Magnolia Blvd	N of Oakley Blvd	4D	6D		Completed			Completed		CoGen	2019 - 2024	\$11,387,338	\$11,387,338
3094	Z West Ext	SR 54	Handcart Rd	00	4D	CoGen	2031 - 2035	\$4,322,803	CoGen	2031 - 2035	\$27,016,040	CoGen	2036 - 2045	\$87,895,962	\$119,234,804

Project	On Street	F.17.11	Ta	2019	2045 Lanes	Project Development & Envrionemnt / Design		Right of Way		Construction		Total Cost			
Number	On Street	From	То	Lanes	2045 Lanes	Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	Total Cost
Develop	Developer Roads (funded with Developer and County funds)														
3056a	Bexley Ranch Rd	Tower Rd	Sunlake Blvd	00	2U	Dev	2026 - 2030	\$1,876,710	Dev	2026 - 2030	\$23,340,900	Dev	2026 - 2030	\$28,865,760	\$54,083,370
3056b	Bexley Ranch Rd	Sunlake Blvd	US 41 (Land O' Lakes Blvd)	00	2U	Dev	2031 - 2035	\$1,955,294	Dev	2031 - 2035	\$24,318,260	Dev	2031 - 2035	\$30,074,464	\$56,348,018
3054	Bulloch Blvd	Asbel Rd	SR 52	00	2U	Dev	2026 - 2030	\$5,286,514	Dev	2026 - 2030	\$33,058,608	Dev	2026 - 2030	\$81,312,110	\$119,657,232
3061a	Collier Parkway Ext	Ehren Cutoff (S)	Ehren Cutoff (N)	00	2U	Dev	2031 - 2035	\$4,909,768	Dev	2031 - 2035	\$30,684,369	Dev	2031 - 2035	\$53,263,938	\$88,858,075
3123a	Collier Parkway Ext	SR 52	Bellamy Brothers Blvd	00	2U	Dev	2036 - 2045	\$4,292,393	Dev	2036 - 2045	\$26,841,983	Dev	2036 - 2045	\$66,021,480	\$97,155,855
3123b	Collier Parkway Ext	Bellamy Brothers Blvd	McKendree Rd	00	2U	Dev	2036 - 2045	\$3,624,687	Dev	2036 - 2045	\$22,666,563	Dev	2036 - 2045	\$55,751,472	\$82,042,722
3059a	Connerton Blvd	Flourish Drive	Ehren Cutoff Rd	00	2U	Dev	2026 - 2030	\$682,440	Dev	2026 - 2030	\$11,019,624	Dev	2026 - 2030	\$10,496,640	\$22,198,704
3110	Dean Dairy	Eiland Blvd	Prospect Rd	00	2U	Dev	2036 - 2045	\$3,587,201	Dev	2036 - 2045	\$22,391,242	Dev	2036 - 2045	\$55,094,379	\$81,072,822
3062	Drexel Rd	Lake Patience Rd	Tower Rd	00	2U	Dev	2031 - 2035	\$1,403,398	Dev	2031 - 2035	\$8,775,992	Dev	2031 - 2035	\$21,585,736	\$31,765,125
3162	Drexel Rd	Tower Rd	Bexley Rd	00	2U	Dev	2031 - 2035	\$985,575	Dev	2031 - 2035	\$6,163,178	Dev	2031 - 2035	\$15,159,169	\$22,307,922
3164	Mirada Blvd	SR 52	Curley Rd	00	2U		Completed		Dev	2019 - 2024	\$7,204,361	Dev	2019 - 2024	\$17,720,099	\$24,924,460
3158	New Collector "A"	Ridge Rd	SunLake Blvd Ext / New rd	00	2U	Dev	2036 - 2045	\$2,611,423	Dev	2036 - 2045	\$16,330,230	Dev	2036 - 2045	\$40,166,404	\$59,108,058
3157	New Collector west of US 41	Sunlake Blvd Ext	US 41 (Land O' Lakes Blvd)	00	2U	Dev	2036 - 2045	\$1,371,005	Dev	2036 - 2045	\$8,573,424	Dev	2036 - 2045	\$21,087,493	\$31,031,922
3055	New Connector	Sunlake Blvd	Rdway "A"	00	2U	Dev	2036 - 2045	\$1,027,647	Dev	2036 - 2045	\$6,426,264	Dev	2036 - 2045	\$15,806,265	\$23,260,175
3074	New Connector	Ehren Cutoff	SR 52	00	2U	Dev	2036 - 2045	\$4,478,656	Dev	2036 - 2045	\$28,006,760	Dev	2036 - 2045	\$68,886,406	\$101,371,821
3156	New Ext of SunLake Blvd	SunLake Blvd Ext	SR 52	00	2U	Dev	2036 - 2045	\$2,180,905	Dev	2036 - 2045	\$13,638,043	Dev	2036 - 2045	\$33,544,605	\$49,363,553
3089	New River Rd	Chancey Rd	SR 56	00	2U	Dev	2036 - 2045	\$847,962	Dev	2036 - 2045	\$5,302,630	Dev	2036 - 2045	\$13,042,535	\$19,193,127
3030	Old Dixie Hwy	New York Ave	Aripeka Rd	00	2U	Dev	2031 - 2035	\$953,607	Dev	2031 - 2035	\$5,963,269	Dev	2031 - 2035	\$14,667,464	\$21,584,339
3124	Old Pasco Rd Ext	SR 52	Collier Parkway Ext	00	2U	Dev	2036 - 2045	\$870,992	Dev	2036 - 2045	\$5,446,645	Dev	2036 - 2045	\$13,396,760	\$19,714,397
3112	Oldwoods Ave	Meadow Pointe Blvd	Coats Rd	00	2 U	Dev	2031 - 2035	\$4,368,914	Dev	2031 - 2035	\$27,320,503	Dev	2031 - 2035	\$67,198,466	\$98,887,883
3165	Pasco Towne Center Drive	McKendree Rd Ext	SR 52	00	2U	Dev	2031 - 2035	\$1,802,963	Dev	2031 - 2035	\$11,274,619	Dev	2031 - 2035	\$27,731,447	\$40,809,029
3155	Racetrack Rd	US 19	Old Dixie Hwy (3030)	0	2U	Dev	2031 - 2035	\$494,435	Dev	2031 - 2035	\$3,086,252	Dev	2031 - 2035	\$7,593,822	\$11,174,508
3083a	River Glen Blvd / Wynfields Blvd	Hillsborough County Line	Overpass Rd Ext	00	2U	Dev	2026 - 2030	\$4,190,182	Dev	2026 - 2030	\$55,321,224	Dev	2026 - 2030	\$64,449,370	\$123,960,775
3058	Roach's Run	Rdway "A"	US 41 (Land O' Lakes Blvd)	00	2U	Dev	2036 - 2045	\$1,498,825	Dev	2036 - 2045	\$9,372,723	Dev	2036 - 2045	\$23,053,476	\$33,925,024
3109a	Sunshine Rd	Overpass Rd	Handcart Rd	00	2U		Completed			Completed	\$0	Dev	2019 - 2024	\$7,077,280	\$7,077,280
3109b	Sunshine Rd	Handcart Rd	Ft. King Rd	00	2U	Dev	2031 - 2035	\$2,027,416	Dev	2031 - 2035	\$12,678,210	Dev	2031 - 2035	\$31,183,768	\$45,889,393
3057	Symphony Drive	Connerton Blvd	US 41 (Land O' Lakes Blvd)	00	2U	Dev	2036 - 2045	\$1,755,249	Dev	2036 - 2045	\$10,976,249	Dev	2036 - 2045	\$26,997,565	\$39,729,064
3166	Tyndall Rd	McKendree Rd Ext	Curley Rd / St	00	2U	Dev	2031 - 2035	\$825,516	Dev	2031 - 2035	\$5,162,268	Dev	2031 - 2035	\$12,697,295	\$18,685,080
3160	Welbilt Blvd	Mitchell Blvd	Mitchell Ranch Rd	00	2U	Dev	2026 - 2030	\$232,030	Dev	2026 - 2030	\$1,450,970	Dev	2026 - 2030	\$3,568,858	\$5,251,858
3093	Wells Rd Ext	SR 581 Ext	Boyette Rd	00	2U	Dev	2031 - 2035	\$803,629	Dev	2031 - 2035	\$5,025,399	Dev	2031 - 2035	\$12,360,646	\$18,189,673
3096	Wells Rd Ext	Curley Rd	Eiland Blvd	00	2U	Dev	2031 - 2035	\$2,905,602	Dev	2031 - 2035	\$18,169,852	Dev	2031 - 2035	\$44,691,204	\$65,766,658
3071a	Wesley Chapel Blvd	County Line Rd	SR 54	00	2U	Dev	2036 - 2045	\$1,428,555	Dev	2036 - 2045	\$17,767,137	Dev	2036 - 2045	\$21,972,669	\$41,168,360
3064	Wilson Rd	SR 54	Lake Patience Rd	00	2U	Dev	2031 - 2035	\$1,431,975	Dev	2031 - 2035	\$8,954,696	Dev	2031 - 2035	\$22,025,281	\$32,411,952
3091	Wiregrass Ranch Blvd Ext.	Chancey RD	SR 54	00	4D		Completed			Completed		Dev	2019 - 2024	\$21,298,410	\$21,298,410

Roadway codes: 2U= 2 lanes undivided, 4D= 4 lanes divided, 6D= 6 lanes divided, 6F=6 lanes freeway, 00=roadway not built or substandard

Funding Source Codes: OAPE = Other State Roadways Product Support, OARC = Other State Roadways Right of Way & Construction, TMA = Transportation Management Area Funds, TRIP = Transportation Regional Incentive ProgramSIS = Federal Funds for Strategic Intermodal System Roadways, CoMF = County Mobility Fees, COVPH = County Village of Pasadena Hills Funds, CoGen = County General Transportation Funds, Dev = Developer funded

Figure 4-3: MOBILITY 2045 Cost Affordable Transit Plan, 2020–2040



*Super Stops are enhanced bus stops that may include a kiosk, real-time bus arrival information display, lighting, covered seating, bike storage, and other amenities.

✓ Future Local Bus
✓ Future Express Bus

Table 4-2: MOBILITY 2045 Cost Affordable Transit Operating and Capital Costs Summary, 2020–2045

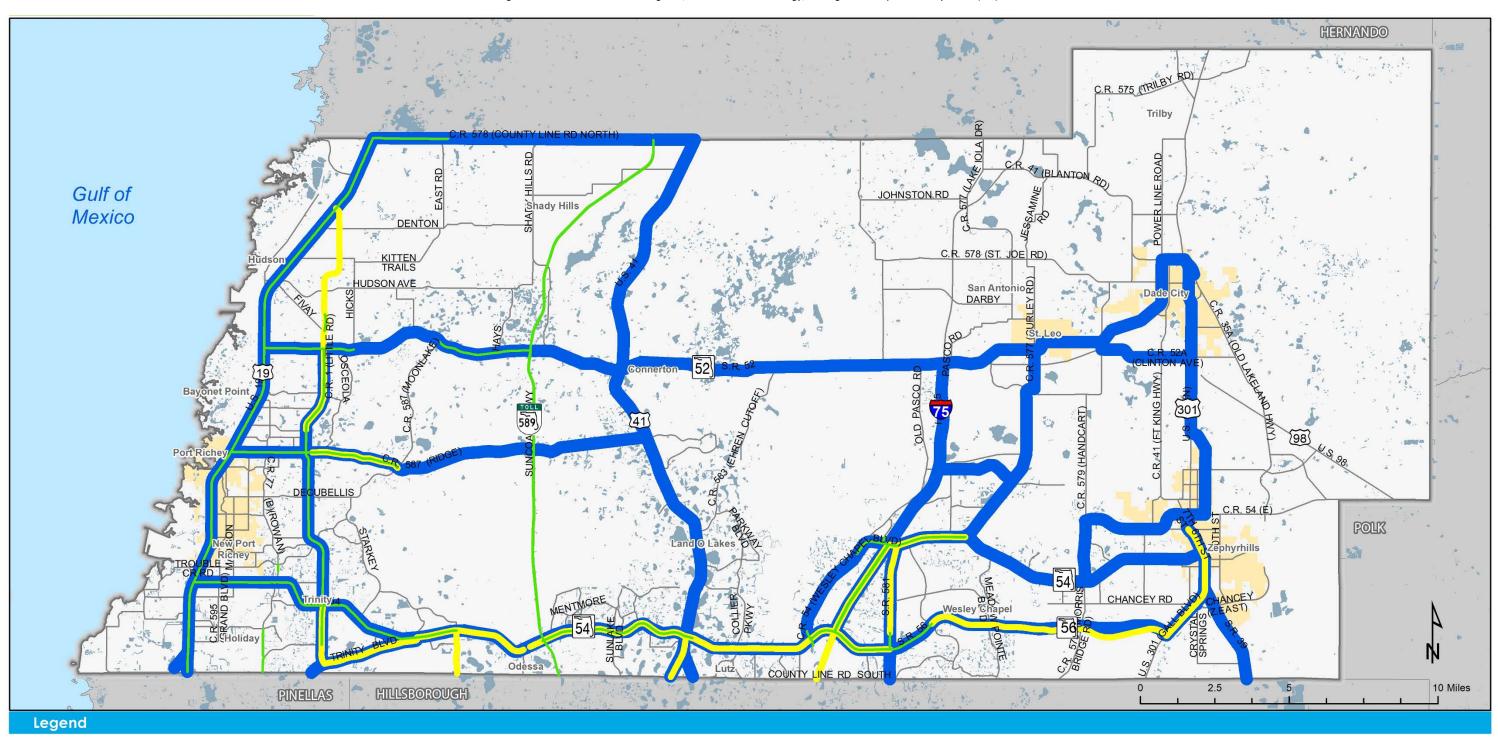
		C	apital Costs (YOE*)				
Proposed Improvement	Implementation Year	Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure	Operating Cost (YOE*)	Total Cost (YOE*)	
Continue existing fixed-route service	Ongoing	\$39,027,189	\$0	\$0	\$139,933,377	\$178,960,566	
Continue existing paratransit service (ADA & TD)	Ongoing	\$5,430,783	\$0	\$0	\$49,516,731	\$54,947,514	
Support Vehicles	Ongoing	\$392,565	\$0	\$0	\$0	\$392,565	
Increase Frequency to 30-minutes on Existing Routes	2024	\$0 \$20,838,828		\$0	\$140,637,376	\$161,476,204	
Increase Frequency to 15-minutes on Route 19	2020	\$0	\$7,908,425	\$0	\$53,724,987	\$61,633,412	
Expand Hours of Service 3 Hours at Night on All Routes	2021	\$0	\$0	\$0	\$18,916,678	\$18,916,678	
Add Sunday Service on Existing Routes	2026	\$0	\$0	\$0	\$25,172,723	\$25,172,723	
SR 52 Cross County Express	2022	\$0	\$2,455,218	\$0	\$5,505,513	\$7,960,731	
Wiregrass Hopper	2023	\$0	\$225,389	\$0	\$7,322,143	\$7,547,532	
Shady Hills Connector	2024	\$0	\$2,554,408	\$0	\$9,228,429	\$11,782,837	
St. Leo University Connector	2027	\$0	\$243,968	\$0	\$2,115,856	\$2,359,824	
Regional Express I-75 (off peak)	2029	\$0	\$2,820,273	\$0	\$14,757,925	\$17,578,198	
Regional Express I-75 (peak)	2029	\$0	\$4,230,410	\$0	\$11,068,442	\$15,298,852	
US 19 Express (PHSC to Tarpon Mall)	2033	\$0	\$5,640,548	\$0	\$44,273,776	\$49,914,324	
Regional Rapid Transit (I-275)	2029	\$0	\$5,640,548	\$0	\$44,273,776	\$49,914,324	
Land O Lakes Circulator (Roundtrip)	2029	\$0	\$4,230,410	\$0	\$32,178,354	\$36,408,764	
SR 54 Cross County Express	2033	\$0	\$8,210,539	\$0	\$26,225,743	\$34,436,282	
Suncoast Express	2033	\$0	\$2,691,737	\$0	\$34,967,656	\$37,659,393	
Starkey Connector	2029	\$0	\$1,410,137	\$0	\$11,068,442	\$12,478,579	
Paratransit (ADA) service for new local routes	2020-2045	\$0	\$885,201	\$0	\$2,198,443	\$3,083,644	
Super Stops	2020-2045	\$0	\$0	\$3,696,385	\$0	\$3,696,385	
Other capital infrastructure	2020-2045	\$0	\$0	\$25,425,048	\$0	\$25,425,048	
Total		\$44,850,537	\$69,986,039	\$29,121,433	\$673,086,370	\$817,044,379	

^{*}YOE = Year of Expenditure

Table 4-3: 25-Year Cost Affordable Transit Financial Plan (Year-of-Expenditure)

	FY2020-FY2025	FY2026-FY2030	FY2031-FY2035	FY2036-FY2040	FY2041-FY2045	Total				
Operating										
Costs	\$52,256,583	\$88,741,513	\$156,753,758	\$179,727,036	\$195,607,479	\$673,086,370				
Revenues	nues \$61,054,225		\$147,498,221	\$184,126,484	\$189,753,959	\$697,278,452				
Federal	\$1,826,064	\$1,563,115	\$1,616,725	\$1,663,892	\$1,715,975	\$8,385,772				
State	\$18,048,622 \$39,617,5		\$41,551,120	\$44,366,546	\$45,896,174	\$189,480,003				
Local	cal \$25,879,486		\$68,077,416	\$96,814,194	\$97,122,270	\$339,339,248				
Paratransit	ratransit \$8,747,939		\$9,873,732	\$10,742,023	\$11,686,673	\$49,481,899				
Fares	\$6,552,115	\$13,787,493	\$26,379,228	\$30,539,829	\$33,332,867	\$110,591,531				
Capital										
Costs	\$23,893,403	\$28,953,406	\$23,789,788	\$26,763,232	\$40,558,182	\$143,958,010				
Revenues	enues \$25,071,834 \$22,364		\$24,619,877	\$27,071,409	\$29,812,987	\$128,940,135				
Federal	\$24,913,734	\$21,608,679	\$23,857,727	\$26,340,859	\$29,082,437	\$125,803,435				
Local	\$158,100	\$755,350	\$762,150	\$730,550	\$730,550	\$3,136,700				
Total Costs & Revenues										
Costs	\$76,149,986	\$117,694,919	\$180,543,546	\$206,490,268	\$236,165,661	\$817,044,379				
Revenues	\$86,126,059	\$137,209,592	\$172,118,098	\$211,197,893	\$219,566,945	\$826,218,588				
Federal	deral \$26,739,798 \$23,171,793		\$25,474,453	\$28,004,751	\$30,798,412	\$134,189,207				
State	ate \$18,048,622 \$39,617,541		\$41,551,120	\$44,366,546	\$45,896,174	\$189,480,003				
Local	ocal \$26,037,586 \$52,201,232		\$68,839,566	\$97,544,744	\$97,852,820	\$342,475,948				
Paratransit	\$8,747,939	\$8,431,532	\$9,873,732	\$10,742,023	\$11,686,673	\$49,481,899				
Fares	\$6,552,115	\$13,787,493	\$26,379,228	\$30,539,829	\$33,332,867	\$110,591,531				

Figure 4-4: Corridors with Existing and/or Potential Technology/Intelligent Transportation Systems (ITS)



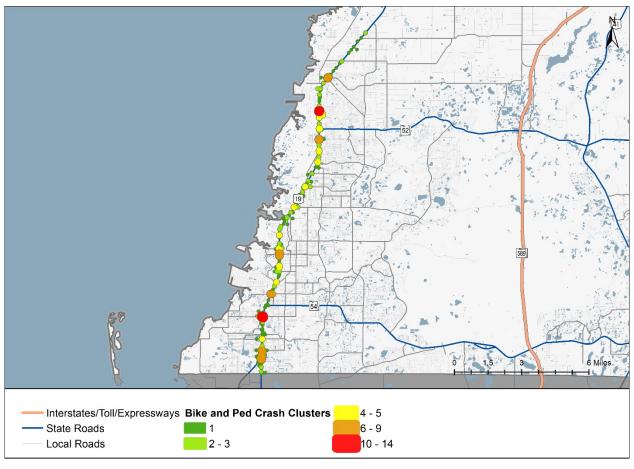
Existing ITS Funded ITS Future ITS City Limits

Appendix 7.1

Pasco Countywide Pedestrian and Bicycle Safety Action Plan (Excerpts)

3.2.1 Crash Focus Corridor 1 – US 19

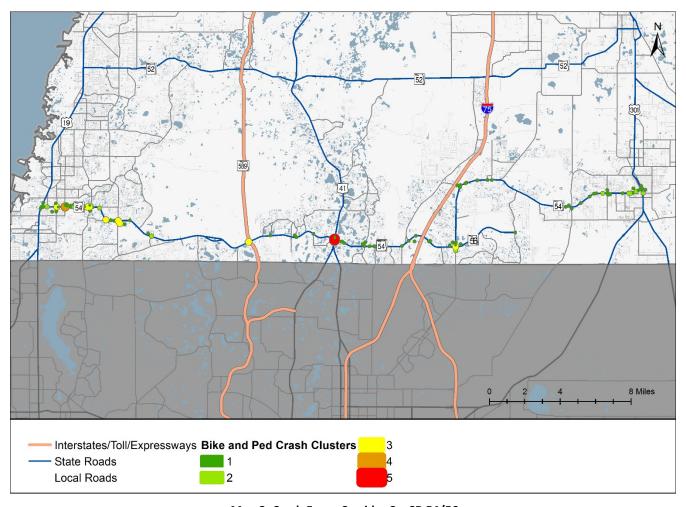
Over 25% of all bicycle and pedestrian crashes in the county, 437 crashes in total between 2013 and 2017, occur within ¼ mile of US 19. This corridor is a six-lane divided corridor with a 45 mph posted speed limit. Incidents are spread along the corridor, with 19% of crashes at intersections and 64% at high-activity midblock areas. 70% of crashes occurred in areas with no traffic control device. It is important to note 48% of crashes occurred at night. US Census Bureau data reveals the neighborhoods surrounding US 19 experience concentrations of poverty and disabled persons, shown in Section 3.4.



Map 2: US 19 - Focus Corridor 1

3.2.2 Crash Focus Corridor 2 - SR 54/56

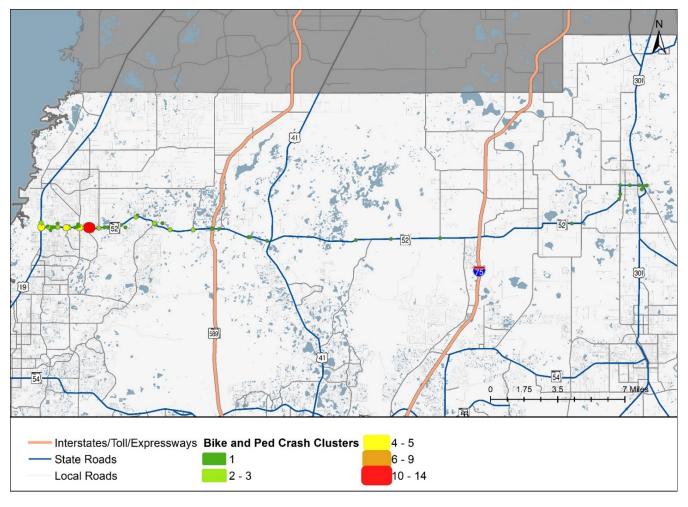
Nearly 12% of all bicycle and pedestrian crashes in the county, 195 crashes in total between 2013 and 2017, occur within ¼ mile of the SR 54/56 corridor. This corridor is also a six-lane divided corridor with posted speed limits from 45 to 55 mph. The highest concentration of crashes along this corridor occurred at the intersection with US 41. 13% of crashes occurred at the intersections, 60% at high-activity midblock areas, 65% occurred where there was no traffic control device, and 31% of crashes occurred at night.



Map 3: Crash Focus Corridor 2 - SR 54/56

3.2.3 Crash Focus Corridor 3 – SR 52

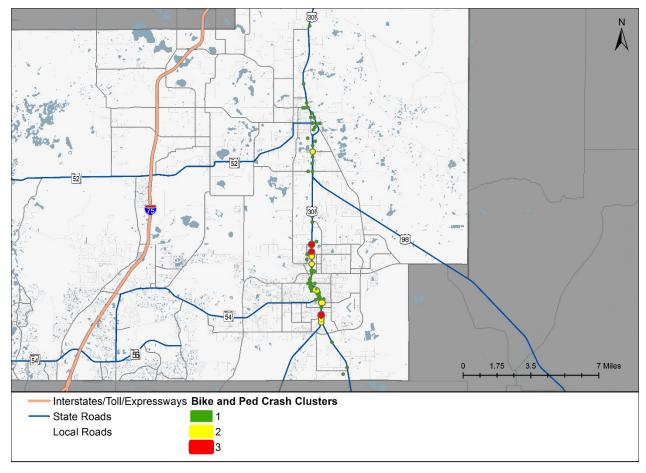
Nearly 7% of all bicycle and pedestrian crashes in the county, 115 crashes in total between 2013 and 2017, occur within ¼ mile of SR 52. These crashes are concentrated primarily in the urbanized areas on the west side of the county between US 19 and Chicago Boulevard and in Dade City. 19% of crashes were concentrated around the intersections and 53% at high-activity midblock areas. 48% of crashes occurred in areas with no traffic control device present. 35% of crashes occurred at night.



Map 4: Focus Corridor – SR 52

3.2.4 Crash Focus Corridor 4 - US 301

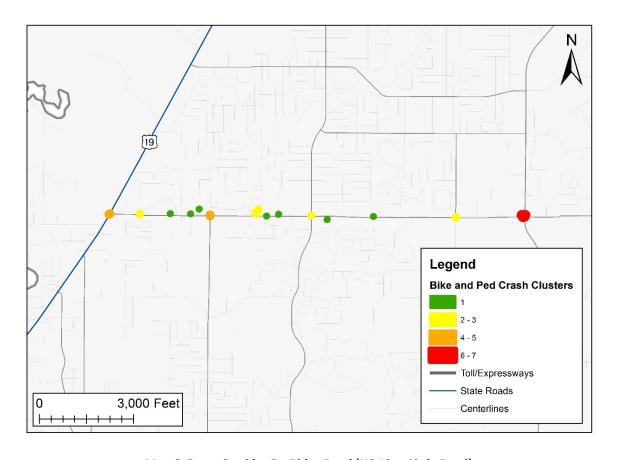
Over 6% of all bicycle and pedestrian crashes in the county, 110 crashes in total between 2013 and 2017, occur within ¼ mile of US 301. This These crashes are concentrated primarily in the urbanized areas of City of Zephyrhills and Dade City. 38% of crashes were concentrated around the intersections and 42% at high-activity midblock areas. 57% of crashes occurred in areas with no traffic control device present. 44% of crashes occurred at night.



Map 5: Focus Corridor 4 – US 301

3.2.5 Crash Focus Corridor 5 - Ridge Road

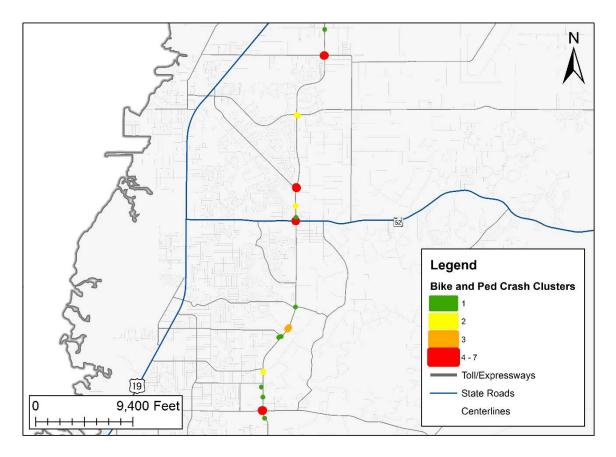
Among non-state highways, Ridge Road from US 19 to Little Road has a high number of non-motorized user crashes with 75 bicycle and pedestrian crashes from 2013 – 2017. There are somewhat more bicycle crashes than pedestrian crashes on this corridor (39 vs 36) with only about 22% of crashes occurring at night. In addition to the intersection of US 19 and Ridge Road, the intersection with Little Road has the highest number of non-motorized user crashes.



Map 6: Focus Corridor 5 – Ridge Road (US 19 to Little Road)

3.2.6 Crash Focus Corridor 6 - Little Road

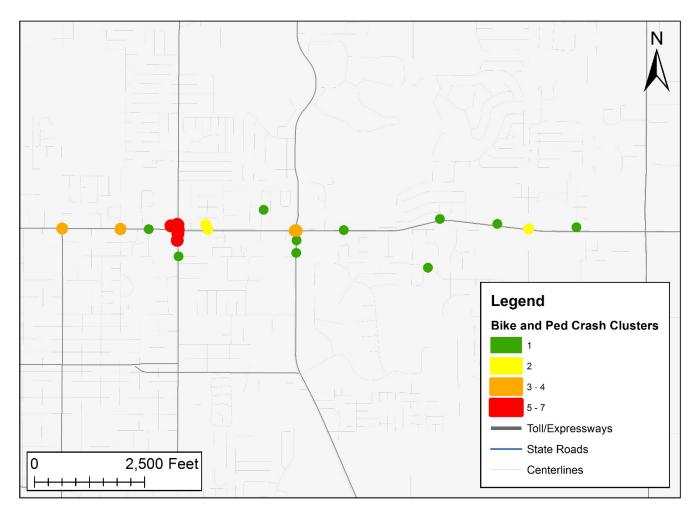
From 2013 -2017, Little Road had 52 non-motorized user crashes with areas of concentration at the intersections of New York Ave, Fivay Road, SR 52, and Ridge Road. These included 21 pedestrian crashes and 31 bicycle crashes with about 34% of crashes occurring at night.



Map 7: Focus Corridor 6 – Little Road (Ridge Road to New York Avenue)

3.2.7 Crash Focus Corridor 7 - Massachusetts Avenue

From 2013 – 2017, 36 non-motorized crashes occurred along a Massachusetts Avenue between Maddison Street and Little Road with a concentration of crashes occurring at or adjacent to the intersection of Massachusetts Avenue and Congress Street which is flanked by retail land uses. Crashes along this corridor are split between bicycle and pedestrian crashes with approximately 27% of crashes occurring at night.



Map 8: Focus Corridor 7 – Massachusetts Avenue (Madison Street to Little Road)

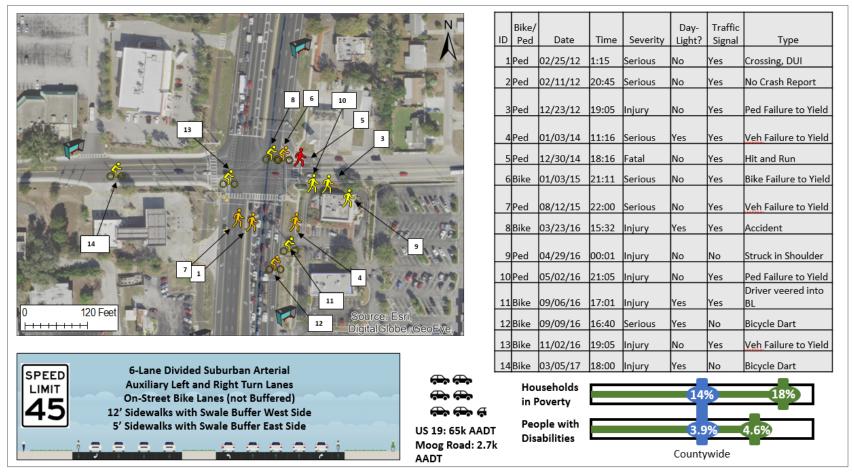
3.2.8 Crash Focus Corridor 8 - Embassy Boulevard

From 2013 – 2017, 33 bicycle and pedestrian crashes occurred along Embassy Boulevard from US 19 to Little Road. Of these, 15 were pedestrian crashes and the remaining 18 were bicycle crashes with only 21% occurring at night. Unlike other corridors, crashes along Embassy Boulevard are relatively dispersed with only small concentrations at Regency Park Boulevard, Little Road, and a larger cluster at US 19.



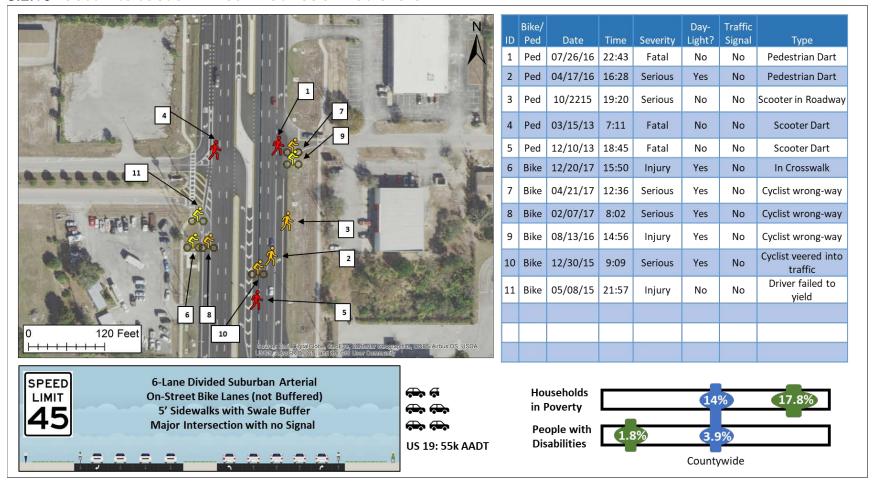
Map 9: Focus Corridor 8 – Embassy Boulevard

3.2.9 Focus Intersection 1 - US 19 at Moog Road



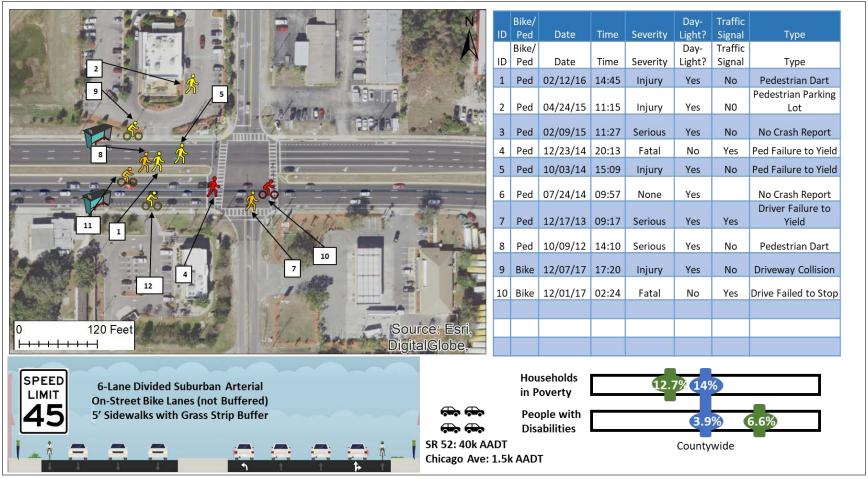
Crashes at this location show a mixture of fault between drivers and non-motorized road users with most crashes clustered around the south leg of the intersection. Relatively high poverty levels, compared with the county as a whole, and a mixture of retail and residential land uses surrounding the intersection are likely contributing factors.

3.2.10 Focus Intersection 2 – US 19 at Beach Boulevard



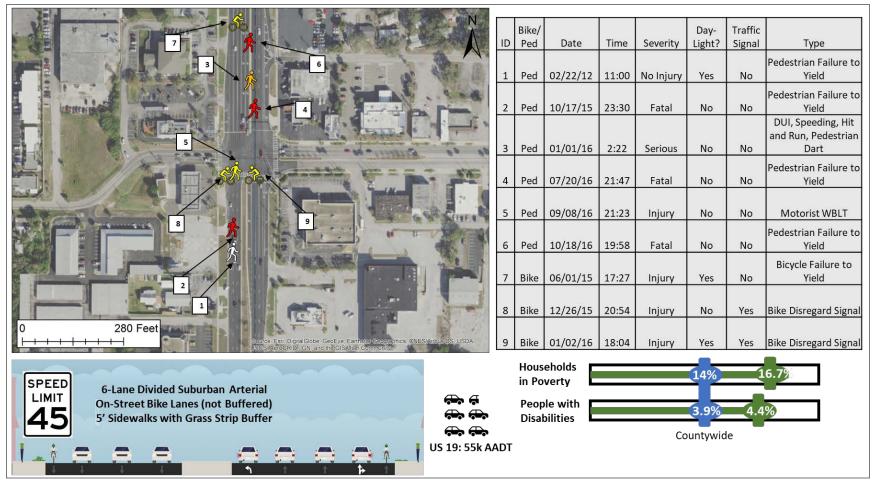
As shown in the graphic above, bicyclists as well as pedestrians at this intersection are involved in crashes at almost the same rate. The most common type of bicycle crash is bicyclists riding the wrong way in either the unbuffered bicycle lane or roadway, followed by pedestrians in the sidewalk darting onto the roadway. Due to the high number of households in poverty, biking and walking are typically the major modes of transportation in this area. This unsignalized intersection could benefit from a midblock crosswalk since the nearest crossing is located approximately 1500 ft south of this intersection and there is a Walmart Supercenter on the southeast quadrant.

3.2.11 Focus Intersection 3 – SR 52 at Chicago Avenue



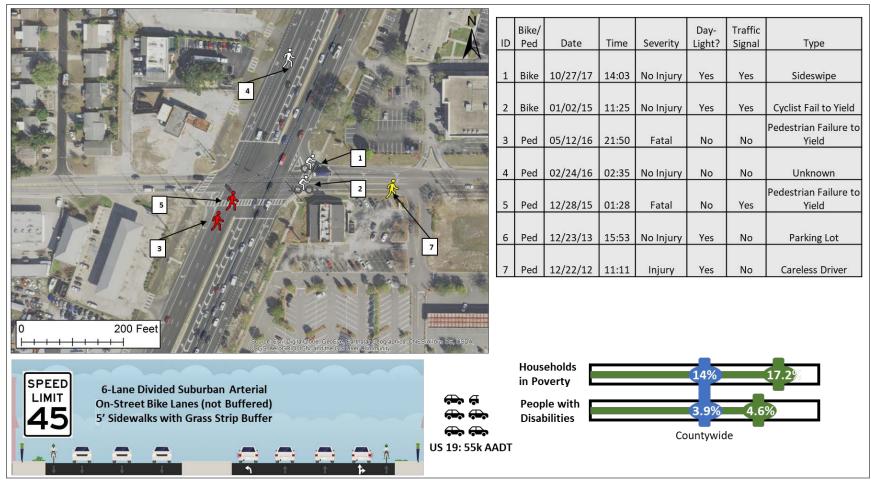
At the intersection above, pedestrian compliance seems to be a predominant issue. Even though all pedestrian features are present at the intersection, sidewalks are missing along both sides of the south leg and along the east side of the north leg. A public high school is located in the northwest quadrant of the intersection, and this creates a higher than typical demand. Increased enforcement and education of laws and rules of the road may help reduce the number of pedestrian and bicyclists crashes at this intersection.

3.2.12 Focus Intersection 4 – US 19 at Main Street



As with other locations along US 19, this intersection is surrounded by retail land uses with residential uses beyond the commercial corridor including a mobile home community northeast of the intersection and an apartment community to the west of the intersection. Most crashes involve cyclists and pedestrians crossing adjacent to the traffic signal or against the traffic signal; however, there is no crosswalk on the north leg of the intersection which is a disincentive for pedestrians to use the signal. All documented non-motorized crashes at this location involve pedestrians or cyclists attempting to cross US 19.

3.2.13 Focus Intersection 5 – US 19 at Trouble Creek



This intersection is surrounded by retail uses with residential behind. There is no clear pattern in the crashes around this intersection though consistent with other parts of US 19, fatal crashes involve non-motorized users attempting to cross US 19 either outside of crosswalks or against the walk signal.

			4	4E AF	REA(S	5)	M	ODE	(S)			
ID	High Priority	Summary Description	Engineering	Enforcement	Education	EMS	Pedestrian	Bike	Auto/Bus	Cost Range	Time Frame	Implementation Notes
1	х	Implement speed management strategies, including changes to roadway typical section and signal operation in focus areas.	х				Х	х	х	Med	Long	May impact motor vehicle travel times
2	Х	Increase speed enforcement in targeted ped/bike areas. Utilize Bluetooth Data to identify speeding locations along US 19 and SR 54.	Х	Х			Х	Х		Med	Med	Requires hiring more officers and additional funding
3	Х	Add more pedestrian and bicycle-focused enforcement.		х			Х	Х	Х	Med	Long	Increase funding for enforcement and hire more officers
4	х	Enhance lighting on high pedestrian and bicycle corridors, and specifically upgrade the lighting along US 19 to LED.	Х				Х	Х	Х	High	Med	
5	X	Improve geometry at major intersections for all road users and apply Intersection Control Evaluation (ICE) process for improvement projects.	X				х	x	х	High	Long	May have minor impacts on motor 5-13vehicle travel times and driver education is necessary for unconventional intersection designs
6	X	Incorporate "complete streets" improvements into County resurfacing program similar to current FDOT efforts.	Х				Х	Х		Med	Med	Some improvements may be beyond the scope of resurfacing projects
7	х	Add more shared-use paths along higher- speed roadways to supplement bike lanes; consider making this standard practice.	х				Х	х		Med	Med	Requires sufficient right-of-way to install; potential drainage impacts

Table 4: High Priority Action Items

			4	E AR	REA(S)	M	ODE((S)			
ID	High Priority	Summary Description	Engineering	Enforcement	Education	EMS	Pedestrian	Bike	Auto/Bus	Cost Range	Time Frame	Implementation Notes
8		Increase funding for maintenance of pedestrian and bicycle facilities.	Х				Х	Х		Low	Long	
9		Inventory, evaluate, and prioritize existing and planned pedestrian and bicycle facilities countywide.	X				Х	Х		Low	Med	Incorporate in existing processes (e.g.: LRTP and Congestion management Process)
10		Add/improve sidewalks and connectivity.	Х				Х			Med	Med	Requires sufficient right-of-way to install; potential drainage impacts
11		Add bike lanes in high bicycle volume areas where not currently present.	Х					Х		Med	Med	Requires sufficient right-of-way to install; potential drainage impacts
12		Extend the hours of transit routes, especially on high pedestrian and bicycle corridors such as US 19.	Х				Х	Х	х	Med	Med	Requires additional funding and cooperation of transit agencies
13		Continue and increase Walk Wise outreach in targeted areas to pedestrians and bicyclists, including pop-up campaigns.			Х		х	Х		Med	Med	
14		Increase type & frequency of safety messaging and produce targeted PSA's for seasonal residents and visitors.			Х		Х	Х	X	Med	Med	
15		Enforcement should continue educating road users on the rules of the road; add safety messages on cruisers; and provide pamphlets with the Florida Statutes related to pedestrian and bicycle laws.		х	х	X	х	х	X	Low	Med	

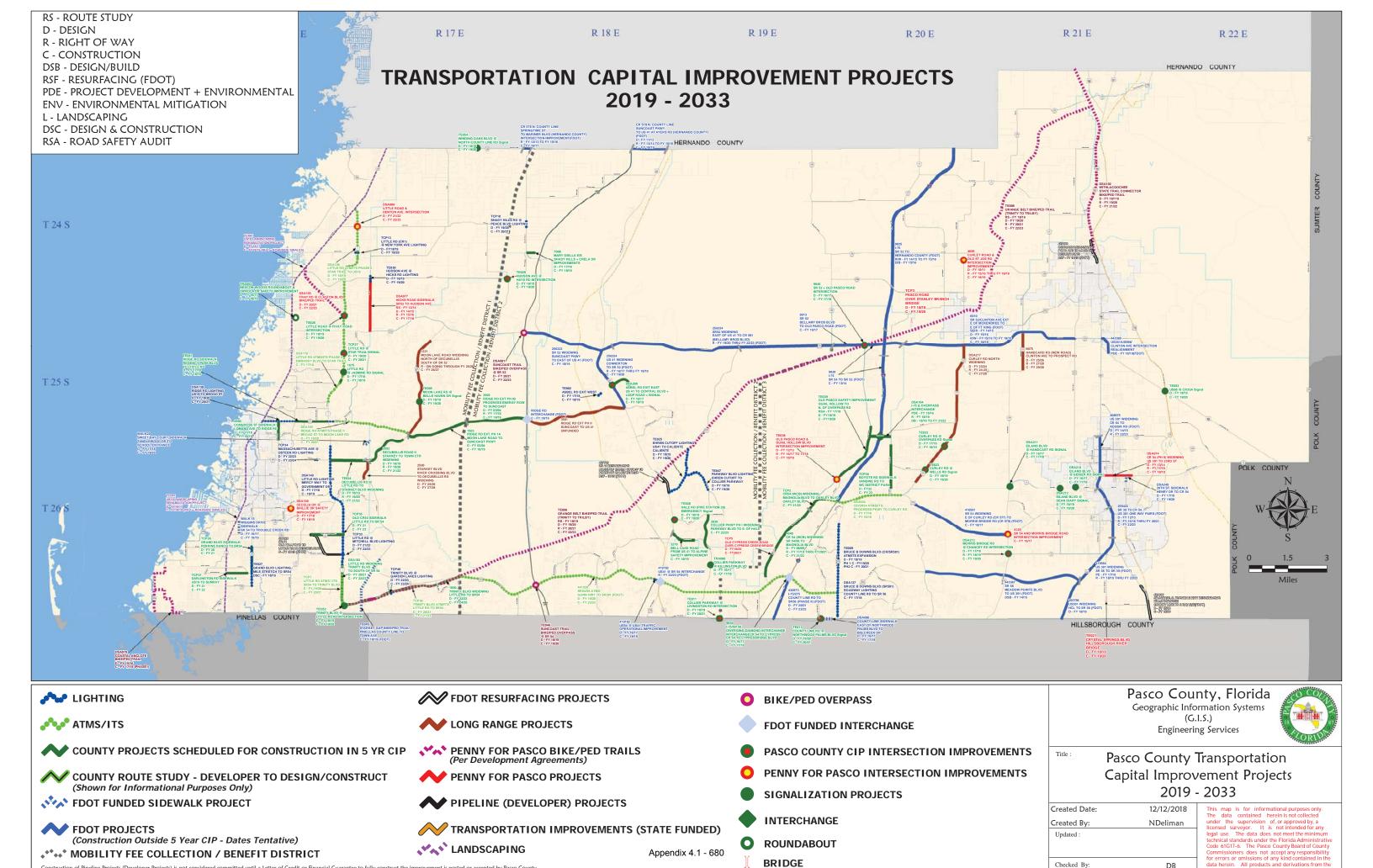
Table 5: Additional Action Items

			4	E AR	EA(S)	M	ODE((S)			
ID	High Priority	Summary Description	Engineering	Enforcement	Education	EMS	Pedestrian	Bike	Auto/Bus	Cost Range	Time Frame	Implementation Notes
16		Educational outreach should utilize drivers' education courses.			Х		Х	Х	Х	Low	Med	Requires cooperation of drivers' education providers
17		Establish more long-term partnerships/coalitions for education and outreach and nominate and designate Bike Friendly Businesses.			Х		X	Х		Low	Med	
18		Distribute fluorescent yellow-green safety vests for pedestrians and bicyclists and light kits for cyclists.		х	х	х	Х	х		Low	Short	
19		Enhance the Arrive Alive Portal to facilitate better coordination between agencies.	Х	Х		Х	Х	Х	Х	Low	Short	
20		Provide safe locations for speed enforcement details.	Х	Х			Х	Х		High	Long	
21		Install more speed feedback signs to monitor speeding locations with high ped/bike crashes.	Х	Х			Х	Х		Low	Med	
22		Continue to utilize roll call videos for first responders.		Х	Х	Х	Х	Х	Х	Low	Med	
23		Install passive pedestrian and bicycle detection where appropriate.	Х				Х	Х		Med	Med	Equipment can be difficult to maintain
24		Work with the Pasco court system to enforce tickets.		Х			Х	Х	Х	Low	Long	Requires working with the Pasco County court system
25		Secure funding for additional research/data on the issues.	Х		Х		Х	Х		Med	Med	

Table 6: Additional Action Items (Continued)

Appendix 8.1

Transportation Capital Improvement Projects Map 2019-2033



Document Path: S:\GIS\NATE_GIS\CIP\CIP 2019 thru 2033_20181212(map1_NOLABELS).mxd

Appendix 8.2

Transit Needs Development and Prioritization

Chapter 3 Transit Needs Development & Prioritization

This section identifies transit needs between 2020 and 2045. Transit improvements include service expansion and supporting capital improvements. These transit improvements represent the transit needs for the next 25 years and were developed without consideration of funding constraints.

The identified transit service improvements were prioritized using a multi-criteria evaluation process. The prioritization process resulted in a list of projects ranked according to their relative importance to the community and provide the basis for the MOBITLIY 2045 Cost Affordable Transit Plan.

Development of Transit Needs

As presented in the previous section, five components were used to guide the development of the MOBILITY 2045 transit needs:

- Summary of service improvement alternatives identified in Access Pasco: A Plan for Transit
- Assessment of the discretionary transit market
- Assessment of the traditional transit market
- Review of LRTP public involvement results
- Review and analysis of regional transit needs

Service Needs

Based on the five components presented above, the 2045 LRTP transit needs plan alternatives were developed and are summarized as follows. The service improvements are presented in terms of improvements to existing service and new service expansion.

Improvements to Existing Service

- Increase service frequency to 30 minutes on existing routes.
- Expand 3 hours of service at night on existing routes.
- Add Sunday service on existing routes.

New Services/Routes

• New Premium Transit Service

- SR 54 Premium Service 15-minute premium bus service (potentially includes BRT service in an exclusive lane from Little Road to Meadow Pointe Boulevard and in mixed-traffic from US 19 to Little Road and from Meadow Pointe Boulevard to US 301).
- US 19 Premium Service Premium bus service offering 15-minute service frequency along
 US 19 corridor between US 19 and Little Road in Pasco County and Tarpon Springs in Pinellas County.
- Bruce B. Downs/Wesley Chapel BRT BRT service operating on an exclusive lane and offering 15-minute service frequency between SR 52 and Pasco-Hillsborough County Line Road in Wesley Chapel.

- Dale Mabry/US 41 Premium Transit Premium bus service operating along North Dale Mabry Highway between SR 54 and County Line Road, provided by HART's MetroRapid service.
- Regional Rail on US 41 Passenger rail service operating along the existing CSX corridor in Pasco County. This service also is identified as part of TBARTA's 2050 regional transit network.

• Express Service

- SR 54 Cross County Express Express service running along SR 54 between New Port Richey and Zephyrhills.
- US 19 Express North-south express service operating along US 19 between Pasco-Hernando State College in Hernando County and Tarpon Mall in Pinellas County.
- Suncoast Express Express bus service operating along Suncoast Parkway from Pasco County to the Westshore area in Hillsborough County.
- Regional Express on I-75 Express bus service operating along the full length of the I-75 corridor in Pasco County, consistent with the regional I-75 express service identified by the TBARTA Master Plan.
- Wesley Chapel/USF Express Express service operating along Bruce B. Downs Boulevard and I-75 between SR 52 in Pasco County and the University of South Florida in Hillsborough County.
- Spring Hill Connector Limited Express Limited express service operating between Hudson and Spring Hill along US 19 corridor.
- Wiregrass-Downtown Express Express bus service connecting The Shops at Wiregrass in Pasco County and Downtown Tampa via SR 581 and I-275.
- SR 52 Cross County Express Express service running along SR 52 from US 19 to US 301.

• Local Stee Needs

- Chancey Road Connector Local bus route connecting Zephyrhills South with Wesley Chapel via Chancey Road.
- Trouble Creek/River Crossing Service Local bus route connecting Moon Lake with New Port Richey South via Trouble Creek Road and River Crossing Boulevard.
- Land O' Lakes-Hudson Connector Local bus route operating between Land O' Lakes and Hudson via future proposed Sunlake Boulevard.
- Hudson Area Circulator Circulator service serving the local communities in the Hudson area.
- Zephyrhills to Wesley Chapel Local Service Fixed-route service connecting Zephyrhills and Wesley Chapel via SR 54.
- Blanton-Wiregrass Park-and-Ride Local Service Local service connecting future park-andride facility in Wiregrass to Blanton via Meadow Pointe Boulevard and CR 577.
- Zephyrhills to Cypress Creek Local Service Fixed-route service running along Eiland Boulevard and future proposed SR 56, connecting Zephyrhills with Cypress Creek.

- Zephyrhills to Bruce B. Downs Local service connecting Zephyrhills and Bridgewater via future proposed Overpass Road Extension.
- SR 52 Cross County Connector Cross-county fixed-route service operating along SR 52 between Bayonet Point in West Pasco and Dade City in East Pasco.
- Ridge Road Connector Local service connecting Pasco-Hernando State College West
 Campus with US 41 at Connection Boulevard via Ridge Road and its future east extension.
- St. Leo-Dade-City Connector Local service providing connections between St. Leo
 University and Dade City via SR 52.
- Starkey Connector Local service from the intersection of River Crossing Boulevard and Alico Pass to the intersection of SR 54 and Gunn Highway, running along Starkey Boulevard and the proposed future Tower Road.
- o Connerton Circulator Local service circulating in the Connerton area.
- Zephyrhills Circulator Circulator service connecting future industrial parks in Zephyrhills with fixed-route service.
- Wiregrass Hopper Circulator service to be provided in on SR 56 Wesley Chapel to better connect key nodes within the area.
- Shady Hills Connector Fixed-route service connecting Little Road/SR 52 with Hernando County.

Table 3-1 summarizes the transit service improvements presented above, along with their key operating characteristics. Map 3-1 illustrates the transit service alternatives included in the Needs Plan.

Capital Needs

The capital needs include those capital components that need to be implemented to accommodate the transit service improvements presented in Table 3-1:

- Multimodal transit center on US 19
- 12 urban park-and-ride vision areas (1-acre lots with 100 spaces)
- 1 conceptual peripheral park-and-ride vision area (1-acre lot with 100 spaces)
- 8 conceptual rural park-and-ride vision areas (½-acre lots with 44 spaces)
- 22 major transit stations/stops (15 associated with park-and-ride vision areas)
- BRT exclusive running ways
- 3 commuter rail stations
- Signs, shelters, and transfer facilities to accommodate new bus services
- New buses to accommodate new and expanded services
- Dozens of possible transit accessibility improvements, such as sidewalks, crosswalks, ramps, ADA access, safety, etc., from the "Bus Stop Accessibility and Connectivity Study" (December 2012).

Rank	Improvements
1	Expand Hours of Service 3 Hours at Night on All Routes
1	Increase Frequency to 30-minutes on Existing Routes
3	SR 54 15-minute Premium Transit Service
4	SR 54 BRT
5	Route 19 - 15-minute Premium Service
6	Spring Hill Connector Limited Express
7	US 19 Express (PHSC to Tarpon Mall)
8	Regional Express I-75
9	Add Sunday Service on Existing Routes
10	Wiregrass - Downtown Express (on I-275)
11	Route 40 - Land O Lakes Circulator (Roundtrip)
12	Route 54 - Cross County Express
12	Suncoast Express
12	Bruce B. Downs/Wesley Chapel Premium Transit
15	SR 52 Express
16	Wiregrass Hopper
17	Route 41 UATC to Brooksville
17	Wesley Chapel/USF Express
17	Dale Mabry/US 41 Premium Transit
17	Regional Rail on US 41 (Bville to Downtown)
21	Route 52 - Cross County Connector
22	Route 47 - Zephyrhills to Cypress Creek Local Service
23	Route 26 - Trouble Creek/River Crossing Local Service
23	Route 51 - Zephyrhills to Bruce B. Downs
23	Ridge Road Connector Local Service
23	Connerton Circulator
27	Shady Hills Connector
28	Route 28 - Hudson Area Circulator (Roundtrip)
28	St Leo - Dade City Connector
28	Starkey Connector
31	Route 27 - Land O Lakes- Hudson Connector
32	Route 17-Chancey Rd
32	Route 46 - Blanton - Wiregrass PnR Local Service
32	Zephyrhills Circulator

Appendix 8.3

Pasco Needs Plan Projects

			Ruduway	Capacity Ne	eus		1		,	
Project	On Street	From	To	2023 E+C Number of	2045 Number	Project Description	PD&E/PE	ROW cost	Construction cost (PDC)	Total Project
Number	On street	From	То		of Lanes	Project Description	(PDC)	(PDC)	*includes CEI	Cost
2122	20th St	CD F4	Drotty Dand Dd	Lanes	2U	Now 2 long ready	ĆE10 102	¢2.24C.C42		¢11 7F1 202
	23rd St	CR 54	Pretty Pond Rd	00		New 2-lane roadway	\$519,182	\$3,246,643	\$7,985,557	\$11,751,382
		North Ave	Otis Allen Rd	00	2U	New 2-lane roadway	\$1,034,524	\$6,469,280	\$15,912,067	\$23,415,871
	Ayers Rd Extension	Bowman Rd	County Line Rd (CR 578)	00	2U	New 2-lane roadway	\$693,526	\$4,336,883	\$10,667,150	\$15,697,559
	Bexley Ranch Rd	Tower Rd	US 41 (Land O' Lakes Blvd)	00	4D	New 4-lane roadway	\$5,340,510	\$33,371,700	\$82,090,230	\$120,802,440
	Blanton Rd	Lake Iola Rd	I-75	2U	4D	Expand to 4 lanes divided	\$360,859	\$2,257,042	\$5,551,555	\$8,169,456
	Bower Rd	US 301	SR 575	00	2U	New 2-lane roadway	\$750,999	\$4,687,720	\$11,534,287	\$16,973,006
	,	SR 54	Boyette Rd	00	4D	Expand to 4 lanes divided	\$1,585,575	\$9,909,304	\$24,376,325	\$35,871,204
	Boyette Rd Ext	Overpass Rd	McKendree Rd	00	4D	New 4-lane roadway	\$2,541,630	\$15,882,100	\$39,067,990	\$57,491,720
	Boyette Rd	Boyette Rd Realignment	Overpass Rd	2U	4D	Expand to 4 lanes divided	\$636,026	\$3,974,946	\$9,778,143	\$14,389,115
	·	SR 581	SR 54	00	4D	New 4-lane roadway	\$882,732	\$5,519,792	\$13,579,186	\$19,981,710
	Bulloch Blvd	Asbel Rd	SR 52	00	2U	New 2-lane roadway	\$4,004,935	\$25,044,400	\$61,600,083	\$90,649,418
	Chancey Rd / Ext	Mansfield Rd	Morris Bridge Rd	00	4D	New 4-lane roadway	\$3,089,670	\$19,319,940	\$47,528,790	\$69,938,400
	Chancey Rd	Morris Bridge Rd	US 301 / Gall Blvd	2U	4D	Expand to 4 lanes divided	\$1,906,210	\$11,902,645	\$29,281,923	\$43,090,778
	•	SR 39	CR 54	2U	4D	Expand to 4 lanes divided	\$1,950,648	\$12,200,580	\$30,009,272	\$44,160,500
	Clinton Ave Ext (New SR 52)	Urdaco Pl	Fort King Rd	00	4D	New 4-lane divided	\$0	\$0	\$0	\$0
3100b	Clinton Ave Ext (New SR 52)	SR 52	Curley Rd	4D	6D	Expand to 6 lanes divided	\$6,160,756	\$0	\$28,001,303	\$34,162,059
3101b	Clinton Ave Ext (New SR 52)	Curley Rd	Prospect Rd / Happy Hill Rd	4D	6D	Expand to 6 lanes divided	\$7,980,190	\$0	\$36,270,828	\$44,251,018
3102b	Clinton Ave	Fort King Hwy	US 301	4D	6D	Expand to 6 lanes divided	\$3,516,420	\$0	\$15,982,510	\$19,498,930
3113	Coats Rd	Chancey Rd	Oldwoods Ave	00	2U	New 2-lane roadway	\$832,174	\$5,203,901	\$12,799,698	\$18,835,773
3067	Collier Parkway	S of Bell Lake Rd	Hale Rd	2U	4D	Expand to 4 lanes divided	\$435,200	\$2,717,450	\$16,902,738	\$20,055,388
3063	Collier Parkway / Ext	Parkway Blvd	Ehren Cutoff Rd	00	4D	New 4-lane roadway	\$1,131,520	\$7,065,370	\$42,629,917	\$50,826,807
3061	Collier Parkway Ext	Ehren Cutoff (S)	Ehren Cutoff (N)	00	4D	New 4-lane roadway	\$3,167,592	\$19,796,367	\$68,351,700	\$91,315,659
3123a	Collier Parkway Ext	SR 52	Bellamy Brothers Blvd	00	2U	New 2-lane roadway	\$2,093,850	\$13,093,650	\$32,205,600	\$47,393,100
3123b	Collier Parkway Ext	Bellamy Brothers Blvd	McKendree Rd	00	2U	New 2-lane roadway	\$1,768,140	\$11,056,860	\$27,195,840	\$40,020,840
3031	Colony Rd	SR 52	Kitten Trail	00	2U	New 2-lane roadway	\$1,223,274	\$7,649,603	\$18,815,231	\$27,688,108
3180	Commerce Center Drive	Pasco Rd	SR 52	00	2U	New 2-lane roadway	\$756,766	\$4,732,346	\$11,639,844	\$17,128,956
3059	Connerton Blvd	Flourish Drive	Ehren Cutoff Rd	00	4D	New 4-lane roadway	\$1,034,120	\$8,348,200	\$15,895,650	\$25,277,970
3069	County Line Rd	Dale Mabry	US 41 (Land O' Lakes Blvd)	2U	4D	Expand to 4 lanes divided	\$336,459	\$2,104,429	\$5,176,179	\$7,617,067
3010	County Line Rd	US 41 (Land O' Lakes Blvd)	SR 581	2U	4D	Expand to 4 lanes divided	\$3,126,426	\$19,554,634	\$48,097,742	\$70,778,802
3152	CR 539 Ext (Overpass Rd / Kossik Rd)	CR 579 (Handcart Rd)	US 301	00	4D	New 4-lane roadway	\$2,350,000	\$2,444,000	\$27,025,000	\$31,819,000
3145	CR 54	23rd St	Chancey Rd / Old Lakeland Hwy	2U	4D	Expand to 4 lanes divided	\$650,240	\$4,060,190	\$9,988,550	\$14,698,980
3185	CR 54	Chancey Rd	US 98	2U	4D	Expand to 4 lanes divided	\$2,266,134	\$14,150,060	\$34,810,830	\$51,227,024
3028	CR 578 (County Line Rd)	East Rd	W of Suncoast Parkway	2U	4D	Expand to 4 lanes divided	\$2,803,680	\$17,535,980	\$43,132,540	\$63,472,200
3108	CR 579 (Handcart Rd) Ext	Prospect Rd	SR 52	00	2U	New 2-lane roadway	\$989,158	\$4,121,491	\$4,121,491	\$9,232,140
3032	CR 587 (Moon Lake)	Ridge Rd	S of SR 52	2U	4D	Expand to 4 lanes divided	\$0	\$2,000,000	\$53,768,895	\$55,768,895
3099	Curley Rd	Meadow Pointe Blvd Ext.	Overpass Rd	2U	4D	Expand to 4 lanes divided	\$684,000	\$396,000	\$11,643,206	\$12,723,206
3103	Curley Rd	Overpass Rd	Clinton Ave Ext	2U	4D	Expand to 4 lanes divided	\$3,116,000	\$1,804,000	\$55,909,091	\$60,829,091
	· · · · · · · · · · · · · · · · · · ·	SR 54	Curley Rd	00	4D	New 4-lane roadway	\$1,168,264	\$7,301,250	\$17,960,659	\$26,430,173
	Daughtry Rd ext	Wire Rd	Old Lakeland Highway	00	2U	New 2-lane roadway	\$1,107,133	\$6,923,329	\$17,028,863	\$25,059,325
		Eiland Blvd	Prospect Rd	00	2U	New 2-lane roadway	\$1,749,854	\$10,922,557	\$26,875,307	\$39,547,718

			Roadway	Capacity No	eus					
Project Number	On Street	From	То	2023 E+C Number of Lanes	2045 Number of Lanes	Project Description	PD&E/PE (PDC)	ROW cost (PDC)	Construction cost (PDC) *includes CEI	Total Project Cost
3205	Decubellis Road (II)	Starkey Blvd	Town Center	2U	4D	Expand to 4 lanes divided		\$215,000	\$10,000,116	\$10,215,116
	Decubellis Road (III)	Little Road	Starkey Blvd	2U	4D	Expand to 4 lanes divided	\$250,000	\$358,378	\$10,098,424	\$10,706,802
	Drexel Rd	Lake Patience Rd	Tower Rd	00	2U	New 2-lane roadway	\$905,418	\$5,661,930	\$13,926,281	\$20,493,629
	Drexel Rd	Tower Rd	Bexley Rd	00	2U	New 2-lane roadway	\$635,855	\$3,976,244	\$9,780,109	\$14,392,208
	Eiland Blvd		Fort King Hwy	2U	4D	Expand to 4 lanes divided	\$1,866,601	\$11,655,317	\$28,673,464	\$42,195,382
	Eiland Blvd	Fort King Hwy	Gall Blvd	2U	4D	Expand to 4 lanes divided	\$100,722	\$628,923	\$1,547,226	\$2,276,871
	Gall Blvd (US 301)		SR 39	2U	6D	Expand to 6 lanes divided	\$7,795,203	\$0	\$58,997,272	\$66,792,475
	Greenslope Dr Ext		Bailey Hill Rd	00	2U	New 2-lane roadway	\$344,947	\$2,153,156	\$5,297,909	\$7,796,012
	Gunn Hwy		SR 54	2U	4D	Expand to 4 lanes divided	\$230,400	\$1,438,650	\$3,539,250	\$5,208,300
	Handcart Rd	Eiland Blvd	Prospect Rd	2U	4D	Expand to 4 lanes divided	\$2,135,040	\$13,331,490	\$32,797,050	\$48,263,580
	Handcart Rd /Happyhill Rd		Schrader Memorial Hwy	2U	4D	Expand to 4 lanes divided	\$136,088	\$849,756	\$2,090,500	\$3,076,344
	Hicks Rd	Denton Ave	New York Ave	00	2U	New 2-lane roadway	\$519,254	\$3,247,092	\$7,986,662	\$11,753,008
3021			Pasco / Hernando County Line	6F	8F	Expand to 8-lane freeway	\$3,127,742	\$7,318,049	\$317,823,000	\$328,268,791
3022			SR 52	6F	8F	Expand to 8-lane freeway	\$11,587,317	\$5,091,220	\$126,068,948	\$142,747,485
3023			Wesley Chapel Blvd	8F	10F	Expand to 10-lane freeway	\$7,754,194	\$0	\$124,921,000	\$132,675,194
3023		Hillsborough / Pasco County Li	· ·	8F	10F	Expand to 10-lane freeway	\$0	\$0	\$63,965,000	\$63,965,000
	I-75 / I-275	,	SR 56	- 01	101	Interchange Modification	\$7,582,999	\$2,189,100	\$69,809,191	\$79,581,290
	Keefer Rd	Curley Rd	Fort King Rd	00	2U	New 2-lane roadway	\$2,354,825	\$14,725,625	\$36,219,662	\$53,300,112
	Keefer Rd ext / Bailey Hill Rd	Fort King Rd	Gall Blvd	00	2U	New 2-lane roadway	\$533,471	\$3,335,997	\$8,205,334	\$12,074,802
	Lake Iola Rd	Blanton Rd	Pasco/Hernando County Line	2U	4D	Expand to 4 lanes divided	\$424,563	\$2,655,487	\$6,531,592	\$9,611,642
	Lake Patience Rd		US 41 (Land O' Lakes Blvd)	2U	4D	Expand to 4 lanes divided	\$1,826,572	\$11,405,370	\$28,058,566	\$41,290,508
	Little Rd	Old County Rd 54	Decubellis Rd	4D	6D	Expand to 6 lanes divided	\$1,757,990	\$10,981,246	\$27,010,522	\$39,749,758
	Little Road	Trinity Blvd	S of SR 54	4D	6D	Expand to 6 lanes divided	\$211,361	\$10,981,240	\$5,872,388	\$6,083,749
	Livingston Rd Ext	SR 54	Collier Parkway	00	2U	New 2-lane roadway	\$819,726	\$5,123,008	\$12,602,309	\$18,545,043
	Mansfield Blvd		Beardsley Dr	00	2U	New 2-lane roadway	\$186,137	\$1,163,985	\$2,862,978	\$4,213,100
	Massey Rd	· ·	CR 54	00	2U	New 2-lane roadway	\$258,318	\$1,615,360	\$3,973,196	\$5,846,874
	McKendree Rd / Kenton Rd Ext		SR 52	00	4D	New 4-lane roadway	\$3,892,543	\$24,357,942	\$59,832,943	\$88,083,428
	Meadow Pointe Blvd	Hillsborough / Pasco County Li		2U	4D	Expand to 4 lanes divided	\$686,080	\$0	\$10,539,100	\$11,225,180
	Meadow Pointe Blvd		SR 54	2U	4D	Expand to 4 lanes divided	\$1,599,050	\$9,984,693	\$24,563,532	\$36,147,275
	Meadowbrook Drive		Mentmore Blvd	2U	4D	Expand to 4 lanes divided	\$281,600	\$1,758,350	\$4,325,750	\$6,365,700
	Mirada Blvd		Curley Rd	00	2U	New 2-lane roadway	\$281,000	\$7,204,361	\$17,720,099	\$24,924,460
	Morgan Rd / Hunt Rd		US 41 (Land O' Lakes Blvd)	00	2U	New 2-lane roadway	\$449,227	\$2,809,192	\$6,909,587	\$10,168,006
	Morningside Drive	Fort King Rd	US 301	00	2U	New 2-lane roadway	\$570,838	\$3,569,670	\$8,780,086	\$12,920,594
	Morris Bridge Rd/Eiland Blvd		Handcart Rd	2U	4D	Expand to 4 lanes divided	\$1,920,000	\$11,988,750	\$29,493,750	\$43,402,500
	New Collector "A"		SunLake Blvd Ext / New rd	00	2U	New 2-lane roadway	\$1,273,865	\$7,965,966	\$19,593,368	\$28,833,199
	New Collector west of US 41		US 41 (Land O' Lakes Blvd)	00	2U	New 2-lane roadway	\$668,783	\$4,182,158	\$19,393,368	\$15,137,523
	New Connector		Rdway "A"	00	2U	New 2-lane roadway	\$501,291			\$13,137,323
	New Connector	Ehren Cutoff	SR 52	+	2U 2U	<u> </u>		\$3,134,763	\$7,710,373	
	New Ext of SunLake Blvd			00	2U 2U	New 2-lane roadway	\$2,184,710	\$13,661,834	\$33,603,125	\$49,449,669
			SR 52	00		New 2-lane roadway	\$1,063,856	\$6,652,704	\$16,363,222	\$24,079,782
3089	New River Rd	Chancey Rd	SR 56	00	2U	New 2-lane roadway	\$413,640	\$2,586,649	\$6,362,212	\$9,362,

			Roadway	Capacity Ne	eus					1
Project Number	On Street	From	То	2023 E+C Number of	2045 Number of Lanes	Project Description	PD&E/PE (PDC)	ROW cost (PDC)	Construction cost (PDC)	Total Project Cost
				Lanes					*includes CEI	
	North Ave		23rd St	00	2U	New 2-lane roadway	\$134,420	\$840,580	\$2,067,520	\$3,042,520
	Old Dixie Hwy		Aripeka Rd	00	2U	New 2-lane roadway	\$615,230	\$3,847,270	\$9,462,880	\$13,925,380
	Old Lakeland Hwy		Gaddis Street	2U	4D	Expand to 4 lanes divided	\$4,062,960	\$25,412,310	\$62,505,630	\$91,980,900
	Old Pasco Rd	' '	SR 52	2U	4D	Expand to 4 lanes divided	\$3,514,868	\$21,947,327	\$53,993,034	\$79,455,229
	Old Pasco Rd Ext		Collier Parkway Ext	00	2U	New 2-lane roadway	\$424,874	\$2,656,900	\$6,535,005	\$9,616,779
3112	Oldwoods Ave	Meadow Pointe Blvd	Coats Rd	00	2U	New 2-lane roadway	\$2,818,654	\$17,626,131	\$43,353,849	\$63,798,634
3039	Osteen Rd	Plathe Rd	De Cubellis Rd	00	2U	New 2-lane roadway	\$708,899	\$4,433,021	\$10,903,613	\$16,045,533
3120	Otis Allen Rd	Wire Rd	Chancey Rd / Old Lakeland Hwy	2U	4D	Expand to 4 lanes divided	\$1,064,631	\$6,647,709	\$16,354,154	\$24,066,494
3174	Otis Allen Rd ext	Chancey Rd / Old Lakeland Hw	US 98	00	4D	New 4-lane roadway	\$1,434,538	\$8,965,375	\$22,054,313	\$32,454,226
3015	Overpass Rd	Old Pasco Rd	Boyette Rd	2U	6D	Expand to 6 lanes divided	\$3,146,450	\$6,253,687	\$70,143,298	\$79,543,435
3017b	Overpass Rd Ext	Mckendree Rd/Kenton Rd Ext	Epperson Blvd	00	4D	New 4-lane roadway	\$1,325,000	\$1,378,000	\$15,237,500	\$17,940,500
3017c	Overpass Rd Ext	Epperson Blvd	Sunshine Rd	2D	4D	Expand to 4 lanes divided	\$1,157,120	\$7,225,220	\$17,774,900	\$26,157,240
3017d	Overpass Rd Ext	Sunshine Rd	Handcart Rd	00	4D	New 4-lane roadway	\$1,325,000	\$1,378,000	\$15,237,500	\$17,940,500
3165	Pasco Towne Center Drive	McKendree Rd Ext	SR 52	00	2U	New 2-lane roadway	\$1,163,202	\$7,273,948	\$17,891,256	\$26,328,406
3038	Perrine Ranch Rd Extn	7 Spring Blvd	Trinity Oaks Blvd	00	2U	New 2-lane roadway	\$92,610	\$578,070	\$1,422,360	\$2,093,040
3134	Pretty Pond Rd	Wire Rd	23rd St	00	2U	New 2-lane roadway	\$396,396	\$2,478,818	\$6,096,988	\$8,972,202
3172	Pretty Pond Rd ext	23rd St	Old Lakeland Highway	00	2U	New 2-lane roadway	\$590,921	\$3,695,255	\$9,088,978	\$13,375,154
3211	Prospect Rd	Highland Blvd	Clinton Ave Ext	00	2U	New 2-lane roadway	\$989,158	\$0	\$4,121,491	\$5,110,649
3155	Racetrack Rd	US 19	Old Dixie Hwy (3030)	00	2U	New 2-lane roadway	\$318,990	\$1,991,130	\$4,899,240	\$7,209,360
3053	Ridge Rd Ext	Suncoast Pkwy	US 41 (Land O' Lakes Blvd)	00	4D	New 4-lane roadway	\$0	\$2,000,000	\$46,233,892	\$48,233,892
3186	Ridge Rd/Overpass Rd Ext	Ehren Cutoff	Old Pasco Rd / I-75	00	4D	New 4-lane roadway	\$4,705,933	\$29,410,478	\$72,348,107	\$106,464,518
3202	Ridge Road @ Suncoast Pkwy					New Interchange	\$0	\$0	\$12,654,973	\$12,654,973
3083	River Glen Blvd / Wynfields Blvd	Hillsborough County Line	Overpass Rd Ext	00	4D	New 4-lane roadway	\$6,707,196	\$41,910,018	\$103,094,022	\$151,711,236
3058	Roach's Run	Rdway "A"	US 41 (Land O' Lakes Blvd)	00	2U	New 2-lane roadway	\$731,134	\$4,572,060	\$11,245,598	\$16,548,792
3140	S 21St St	Thomas Jefferson Rd / Stadium	W Meridian Ave	2U	4D	Expand to 4 lanes divided	\$1,594,019	\$7,247,140	\$7,247,140	\$16,088,299
3048	Shady Hills Rd	SR 52	Pasco / Hernando County Line	2U	4D	Expand to 4 lanes divided	\$3,458,343	\$21,630,652	\$53,204,039	\$78,293,034
3161	South Branch Ranch Rd	SR 54	Tower Rd Ext	00	4D	New 4-lane roadway	\$1,069,061	\$6,681,268	\$16,435,540	\$24,185,869
3178	SR 39	Hillsborough County Line	US 301 / Gall Blvd	2U	4D	Expand to 4 lanes divided	\$7,610,603	\$34,601,289	\$34,601,289	\$76,813,181
3201	SR 52	<u> </u>	CR 581/Bellamy Brothers	2U	4D	Expand to 4 lanes divided	\$0	\$23,592,360	\$108,433,928	\$132,026,288
3005	SR 52	·	Old Pasco Rd / I-75	4D	6D	Expand to 6 lanes divided	\$34,995,779	\$0	\$159,059,607	\$194,055,386
3007		` '	Clinton Ave Ext	4D	6D	Expand to 6 lanes divided	\$1,809,420	, -	\$8,224,010	\$10,033,430
3008			Curley St / Rd	2U	4D	Expand to 4 lanes divided	\$4,239,300	\$19,273,800	\$19,273,800	\$42,786,900
			Thomas Jefferson Rd / Stadium Dr	2U	4D	Expand to 4 lanes divided	\$5,183,571	\$23,566,890	\$23,566,890	\$52,317,351
3188		US 41 Intersection	•			Interchange Modification	\$8,505,130	\$28,615,500	\$189,921,952	\$227,042,582
3189		Collier Pkwy				Interchange Modification	\$15,000,000	\$30,000,000	\$182,857,143	\$227,857,143
	SR 54/56	Future Corridor Improvements	from US 19 to US 301			Corridor Improvements	, ==,==,==	, ==,===,===	\$88,059,629	\$88,059,629
3076			US 301	2U	4D	Expand to 4 lanes divided	\$11,828,956	\$53,773,358	\$53,773,358	\$119,375,672
3001			Meadow Pointe Blvd	4D	6D	Expand to 6 lanes divided	\$7,121,192	\$0	\$32,366,592	\$39,487,784
3081b			US 301	4D	6D	Expand to 6 lanes divided	\$17,596,232	\$0	\$79,969,043	\$97,565,275
			SR 39	00	4D	New 4-lane divided	\$6,641,618	\$30,192,192	\$30,192,192	\$67,026,002

1		T	Roadway	Capacity No	eus	T	1		1 .	1
Project	On Street	From	То	2023 E+C Number of	2045 Number	Project Description	PD&E/PE	ROW cost	Construction cost (PDC)	Total Project
Number				Lanes	of Lanes		(PDC)	(PDC)	*includes CEI	Cost
3036	Starkey Blvd Extn	SR 54	Little Rd	00	4D	New 4-lane roadway	\$1,001,364	\$6,261,604	\$15,404,108	\$22,667,076
3034	Starkey Blvd	Tower Road	De Cubellis Rd	2U	4D	Expand to 4 lanes divided	\$3,332,842	\$0	\$41,006,600	\$44,339,442
3020	Suncoast Pkwy	Hillsborough / Pasco County Li	SR 52	4F	6F	Expand to 6-lane freeway	\$23,750,000	\$0	\$43,000,000	\$66,750,000
3066	Sunlake Blvd	Mentmore Blvd	Lake Patience Rd	2U	4D	Expand to 4 lanes divided	\$582,955	\$0	\$8,962,235	\$9,545,190
3154	Sunlake Blvd	Lake Patience Rd	Tower Rd	2U	4D	Expand to 4 lanes divided	\$218,348	\$0	\$3,354,109	\$3,572,457
3049a	SunLake Blvd	Tower Rd Ext	Bexley Ranch Blvd	00	4D	New 4-lane roadway	\$1,136,150	\$12,055,900	\$17,466,950	\$30,659,000
3049c	SunLake Blvd	Bexley Ranch Blvd	New Collector Road "A"	00	2U	New 2-lane roadway	\$1,178,760	\$27,213,101	\$18,130,560	\$46,522,421
3049b	SunLake Blvd	New Collector Road "A"	SR 52	00	4D	New 4-lane roadway	\$2,880,690	\$0	\$44,287,170	\$47,167,860
3109a	Sunshine Rd	Overpass Rd	Handcart Rd	00	2U	New 2-lane roadway			\$7,077,280	\$7,077,280
3109b	Sunshine Rd	Handcart Rd	Ft. King Rd	00	2U	New 2-lane roadway	\$1,308,010	\$8,179,490	\$20,118,560	\$29,606,060
3057b	Symphony Drive	Connerton Blvd	Central Blvd	00	2U	New 2-lane roadway	\$856,219	\$5,354,268	\$13,169,544	\$19,380,031
3057a	Symphony Drive (Asbel Dr. Ext)	Central Blvd	US 41 (Land O' Lakes Blvd)	00	2U	New 2-lane roadway				\$0
3210	Tower Rd	Starkey Blvd	Long Spur	2D	4D	Expand to 4 lanes divided	\$691,200	\$0	\$10,617,750	\$11,308,950
3051	Tower Rd	Gunn Hwy	Bexley Ranch Blvd	00	4D	New 4-lane roadway	\$1,909,760	\$11,924,810	\$29,336,450	\$43,171,020
3040a	Tower Rd	East of Ballantrae Blvd	Lake Patience Rd	00	2U	New 2-lane roadway	\$382,580	\$3,389,940	\$5,884,480	\$9,657,000
3040b	Tower Rd	Bexley Ranch Blvd	Lake Patience Rd	2U	4D	Expand to 4 lanes divided	\$936,960	\$0	\$14,392,950	\$15,329,910
3141a	Tower Rd	Lake Patience Rd	Sunlake Blvd	00	4D	New 4-lane roadway	\$293,200	\$12,869,589	\$4,507,600	\$17,670,389
3141b	Tower Rd	Sunlake Blvd	Drexel Rd	00	2U	New 2-lane roadway	\$423,940	\$0	\$6,520,640	\$6,944,580
3141c	Tower Rd	Drexel Rd	Land O Lakes Blvd (US 41)	00	2U	New 2-lane roadway	\$1,152,910	\$7,209,590	\$17,732,960	\$26,095,460
3142a	Tower Rd Ext / Caliente Blvd	Land O Lakes Blvd (US 41)	Ehren Cutoff	00	2U	New 2-lane roadway	\$785,840	\$0	\$12,087,040	\$12,872,880
3142b	Tower Rd Ext / Caliente Blvd	Land O Lakes Blvd (US 41)	Collier Parkway Ext	2U	4D	Expand to 4 lanes divided	\$2,519,813	\$0	\$38,707,671	\$41,227,484
3187	Tower Road @ Suncoast Pkwy					New Interchange	\$0	\$0	\$200,000,000	\$200,000,000
3166	Tyndall Rd	McKendree Rd Ext	Curley Rd / St	00	2U	New 2-lane roadway	\$532,591	\$3,330,496	\$8,191,804	\$12,054,890
3203	US 19	Pinellas County Line	Hernando County Line			Corridor Improvements	\$645,161	\$0	\$413,438,000	\$414,083,161
3116	US 301	Beardsley Dr Ext	SR 56	2U	4D	Expand to 4 lanes divided	\$0	\$10,218,638	\$20,437,275	\$30,655,913
3077	US 301 (6th, 7th, Gall)	SR 39	CR 54	30	20	Redesigned One-way Pair	\$0	\$0	\$45,139,989	\$45,139,989
3019	US 301	S of CR 54/Eiland	Kossik Rd	4D	6D	Expand to 6 lanes divided	\$0	\$0	\$19,872,217	\$19,872,217
3009a	US 41 (Land O Lakes Blvd)	Horton Rd	SR 52	4D	6D	Expand to 6 lanes divided	\$20,403,083	\$0	\$92,734,222	\$113,137,305
3136	US 41 (Land O Lakes Blvd)	SR 52	Pasco / Hernando County Line	2U	4D	Expand to 4 lanes divided	\$18,470,826	\$83,976,837	\$83,976,837	\$186,424,500
3146	US 98	CR 54	Old Lakeland Highway	2U	4D	Expand to 4 lanes divided	\$2,223,613	\$13,907,879	\$34,208,646	\$50,340,138
3084	US 98	Old Lakeland Highway	US 301	2U	4D	Expand to 4 lanes divided	\$1,326,080	\$8,280,230	\$20,370,350	\$29,976,660
3086	US 98	US 301	Hernando County Line	2U	4D	Expand to 4 lanes divided	\$945,792	\$5,905,661	\$14,528,627	\$21,380,080
3209	US 98 Realignment	@ Clinton Ave		00	2U	New 2-lane alignment	\$382,580	\$2,392,420	\$5,884,480	\$8,659,480
3160	Welbilt Blvd	Mitchell Blvd	Mitchell Ranch Rd	00	2U	New 2-lane roadway	\$175,780	\$1,099,220	\$2,703,680	\$3,978,680
3128	Wells Rd (Realignment)	Boyette Rd	Curley Rd	00	2U	New 2-lane roadway	\$692,780	\$4,332,220	\$10,655,680	\$15,680,680
3093	Wells Rd Ext	SR 581 Ext	Boyette Rd	00	2U	New 2-lane roadway	\$518,470	\$3,242,193	\$7,974,610	\$11,735,273
3096	Wells Rd Ext	Curley Rd	Eiland Blvd	00	2U	New 2-lane roadway	\$1,874,582	\$11,722,485	\$28,833,035	\$42,430,102
3071	Wesley Chapel Blvd	County Line Rd	SR 54	00	4D	New 4-lane roadway	\$1,386,973	\$8,666,896	\$21,319,484	\$31,373,353
3011	Wesley Chapel Blvd	SR 54/56	Magnolia Blvd	4D	6D	Expand to 6 lanes divided	\$0	\$0	\$36,645,282	\$36,645,282
3012	Wesley Chapel Blvd		N of Oakley Blvd	4D	6D	Expand to 6 lanes divided	\$0	\$0	\$11,387,338	\$11,387,338

Project Number	On Street	From	То	2023 E+C Number of Lanes	2045 Number of Lanes	Project Description	PD&E/PE (PDC)	ROW cost (PDC)	Construction cost (PDC) *includes CEI	Total Project Cost
3064	Wilson Rd	SR 54	Lake Patience Rd	00	2U	New 2-lane roadway	\$923,855	\$5,777,223	\$14,209,859	\$20,910,937
3091	Wiregrass Ranch Blvd Ext.	Chancey RD	SR 54	00	4D	Expand to 4 lanes divided	\$1,385,370	\$8,658,090	\$21,298,410	\$31,341,870
3094	Z West Ext	SR 54	Handcart Rd	00	4D	Expand to 4 lanes divided	\$2,788,905	\$17,429,703	\$42,876,079	\$63,094,687
							\$408,693,992	\$1,305,176,294	\$5,596,290,263	\$7,310,160,549

Appendix 8.4

Unit Costs – Pasco County Roadways

Pasco County - County Roadway Costs				90%	10%			8%	13%	50%		
Roadway	Construction Cost from LRE	MOT*	Mobilization*	Subtotal (90%)	Scope Contingency (10%)	Total Construction Cost	Construction Cost per Lane Mile	Design (8%)	CEI (5%)	ROW (50%)	Total Project Cost**	Cost per Lane Mile
Rural Arterial												
New Construction (2-Lane Roadway) with 5' Paved Shoulders	\$3,932,495	\$393,250	\$432,575	\$4,282,488	\$428,249	\$4,710,737	\$2,355,369	\$342,599	\$556,723	\$2,141,244	\$5,610,059	\$2,805,030
New Construction (4-Lane Roadway) with 5' Paved Shoulders	\$6,534,715	\$653,472	\$718,819	\$7,116,305	\$711,631	\$7,827,936	\$1,956,984	\$569,304	\$925,120	\$3,558,153	\$9,322,360	\$2,330,590
New Construction (6-Lane Roadway) with 5' Paved Shoulders	\$8,341,443	\$834,144	\$917,559	\$9,083,831	\$908,383	\$9,992,214	\$1,665,369	\$726,706	\$1,180,898	\$4,541,916	\$11,899,818	\$1,983,303
Add Lanes (2 to 4 Lanes) with 5' Paved Shoulders (includes milling and resurfacing of existing pavement)	\$4,961,962	\$496,196	\$545,816	\$5,403,577	\$540,358	\$5,943,935	\$2,971,968	\$432,286	\$702,465	\$2,701,789	\$7,078,686	\$3,539,343
Add Lanes (4 to 6 Lanes) with 5' Paved Shoulders (includes milling and resurfacing of existing pavement)	\$5,384,815	\$538,482	\$592,330	\$5,864,064	\$586,406	\$6,450,470	\$3,225,235	\$469,125	\$762,328	\$2,932,032	\$7,681,923	\$3,840,962
Add Lanes (6 to 8 Lanes) with 5' Paved Shoulders (includes milling and resurfacing of existing pavement)	\$6,715,278	\$671,528	\$738,681	\$7,312,938	\$731,294	\$8,044,232	\$4,022,116	\$585,035	\$950,682	\$3,656,469	\$9,579,949	\$4,789,975
Urban Arterial												
New Construction (2-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$5,936,937	\$593,694	\$653,063	\$6,465,325	\$646,533	\$7,111,858	\$3,555,929	\$517,226	\$840,492	\$3,232,663	\$8,469,576	\$4,234,788
New Construction (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$8,412,839	\$841,284	\$925,412	\$9,161,582	\$916,158	\$10,077,740	\$2,519,435	\$732,927	\$1,191,006	\$4,580,791	\$12,001,673	\$3,000,418
New Construction (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$10,258,947	\$1,025,895	\$1,128,484	\$11,171,993	\$1,117,199	\$12,289,192	\$2,048,199	\$893,759	\$1,452,359	\$5,585,997	\$14,635,310	\$2,439,218
Add Lanes (2 to 4 Lanes) with 5' Sidewalk, and Curb & Gutter (includes milling and resurfacing of existing pavement)	\$5,872,320	\$587,232	\$645,955	\$6,394,956	\$639,496	\$7,034,452	\$3,517,226	\$511,596	\$831,344	\$3,197,478	\$8,377,392	\$4,188,696
Add Lanes (4 to 6 Lanes) with 5' Sidewalk, and Curb & Gutter (includes milling and resurfacing of existing pavement)	\$6,515,361	\$651,536	\$716,690	\$7,095,228	\$709,523	\$7,804,751	\$3,902,376	\$567,618	\$922,380	\$3,547,614	\$9,294,749	\$4,647,375

Roadway	CpLM
Rural Arterial	
New Construction	\$2,372,974
Milling and Resurfacing	\$497,918
Add Multiple Lanes	\$3,690,819
Add Single Lane	\$2,064,167
And Turn Lane	\$169,326
Urban Arterial	
New Construction	\$3,224,808
Milling and Resurfacing	\$528,509
Add Multiple Lanes	\$4,336,376
Add Single Lane	\$3,085,126
And Turn Lane	\$218,878
Average (Urban and Rural 50-50)	
New Construction	\$2,798,891
Milling and Resurfacing	\$513,214
Add Multiple Lanes	\$4,013,598
Add Single Lane	\$2,574,647
And Turn Lane	\$194,102

Add Lanes (6 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (includes

milling and resurfacing of existing pavement)

	Rural	Urban	R/U
0-2 Lanes	\$2,355,369	\$3,555,929	66%
0-4 Lanes	\$1,956,984	\$2,519,435	78%
0-6 Lanes	\$1,665,369	\$2,048,199	81%
2-4 Lanes	\$2,971,968	\$3,517,226	84%
4-6 Lanes	\$3,225,235	\$3,902,376	83%
Average	\$2,434,985	\$3,108,633	78%

\$831,019

\$9,141,206

\$4,570,603 \$664,815

\$1,080,324

\$4,155,094

\$10,886,345

\$5,443,173

\$8,310,187

\$839,413

\$7,631,025

\$763,103

Appendix 8.5

Units Cost per Centerline Mile
– FDOT

Roadway Cost Per Centerline Mile

Revised June 2018

	Construction Cost From LRE	MOT *	Mobilization *	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost **
Rural Arterial									
New Construction (2-Lane Roadway) with 5' Paved Shoulders	\$3,932,495	\$393,249	\$432,574	\$4,758,319	\$1,189,580	\$5,947,898	\$892,185	\$892,185	\$7,732,268
New Construction (4-Lane Roadway) with 5' Paved Shoulders	\$6,534,715	\$653,471	\$718,819	\$7,907,005	\$1,976,751	\$9,883,756	\$1,482,563	\$1,482,563	\$12,848,883
New Construction (6-Lane Roadway) with 5' Paved Shoulders	\$8,341,443	\$834,144	\$917,559	\$10,093,146	\$2,523,287	\$12,616,433	\$1,892,465	\$1,892,465	\$16,401,363
Milling and Resurfacing (4-Lane Roadway) with 5' Paved Shoulders	\$1,410,399	\$141,040	\$155,144	\$1,706,582	\$426,646	\$2,133,228	\$319,984	\$319,984	\$2,773,196
Milling and Resurfacing (6-Lane Roadway) with 5' Paved Shoulders	\$2,072,715	\$207,272	\$227,999	\$2,507,985	\$626,996	\$3,134,982	\$470,247	\$470,247	\$4,075,476
Add Lanes (2 to 4 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$4,961,962	\$496,196	\$545,816	\$6,003,974	\$1,500,993	\$7,504,967	\$1,125,745	\$1,125,745	\$9,756,457
Add Lanes (4 to 6 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$5,384,815	\$538,481	\$592,330	\$6,515,626	\$1,628,907	\$8,144,532	\$1,221,680	\$1,221,680	\$10,587,892
Add Lanes (4 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$7,270,476	\$727,048	\$799,752	\$8,797,276	\$2,199,319	\$10,996,594	\$1,649,489	\$1,649,489	\$14,295,573
Add Lanes (6 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$6,715,278	\$671,528	\$738,681	\$8,125,486	\$2,031,372	\$10,156,858	\$1,523,529	\$1,523,529	\$13,203,915
Add 1 Through Lane on Inside (To Existing) with 5' Paved Shoulders	\$1,129,362	\$112,936	\$124,230	\$1,366,529	\$341,632	\$1,708,161	\$256,224	\$256,224	\$2,220,609
Add 1 Through Lane on Outside (To Existing) with 5' Paved Shoulders	\$1,764,485	\$176,449	\$194,093	\$2,135,027	\$533,757	\$2,668,784	\$400,318	\$400,318	\$3,469,419
Add 300' Exclusive Left Turn Lane	\$60,477	\$9,071	\$10,432	\$79,980	\$19,995	\$99,975	\$14,996	\$14,996	\$129,968
Add 300' Exclusive Right Turn Lane	\$156,715	\$23,507	\$27,033	\$207,255	\$51,814	\$259,069	\$38,860	\$38,860	\$336,790
Urban Arterial									
New Construction (2-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$5,936,937	\$593,694	\$653,063	\$7,183,694	\$1,795,923	\$8,979,617	\$1,346,943	\$1,346,943	\$11,673,502
New Construction (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$8,412,839	\$841,284	\$925,412	\$10,179,536	\$2,544,884	\$12,724,419	\$1,908,663	\$1,908,663	\$16,541,745
New Construction (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$10,258,947	\$1,025,895	\$1,128,484	\$12,413,326	\$3,103,331	\$15,516,657	\$2,327,499	\$2,327,499	\$20,171,655
Milling and Resurfacing (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$1,523,430	\$152,343	\$167,577	\$1,843,351	\$460,838	\$2,304,189	\$345,628	\$345,628	\$2,995,445
Milling and Resurfacing (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$2,160,488	\$216,049	\$237,654	\$2,614,190	\$653,547	\$3,267,737	\$490,161	\$490,161	\$4,248,059
Add Lanes (2 to 4 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	\$5,872,320	\$587,232	\$645,955	\$7,105,508	\$1,776,377	\$8,881,885	\$1,332,283	\$1,332,283	\$11,546,450
Add Lanes (4 to 6 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	\$6,515,361	\$651,536	\$716,690	\$7,883,587	\$1,970,897	\$9,854,483	\$1,478,173	\$1,478,173	\$12,810,828
Add Lanes (4 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	\$8,597,447	\$859,745	\$945,719	\$10,402,911	\$2,600,728	\$13,003,639	\$1,950,546	\$1,950,546	\$16,904,731
Add Lanes (6 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	\$7,631,025	\$763,102	\$839,413	\$9,233,540	\$2,308,385	\$11,541,925	\$1,731,289	\$1,731,289	\$15,004,502
Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	\$1,079,384	\$107,938	\$118,732	\$1,306,054	\$326,514	\$1,632,568	\$244,885	\$244,885	\$2,122,338
Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	\$3,245,792	\$324,579	\$357,037	\$3,927,409	\$981,852	\$4,909,261	\$736,389	\$736,389	\$6,382,039
Add 300' Exclusive Left Turn Lane	\$79,350	\$11,903	\$13,688	\$104,940	\$26,235	\$131,176	\$19,676	\$19,676	\$170,528
Add 300' Exclusive Right Turn Lane	\$201,400	\$30,210	\$34,742	\$266,352	\$66,588	\$332,940	\$49,941	\$49,941	\$432,822

^{*} A 15% MOT and Mobilization factor was used for exclusive left and right turn lanes. A 10% factor was used for all other figures.

Note:

- 1. Estimates were derived from FDOT LRE system
- 2. These figures exclude costs for intersections/interchanges, improvements to cross streets, bridges over 20', right-of-way, landscaping, ITS, and traffic signals.
- 3. The figures are based on market costs for Hillsborough County.
- 4. Costs shown are present day costs.
- 5. The costs developed for this report are not project-specific and should be used for preliminary estimating purposes only.

^{**} Total cost shown is derived from a standard typical section. Costs will need to be adjusted to account for signals, bridges, or any additional item not deemed typical.

Roadway Cost Per Centerline Mile

Revised June 2018

	Construction Cost From LRE	MOT (10%)	Mobilization (10%)	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost
Rural Arterial									
Add Lanes (4 to 6 Lanes) with 5' Paved Shoulders, 2 Traffic Signals, Highway Lighting, Fiber Based Communication Backbone, Widening 150' Low Level Bridge, and Milling & Resurfacing Existing 4 Lanes	\$7,397,219	\$739,722	\$813,694	\$8,950,635	\$2,237,659	\$11,188,294	\$1,678,244	\$1,678,244	\$14,544,782
Urban Arterial									
Add Lanes (4 to 6 Lanes) with 5' Sidewalk, Bike Lanes, 2 Traffic Signals, Highway Lighting, Fiber Based Communication Backbone, Widening 150' Low Level Bridge, and Milling & Resurfacing Existing 4 Lanes	\$8,010,774	\$801,077	\$881,185	\$9,693,037	\$2,423,259	\$12,116,296	\$1,817,444	\$1,817,444	\$15,751,185

Note:

- 1. Estimates were derived from FDOT LRE system
- 2. These figures exclude costs for intersections/interchanges, cross street improvements, right-of-way, ITS, and landscaping.
- 3. The figures are based on market costs for Hillsborough County.
- 4. Costs shown are present day costs.
- 5. The costs developed for this report are not site-specific and should be used for preliminary estimating purposes only.

Bridge Cost Per Square Foot

Revised June 2018

	Cost Per Square Foot
New Construction	
Low Level	\$130
Mid Level	\$145
High Level	\$180
Overpass (Over Roadway)	\$160
Bascule	\$1,900
Pedestrian Overpass	\$235
Widening	
Low Level	\$150
Mid Level	\$170
High Level	\$210
Overpass (Over Roadway)	\$185
Bridge Removal	
Concrete Bridge	\$50

Note:

- 1. Figures are for construction costs per square foot of deck area.
- 2. All figures exclude costs for right-of-way, bridge approaches, and approach slabs.
- 3. Market trends impact costs for concrete and steel, labor, and materials in the construction industry.
- 4. The costs developed for this report are not site-specific and should be used for preliminary estimating purposes only.
- 5. For phased construction add 20% to the affected units of the bridge.

Other Roadway Related Costs

Revised June 2018

	Construction Cost From LRE	MOT*	Mobilization (15%)	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost
Intersection Traffic Signalization (Mast Ar	m Assembly)**								
2-Lane Roadway Intersecting 2-Lane Roadway	\$212,058	\$31,809	\$36,580	\$280,446	\$70,112	\$350,558	\$52,584	\$52,584	\$455,725
4-Lane Roadway Intersecting 4-Lane Roadway	\$311,549	\$46,732	\$53,742	\$412,023	\$103,006	\$515,029	\$77,254	\$77,254	\$669,538
6-Lane Roadway Intersecting 6-Lane Roadway	\$353,626	\$53,044	\$61,000	\$467,670	\$116,918	\$584,588	\$87,688	\$87,688	\$759,964
Bicycle and Pedestrian Facilities									
Sidewalks Per Mile (5' Width - 1 Side)	\$129,331	\$6,467	\$20,370	\$156,167	\$39,042	\$195,208	\$29,281	\$29,281	\$253,771
Sidewalks Per Mile (6' Width - 1 Side)	\$155,197	\$7,760	\$24,444	\$187,400	\$46,850	\$234,250	\$35,138	\$35,138	\$304,525
Multi-Use Trail Per Mile (12' Width - 1 Side)	\$263,453	\$13,173	\$41,494	\$318,120	\$79,530	\$397,650	\$59,647	\$59,647	\$516,945
Stormwater Retention Facilities									
1 Acre Pond Site (6' Depth)	\$231,307	\$11,565	\$36,431	\$279,303	\$69,826	\$349,128	\$52,369	\$52,369	\$453,867
Median Retrofit									
Convert 14' Center Turn Lane to 14' Raised Median (Per Mile)	\$325,101	\$48,765	\$56,080	\$429,946	\$107,487	\$537,433	\$80,615	\$80,615	\$698,663
Cross Street Improvements									
Widen 1-Leg of Existing Rural 2-Lane Cross Street to Accommodate 2 Receiving Lanes, Dual Left Turn lanes, and Exclusive Right Turn Lane (Approximate Length of 0.25 Miles)	\$1,427,428	\$214,114	\$246,231	\$1,887,774	\$471,944	\$2,359,718	\$353,958	\$353,958	\$3,067,633

^{*} A 15% MOT factor was used for Traffic Signals, Median Retrofit, and Cross Street Improvements. A 5% factor was used for all other figures.

Notes:

- 1. Estimates were derived from FDOT LRE system
- 2. The figures are based on market costs for Hillsborough County.
- 3. Costs shown are present day costs.
- 4. The costs developed for this report are not site-specific and should be used for preliminary estimating purposes only.

Interchange Cost Revised June 2018

	Construction Cost From LRE	MOT (10%)	Mobilization (10%)	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Subtotal Project Cost
Single Point Urban Interchange (SPUI)	\$ 22,910,576.35	\$2,291,058	\$2,520,163	\$27,721,797	\$6,930,449	\$34,652,247	\$5,197,837	\$5,197,837	\$45,047,921

Note:

- 1. Cost was derived from an LRE estimate to modify the existing diamond interchange at I-75/SR 54 to a single point urban interchange.
- 2. Cost shown is for construction only. Does not include Design, CEI, and right-of-way.

^{**}The cost of traffic signalization assumes the installation of mast arms on all four legs of an intersection. To obtain the cost of signalizing a four-lane roadway intersecting a two-lane roadway, divide the signal cost of a four-lane roadway by two and add this figure to the signal cost of the two-lane roadway divided by two.

Appendix 8.6

MOBILITY 2045 Needs Plan Level-of-Service Report

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
10	20TH ST	CITY LIMITS(Z)	C.R. 54	URBAN/TRANS	MIC	2U	0.501	1,272	0.090	114	1,440	1,440	0.08	С
1900	20TH ST	SOUTH AVE	CITY LIMITS(Z)	URBAN/TRANS	MIC	2U	1.008	3,356	0.090	302	1,440	1,440	0.21	С
1900.1	20TH ST	C AVE	SOUTH AVE	URBAN/TRANS	MIC	2U	0.250	1,724	0.090	155	1,440	1,440	0.11	С
1900.3	20TH ST	TUCKER	CITY LIMITS	URBAN/TRANS	MIC	2U	0.153	1,210	0.090	109	1,440	1,440	0.08	С
1900.4	20TH ST	CHANCEY (Z.EAST)	TUCKER	URBAN/TRANS	MIC	2U	0.527	1,210	0.090	109	1,440	1,440	0.08	С
1900.5	20TH ST	CITY LIMITS	ALSTON AVE	URBAN/TRANS	MIC	2U	0.327	1,210	0.090	109	1,440	1,440	0.08	С
1900.6	20TH ST	ALSTON AVE	C AVE	URBAN/TRANS	MIC	2U	0.276	1,340	0.090	121	1,440	1,440	0.08	С
5435	20TH ST	C.R. 54	PRETTY POND RD	URBAN/TRANS	MIC	2U	1.003	1,428	0.090	129	1,440	1,440	0.09	С
1900.7	23RD ST	OTIS ALLEN RD	C.R. 54	URBAN/TRANS	MIC	2U	1.498	478	0.090	43	1,440	1,440	0.03	С
1900.8	23RD ST	C.R. 54	NORTH AVE	URBAN/TRANS	MIC	2U	0.501	4,829	0.090	435	1,440	1,440	0.30	С
1894	6TH ST	A AVE	SOUTH AVE	URBAN/TRANS	MA	20	0.087	11,188	0.090	1,007	2,148	2,148	0.47	С
1894.1	6TH ST	SOUTH AVE	S.R. 54 (5TH AVE)	URBAN/TRANS	MA	20	0.233	12,172	0.090	1,095	2,148	2,148	0.51	С
1894.2	6TH ST	S.R. 54 (5TH AVE)	12 AVE	URBAN/TRANS	MA	20	0.480	11,268	0.090	1,014	2,148	2,148	0.47	С
1894.3	6TH ST	12 AVE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	20	0.317	11,784	0.090	1,061	2,148	2,148	0.49	С
1915	6TH ST	U.S. 301 (GALL BLVD)	A AVE	URBAN/TRANS	MA	20	0.718	12,076	0.090	1,087	2,148	2,148	0.51	С
1895.2	7TH ST	U.S. 301 (GALL BLVD)	7TH ST EXT SOUTH AVE	URBAN/TRANS	MAC MAC	2U 2U	0.053	3,140	0.090	283	1,440	1,440	0.20	C
1895.3	7TH ST	7TH ST EXT		URBAN/TRANS			0.066	3,140	0.090	283	1,440	1,440		
1895.4	7TH ST	SOUTH AVE	S.R. 54 (5TH AVE)	URBAN/TRANS	MAC	2U	0.289	10,439	0.090	940	1,440	1,440	0.65	С
1895.5	7TH ST	S.R. 54 (5TH AVE)	12TH AVE	URBAN/TRANS	MAC	2U 2U	0.479	10,559	0.090	950	1,440	1,440	0.66	С
1895.6	7TH ST	12TH AVE	NORTH AVE	URBAN/TRANS	MAC	_	0.337	12,602	0.090	1,134	1,440	1,440	0.79	С
1896	7TH ST	NORTH AVE	U.S.301 (GALL BLVD) STARKEY	URBAN/TRANS	MAC MIC	2U 2U	0.302	9,198	0.090	828 223	1,440 1,440	1,440	0.57 0.16	C
80	ALICO PASS ALT U.S.19	RIVER CROSSING BLVD ANCLOTE BLVD	HOLIDAY LAKES	URBAN/TRANS URBAN/TRANS		2U	1.213 0.214	2,481 17,856	0.090	1,607	1,600	1,440 1,600	1.00	F
2250					MA									C
2250.1 16960	ALT U.S.19 ALTAMONT LN	HOLIDAY LAKES HILLSBOROUGH CL	U.S. 19 SR 54	URBAN/TRANS URBAN/TRANS	MA MIC	2U 2U	0.690 0.841	16,658 9,192	0.090	1,499 827	1,600 1,440	1,600 1,440	0.94	C
20	ANCLOTE BLVD	IRISH AVE	SWEETBRIAR	URBAN/TRANS	MAC	2U	0.841	1,489	0.090	134	1,440	1,440	0.09	C
20.1	ANCLOTE BLVD	SWEETBRIAR	ALT U.S. 19	URBAN/TRANS	MAC	2U	1.424	14,395	0.090	1,296	1,440	1,440	0.09	C
3320.5	ASBEL ASBEL	PLEASANT PLAINS PKWY	RIDGE RD EXT	URBAN/TRANS	MAC	2U	0.831	1,123	0.090	1,296	1,440	1,440	0.90	C
5120	ASBEL	BULLOCH BLVD	U.S.41	URBAN/TRANS	MIC	2U	0.631	5,479	0.090	493	1,440	1,440	0.07	С
9014	ASBEL	RIDGE RD EXT	BULLOCH BLVD	URBAN/TRANS	MIC	2U	0.889	5,424	0.090	488	1,440	1,440	0.34	C
9044	ASBEL EXT	U.S.41	SYMPHONY PKWY	URBAN/TRANS	MIC	2U	0.225	14,346	0.090	1,291	1,440	1,440	0.90	С
130	AUTUMN PALM	TUCKER	C AVE	URBAN/TRANS	MIC	2U	0.750	2.801	0.090	252	1,440	1,440	0.30	C
130.1	AUTUMN PALM	CHANCEY	TUCKER	URBAN/TRANS	MIC	2U	0.506	2,073	0.090	187	1,440	1,440	0.13	С
17022	BAILEY HILL ROAD	C.R. 41 (FT KING HWY)	U.S. 301 (N)	URBAN/TRANS	MIC	2U	1.014	718	0.090	65	1,440	1,440	0.04	C
1960.3	BAILLE	CECELIA	C.R.77 (ROWAN)	URBAN/TRANS	MAC	2U	0.514	1,980	0.090	178	1,440	1,440	0.12	С
770	BAILLIE'S BLUFF RD	ANCLOTE BLVD	IRISH AVE	URBAN/TRANS	MAC	2U	2.048	3,699	0.090	333	1,440	1,440	0.23	C
770.1	BAILLIE'S BLUFF RD	IRISH AVE	GULF TRACE	URBAN/TRANS	MAC	2U	1.299	3,540	0.090	319	1,440	1,440	0.22	C
770.2	BAILLIE'S BLUFF RD	GULF TRACE	MOOG	URBAN/TRANS	MAC	2U	0.496	5,011	0.090	451	1,440	1,440	0.31	C
5010.1	BALLANTRAE	S.R.54	MENTMORE	URBAN/TRANS	MIC	2U	0.760	2,902	0.090	261	1,440	1,440	0.18	C
5010.2	BALLANTRAE	MENTMORE	TOWER RD	URBAN/TRANS	MIC	2U	0.722	7,716	0.090	694	1,440	1,440	0.48	C
1090.2	BEARDSLEY DR	MANSFIELD BLVD	MEADOW POINTE BLVD	URBAN/TRANS	MAC	2U	1.673	6,663	0.090	600	1,440	1,440	0.42	С
1810.4	BELL LAKE RD	U.S. 41	ALPINE RD	URBAN/TRANS	MIC	2U	0.985	11,862	0.090	1,068	1,440	1,440	0.74	С
1810.5	BELL LAKE RD	ALPINE RD	COLLIER PKWY	URBAN/TRANS	MIC	2U	0.416	7,235	0.090	651	1,440	1,440	0.45	С
1800.3	BEXLEY RANCH BLVD	S.R. 54	MENTMORE	URBAN/TRANS	MIC	4D	0.816	15,276	0.090	1,375	3,222	3,222	0.43	С
1800.4	BEXLEY RANCH BLVD	MENTMORE	TOWER RD	URBAN/TRANS	MIC	4D	0.606	19,007	0.090	1,711	3,222	3,222	0.53	С
5200.1	BEXLEY RANCH BLVD	SUNLAKE BLVD	ROADWAY "A"	URBAN/TRANS	MIC	2U	0.813	3,431	0.090	309	1,440	1,440	0.21	С
5200.2	BEXLEY RANCH BLVD	ROADWAY "A"	WISTERIA LOOP	URBAN/TRANS	MIC	2U	1.641	3,887	0.090	350	1,440	1,440	0.24	С
5200.4	BEXLEY RANCH BLVD	DREXEL	WISTERIA LOOP	URBAN/TRANS	MIC	2U	0.499	3,655	0.090	329	1,440	1,440	0.23	С
9084	BEXLEY RANCH BLVD	TOWER RD	SUNLAKE BLVD	URBAN/TRANS	MIC	4D	2.725	16,389	0.090	1,475	3,222	3,222	0.46	С
6000	BOSLEY DR	LAWLESS RD	SHADY HILLS RD	URBAN/TRANS	MIC	2U	2.018	626	0.090	56	1,440	1,440	0.04	С
9144	BOWER RD	STORY DR	SR 575	URBAN/TRANS	MIC	2U	0.434	773	0.090	70	1,440	1,440	0.05	С
9164	BOWER RD	MICKLER RD	STORY DR	URBAN/TRANS	MIC	2U	0.486	190	0.090	17	1,440	1,440	0.01	С
6005	BOWMAN RD	CAUFIELD RD	U.S. 41	URBAN/TRANS	MIC	2U	1.960	775	0.090	70	1,440	1,440	0.05	С
90.2	BOYETTE CONNECTOR	WELLS RD	BOYETTE RD	URBAN/TRANS	MIC	4D	1.992	8,371	0.090	753	3,222	3,222	0.23	С
90	BOYETTE RD	S.R. 54	WELLS RD	URBAN/TRANS	MIC	2U	1.027	4,852	0.090	437	1,440	1,440	0.30	С
90.1	BOYETTE RD	WELLS RD	OVERPASS RD EXT	URBAN/TRANS	MIC	4D	1.992	16,374	0.090	1,474	3,222	3,222	0.46	С
90.1	BOYETTE RD	WELLS RD	OVERPASS RD EXT	URBAN/TRANS	MIC	4D	1.992	16,374	0.090	1,474	3,222	3,222	0.46	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	к	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
5275	BOYETTE RD EXT	OVERPASS RD EXT	ELAM RD	URBAN/TRANS	MIC	4D	0.211	10,883	0.090	979	3,222	3,222	0.30	С
17015	BOYETTE RD EXT	ELAM RD	MCKENDREE REALIGNMENT	URBAN/TRANS	MIC	4D	2.243	4,006	0.090	361	3,222	3,222	0.11	С
16985	BULLOCH BLVD	ASBEL	SR 52	URBAN/TRANS	MIC	2U	1.666	1,797	0.090	162	1,440	1,440	0.11	С
40	C AVE	COURT ST	CITY LIMITS	URBAN/TRANS	MIC	2U	0.208	1,815	0.090	163	1,440	1,440	0.11	С
1930	C AVE	CITY LIMITS	6TH ST EXT	URBAN/TRANS	MIC	2U	0.489	3,141	0.090	283	1,440	1,440	0.20	С
1930.1	C AVE	6TH ST EXT	U.S.301 (GALL BLVD)	URBAN/TRANS	MIC	2U	0.063	4,615	0.090	415	1,440	1,440	0.29	С
1940	C AVE	U.S.301 (GALL BLVD)	7TH ST	URBAN/TRANS	MIC	2U	0.045	3,288	0.090	296	1,440	1,440	0.21	С
1940.1	C AVE	7TH ST	20TH ST	URBAN/TRANS	MIC	2U	0.468	3,000	0.090	270	1,440	1,440	0.19	С
380.1	C.R. 1 (LITTLE RD)	STAR TRAIL	S.R. 52	URBAN/TRANS	MA	6D	0.853	30,414	0.090	2,737	4,857	4,857	0.56	С
380.2	C.R. 1 (LITTLE RD)	TIMBER OAKS	STAR TRAIL	URBAN/TRANS	MA	6D	0.339	31,430	0.090	2,829	4,857	4,857	0.58	С
380.3	C.R. 1 (LITTLE RD)	S.R. 52	CRICKET ST	URBAN/TRANS	MA	6D	0.271	22,229	0.090	2,001	4,857	4,857	0.41	С
380.4	C.R. 1 (LITTLE RD)	CRICKET ST	FIVAY	URBAN/TRANS	MA	6D	0.242	23,848	0.090	2,146	4,857	4,857	0.44	С
390	C.R. 1 (LITTLE RD)	JASMINE DR	TIMBER OAKS	URBAN/TRANS	MA	6D	0.389	32,217	0.090	2,900	4,857	4,857	0.60	С
390.1	C.R. 1 (LITTLE RD)	FOX HOLLOW	JASMINE DR	URBAN/TRANS	MA	6D	0.609	35,479	0.090	3,193	4,857	4,857	0.66	С
390.2	C.R. 1 (LITTLE RD)	EMBASSY	FOX HOLLOW	URBAN/TRANS	MA	6D	0.712	37,434	0.090	3,369	4,857	4,857	0.69	С
390.3	C.R. 1 (LITTLE RD)	SAN MIGUEL	EMBASSY	URBAN/TRANS	MA	6D	0.261	41,023	0.090	3,692	4,857	4,857	0.76	С
390.4	C.R. 1 (LITTLE RD)	C.R. 587 (RIDGE)	SAN MIGUEL	URBAN/TRANS	MA	6D	0.505	42,552	0.090	3,830	4,857	4,857	0.79	С
400	C.R. 1 (LITTLE RD)	SHOPPING CENTER	C.R. 587 (RIDGE)	URBAN/TRANS	MA	6D	0.205	41,448	0.090	3,730	4,857	4,857	0.77	С
400.1	C.R. 1 (LITTLE RD)	ORCHID LAKE DR	SHOPPING CENTER	URBAN/TRANS	MA	6D	0.319	42,249	0.090	3,802	4,857	4,857	0.78	С
400.2	C.R. 1 (LITTLE RD)	CITIZENS	ORCHID LAKE DR	URBAN/TRANS	MA	6D	0.355	41,709	0.090	3,754	4,857	4,857	0.77	С
400.3	C.R. 1 (LITTLE RD)	GOVERNMENT	CITIZENS	URBAN/TRANS	MA	6D	0.102	41,293	0.090	3,716	4,857	4,857	0.77	С
400.4	C.R. 1 (LITTLE RD)	C.R. 587 (MASS)	GOVERNMENT	URBAN/TRANS	MA	6D	0.543	41,293	0.090	3,716	4,857	4,857	0.77	С
410.1	C.R. 1 (LITTLE RD)	PLATHE	DUSTY LANE	URBAN/TRANS	MA	6D	0.844	43,678	0.090	3,931	4,857	4,857	0.81	С
410.2	C.R. 1 (LITTLE RD)	DUSTY LANE	C.R. 587 (MASS)	URBAN/TRANS	MA	6D	0.370	43,489	0.090	3,914	4,857	4,857	0.81	С
420	C.R. 1 (LITTLE RD)	TROUBLE CREEK RD	PLATHE	URBAN/TRANS	MA	6D	0.399	45,877	0.090	4,129	4,857	4,857	0.85	С
420.1	C.R. 1 (LITTLE RD)	RANCHO DEL RIO	TROUBLE CREEK RD	URBAN/TRANS	MA	6D	0.283	41,088	0.090	3,698	4,857	4,857	0.76	С
420.2	C.R. 1 (LITTLE RD)	HERITAGE LAKE	RANCHO DEL RIO	URBAN/TRANS	MA	6D	0.476	41,088	0.090	3,698	4,857	4,857	0.76	С
420.4	C.R. 1 (LITTLE RD)	OLD C.R. 54	ST LAWRENCE DR	URBAN/TRANS	MA	6D	0.294	43,880	0.090	3,949	4,857	4,857	0.81	С
420.5	C.R. 1 (LITTLE RD)	ST LAWRENCE DR	HERITAGE LAKE	URBAN/TRANS	MA	6D	0.438	44,210	0.090	3,979	4,857	4,857	0.82	С
425.1	C.R. 1 (LITTLE RD)	TRINITY BLVD	MITCHELL BLVD	URBAN/TRANS	MA	6D	0.663	24,722	0.090	2,225	4,857	4,857	0.46	С
425.4	C.R. 1 (LITTLE RD)	MITCHELL BLVD	MERCY WAY	URBAN/TRANS	MA	6D	0.923	27,398	0.090	2,466	4,857	4,857	0.51	С
425.5	C.R. 1 (LITTLE RD)	MERCY WAY	S.R. 54	URBAN/TRANS	MA	6D	0.404	38,810	0.090	3,493	4,857	4,857	0.72	С
1240	C.R. 1 (LITTLE RD)	DENTON	U.S. 19	URBAN/TRANS	MA	4D	0.737	20,691	0.090	1,862	3,222	3,222	0.58	С
1240.1	C.R. 1 (LITTLE RD)	NEW YORK	DENTON	URBAN/TRANS	MA	4D	1.007	21,395	0.090	1,926	3,222	3,222	0.60	С
1250	C.R. 1 (LITTLE RD)	HUDSON	NEW YORK	URBAN/TRANS	MA	4D	1.390	15,935	0.090	1,434	3,222	3,222	0.45	С
1250.2	C.R. 1 (LITTLE RD)	FIVAY	SEELEY LN	URBAN/TRANS	MA	4D	0.651	19,204	0.090	1,728	3,222	3,222	0.54	С
1250.3	C.R. 1 (LITTLE RD)	SEELEY LN	HUDSON	URBAN/TRANS	MA	4D	0.792	20,272	0.090	1,824	3,222	3,222	0.57	С
	C.R. 1 (LITTLE RD)	S.R. 54	OLD C.R. 54	URBAN/TRANS	MA	6D	0.757	45,288	0.090	4,076	4,857	4,857	0.84	С
430	C.R. 35A (BERRY RD)	C.R. 35A (OLD LAKELAND HWY)	C.R. 54	URBAN/TRANS	MAC MA	2U 4D	2.701	246	0.090	22 274	1,440	1,440	0.02	В
430.1	C.R. 35A (OLD LAKELAND HWY) C.R. 35A (OLD LAKELAND HWY)	BERRY RD	U.S. 98 C.R. 52A (CLINTON AVE)	URBAN/TRANS URBAN/TRANS	MA	4D 4D	1.257	3,045	0.090		5,900	6,530	0.05	В
430.2	C.R. 35A (OLD LAKELAND HWY)	U.S. 98 C.R. 52A (CLINTON AVE)	CITY LIMITS	URBAN/TRANS	MA	4D 4D	2.323	5,708 7,831	0.090	514 705	5,900 3,222	6,530	0.09	С
430.3	,	, ,										3,222		
1990 1905	C.R. 35A (OLD LAKELAND HWY) C.R. 41 (21ST STREET)	CITY LIMITS S.R. 52 (MERIDIAN)	U.S. 98 (BYPASS) C.R. 578 (ST. JOE RD)	URBAN/TRANS URBAN/TRANS	MA MAC	4D 2U	0.224 0.038	8,793 7.836	0.090	791 705	3,222 1,440	3,222 1,440	0.25 0.49	C
2010	C.R. 41 (21ST STREET)	C.R. 578 (ST. JOE RD)	LOCK STR	URBAN/TRANS	MAC	2U	0.038	,	0.090	464	1,440	1,440	0.49	C
440.1	C.R. 41 (2131 31REE1) C.R. 41 (BLANTON RD)	C.R. 576 (S1. JOE RD)	I - 75	RURAL DEV/UNDEV	MA	4D	0.785	5,155 32,504	0.090	3,088	4,840	_	0.32	C
440.1		I - 75	JESSAMINE RD	RURAL DEV/UNDEV	MA	2U	1.472		0.095			5,500 2,710	0.84	D
440.2	C.R. 41 (BLANTON RD) C.R. 41 (BLANTON RD)	JESSAMINE RD	CLAY HILL RD	RURAL DEV/UNDEV	MA	2U 2U	0.376	11,967 8,261	0.095	1,137 785	1,350 1.350	2,710	0.84	С
440.4	C.R. 41 (BLANTON RD)	CLAY HILL RD	C.R. 575 (TRILBY RD)	RURAL DEV/UNDEV	MA	2U 2U	0.376	8,261	0.095	785 774	1,350	2,710	0.58	C
440.4	C.R. 41 (BLANTON RD)	C.R. 575 (TRILBY RD)	FRAZEE HILL	RURAL DEV/UNDEV	MA	2U	2.394	7,452	0.095	708	1,350	2,710	0.57	C
440.5 440.6		FRAZEE HILL	CITY LIMITS	URBAN/TRANS	MA	2U	0.448	3,517	0.095	317	1,350		0.52	В
2000	C.R. 41 (BLANTON RD) C.R. 41 (BLANTON RD)	CITY LIMITS	RAMSEY	URBAN/TRANS URBAN/TRANS	MA	2U 2U	0.448	3,517	0.090	317	1,350	2,710 1,440	0.23	С
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2000.1	C.R. 41 (BLANTON RD)	RAMSEY	C.R. 41 (21ST STREET)	URBAN/TRANS	MA	2U	1.137	3,746	0.090	337	1,440	1,440	0.23	С
450	C.R. 41 (FT KING HWY)	C.R. 52A (CLINTON AVE)	MORNINGSIDE DR	URBAN/TRANS	MAC	2U	1.036	7,213	0.090	649	1,440	1,440	0.45	С
450.1	C.R. 41 (FT KING HWY)	MORNINGSIDE DR	HESTER ST (CITY LIMITS)	URBAN/TRANS	MAC	2U	0.261	2,944	0.090	265	1,440	1,440	0.18	С
460	C.R. 41 (FT KING HWY)	BAILEY HILL RD	C.R. 52A (CLINTON AVE)	URBAN/TRANS	MAC	2U	2.764	631	0.090	57	1,440	1,440	0.04	С
460.1	C.R. 41 (FT KING HWY)	OVERPASS RD EXT	BAILEY HILL RD	URBAN/TRANS	MAC	2U	1.003	946	0.090	85	1,440	1,440	0.06	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
460.2	C.R. 41 (FT KING HWY)	OVERPASS RD EXT	C.R. 530 EXT	URBAN/TRANS	MAC	2U	0.253	1,894	0.090	170	1,440	1,440	0.12	С
460.3	C.R. 41 (FT KING HWY)	DAUGHTERY	OVERPASS RD EXT	URBAN/TRANS	MAC	2U	1.508	2,545	0.090	229	1,440	1,440	0.16	С
460.4	C.R. 41 (FT KING HWY)	GREENSLOPE EXT	DAUGHTERY	URBAN/TRANS	MAC	2U	0.412	8,243	0.090	742	1,440	1,440	0.52	С
460.5	C.R. 41 (FT KING HWY)	C.R. 54 (EILAND BLVD)	GREENSLOPE EXT	URBAN/TRANS	MAC	2U	0.141	8,243	0.090	742	1,440	1,440	0.52	С
460.6	C.R. 41 (FT KING HWY)	U.S. 301 (GALL BLVD)	C.R. 54 (EILAND BLVD)	URBAN/TRANS	MAC	2U	0.279	3,580	0.090	322	1,440	1,440	0.22	С
2020	C.R. 41 (FT KING HWY)	HESTER ST (CITY LIMITS)	S.R. 52 (MERIDIAN)	URBAN/TRANS	MAC	2U	1.239	4,235	0.090	381	1,440	1,440	0.26	С
230	C.R. 52A (CLINTON AVE)	U.S. 301	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	MAC	2U	1.488	6,304	0.090	567	1,440	1,440	0.39	С
470	C.R. 52A (CLINTON AVE)	PASADENA RD	C.R. 41 (FT KING HWY)	URBAN/TRANS	MA	6D	1.005	13,368	0.090	1,203	4,857	4,857	0.25	С
470.1	C.R. 52A (CLINTON AVE)	C.R. 41 (FT KING HWY)	U.S. 301	URBAN/TRANS	MA	6D	1.007	15,186	0.090	1,367	4,857	4,857	0.28	С
470.2	C.R. 52A (CLINTON AVE)	C.R.579- PROSPECT RD	PASADENA RD	URBAN/TRANS	MA	6D	1.107	15,133	0.090	1,362	4,857	4,857	0.28	С
480	C.R. 530 (OTIS ALLEN RD)	WIRE RD	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	MAC	4D	4.029	3,807	0.090	343	3,222	3,222	0.11	С
485	C.R. 530 EXT	900 FT E OF US 301 (GALL BLVD)	WIRE RD	URBAN/TRANS	MAC	4D	0.325	9,859	0.090	887	3,222	3,222	0.28	С
485.1	C.R. 530 EXT	U.S. 301 (GALL BLVD)	900 FT E OF US 301 (GALL BLVD)	URBAN/TRANS	MAC	4D	0.167	9,041	0.090	814	3,222	3,222	0.25	С
485.2	C.R. 530 EXT	GREENSLOPE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MAC	6D	0.252	14,806	0.090	1,333	4,857	4,857	0.27	С
485.3	C.R. 530 EXT	C.R. 41 (FT KING HWY)	GREENSLOPE	URBAN/TRANS	MAC	6D	0.751	14,325	0.090	1,289	4,857	4,857	0.27	С
1840	C.R. 535 (OLD LAKELAND HIGHWAY)	C.R. 54	C.R. 530 (OTIS ALLEN RD)	URBAN/TRANS	MA	4D	1.622	2,688	0.090	242	3,222	3,222	0.08	С
1840.1	C.R. 535 (OLD LAKELAND HIGHWAY)	C.R. 530 (OTIS ALLEN RD)	BERRY RD	URBAN/TRANS	MA	4D	0.635	3,035	0.090	273	5,900	6,530	0.05	В
490	C.R. 54 (E)	CITY LIMITS	20TH ST	URBAN/TRANS	MA	4D	0.367	9,191	0.090	827	3,222	3,222	0.26	С
490.2	C.R. 54 (E)	20TH ST	23RD ST	URBAN/TRANS	MA	4D	0.252	9,668	0.090	870	3,222	3,222	0.27	С
490.3	C.R. 54 (E)	23RD ST	CHANCEY RD (Z.EAST)	URBAN/TRANS	MA	4D	1.257	5,603	0.090	504	3,222	3,222	0.16	С
500	C.R. 54 (E)	CHANCEY RD (Z.EAST)	C.R. 35A (BERRY RD)	URBAN/TRANS	MA	4D	2.153	10,729	0.090	966	3,222	3,222	0.30	С
500.1	C.R. 54 (E)	C.R. 35A (BERRY RD)	U.S. 98	RURAL DEV/UNDEV	MA	4D	2.267	10,926	0.095	1,038	5,900	6,530	0.18	В
2030	C.R. 54 (E)	U.S. 301 (GALL BLVD)	WIRE RD	URBAN/TRANS	MA	4D	0.501	11.502	0.090	1.035	3,222	3,222	0.32	С
2030.1	C.R. 54 (E)	WIRE RD	CITY LIMITS	URBAN/TRANS	MA	4D	0.140	10,568	0.090	951	3,222	3,222	0.30	C
2670.1	C.R. 54 (WESLEY CHAPEL BLVD)	S.R. 56	MAGNOLIA BLVD	URBAN/TRANS	MA	6D	3.050	37,218	0.090	3,350	4,857	4,857	0.69	C
2670.5	C.R. 54 (WESLEY CHAPEL BLVD)	MAGNOLIA BLVD	PROGRESS PKWY	URBAN/TRANS	MA	6D	0.436	30,026	0.090	2,702	4,857	4,857	0.56	C
2670.6	C.R. 54 (WESLEY CHAPEL BLVD)	PROGRESS PKWY	OLD PASCO RD	URBAN/TRANS	MA	6D	0.500	30,026	0.090	2,702	4,857	4,857	0.56	C
2680.1	C.R. 54 (WESLEY CHAPEL BLVD)	OLD PASCO RD	GATEWAY BLVD	URBAN/TRANS	MA	6D	0.319	32,028	0.090	2,883	4,857	4,857	0.59	C
2680.2	C.R. 54 (WESLEY CHAPEL BLVD)	GATEWAY BLVD	I - 75	URBAN/TRANS	MA	6D	0.430	54,486	0.090	4,904	4,857	4,857	1.01	F
5290	C.R. 54 EXT	COUNTY LINE RD SOUTH	S.R. 56	URBAN/TRANS	MAC	2U	1.364	17,102	0.090	1,539	1,440	1,440	1.07	F
510.1	C.R. 575 (TRILBY RD)	U.S. 98	U.S. 301	URBAN/TRANS	MAC	2U	0.607	1.062	0.095	101	1,440	1,440	0.07	С
510.2	C.R. 575 (TRILBY RD)	KETTERING RD	U.S. 98	RURAL DEV/UNDEV	MAC	2U	1.776	982	0.095	93	1,350	2,710	0.07	В
510.3	C.R. 575 (TRILBY RD)	C.R. 41 (BLANTON)	KETTERING RD	RURAL DEV/UNDEV	MAC	2U	4.407	352	0.095	33	1,350	2,710	0.02	В
520	C.R. 577 (CURLEY RD)	PASCO RD	C.R. 578 (ST. JOE RD)	RURAL DEV/UNDEV	MAC	2U	2.239	7,733	0.095	735	1,350	2,710	0.54	С
540.2	C.R. 577 (CURLEY RD)	WELLS RD	OVERPASS RD	URBAN/TRANS	MAC	4D	1.175	13,952	0.090	1,256	3,222	3,222	0.39	C
540.4	C.R. 577 (CURLEY RD)	C.R. 579A (PROSPECT RD)	CLINTON AVE EXT	URBAN/TRANS	MAC	4D	0.818	7,376	0.090	664	3,222	3,222	0.21	C
540.5	C.R. 577 (CURLEY RD)	CLINTON AVE EXT	CITY LIMITS	URBAN/TRANS	MAC	4D	0.251	5,830	0.090	525	3,222	3,222	0.16	С
540.6	C.R. 577 (CURLEY RD)	CITY LIMITS	S.R. 52	URBAN/TRANS	MAC	4D	0.254	5,830	0.090	525	3,222	3,222	0.16	C
540.7	C.R. 577 (CURLEY RD)	OVERPASS RD	ELAM RD	URBAN/TRANS	MAC	4D	1.026	11,064	0.090	996	3,222	3,222	0.31	C
540.8	C.R. 577 (CURLEY RD)	ELAM RD	C.R. 579A (PROSPECT RD)	URBAN/TRANS	MAC	4D	2.412	8,068	0.090	726	3,222	3,222	0.23	C
2050	C.R. 577 (CURLEY RD)	S.R. 52	PASCO RD	URBAN/TRANS	MAC	2U	1.027	9,756	0.090	878	1,440	1,440	0.61	C
440	C.R. 577 (LAKE IOLA DR)	C.R. 41 (BLANTON RD)	HERNANDO CNTY LN	RURAL DEV/UNDEV	MA	4D	1.000	31,998	0.095	3,040	4,840	5,500	0.63	С
520.1	C.R. 577 (LAKE IOLA DR)	C.R. 578 (ST. JOE RD)	JOHNSTON	RURAL DEV/UNDEV	MAC	2U	3.336	315	0.095	30	1,350	2,710	0.02	В
520.2	C.R. 577 (LAKE IOLA DR)	JOHNSTON	C.R. 41 (BLANTON RD)	RURAL DEV/UNDEV	MAC	2U	1.181	1,502	0.095	143	1,350	2,710	0.02	В
550.2	C.R. 578 (COUNTY LINE RD NORTH)		GRAND CLUB DR	URBAN/TRANS	MA	4D	0.758	16,635	0.090	1,497	3,222	3,222	0.46	C
550.3	C.R. 578 (COUNTY LINE RD NORTH)		EAST RD	URBAN/TRANS	MA	4D	1.603	15,337	0.090	1,380	3,222	3,222	0.43	С
550.4	C.R. 578 (COUNTY LINE RD NORTH)		WATERFALL DR	URBAN/TRANS	MA	4D	1.225	16,432	0.090	1,479	3,222	3,222	0.46	C
550.4	C.R. 578 (COUNTY LINE RD NORTH)		1/4 M W OF SHADY HILLS	URBAN/TRANS	MA	4D	1.711	17.965	0.090	1,617	3,222	3,222	0.50	C
550.6	C.R. 578 (COUNTY LINE RD NORTH)		SHADY HILLS	URBAN/TRANS	MA	4D 4D	0.250	19,510	0.090	1,756	3,222	3,222	0.54	C
555.2	C.R. 578 (COUNTY LINE RD NORTH)		SUNCOAST SB RAMPS	URBAN/TRANS	MA	4D 4D	0.250	11,869	0.090	1,756	3,222	3,222	0.33	C
555.5	C.R. 578 (COUNTY LINE RD NORTH)		SUNCOAST SE KAMPS SUNCOAST PKWY	URBAN/TRANS	MA	4D 4D	0.271	11,869	0.090	1,068	3,222	3,222	0.33	C
555.6	C.R. 578 (COUNTY LINE RD NORTH)		OAK CHASE BLVD	URBAN/TRANS	MA	4D 4D	0.040	11,869	0.090	1,068	3,222	3,222	0.33	C
555.7	C.R. 578 (COUNTY LINE RD NORTH)		ANDERSON SNOW RD	URBAN/TRANS	MA	4D 4D	0.355	11,869	0.090	1,068	3,222	3,222	0.33	C
555.8	C.R. 578 (COUNTY LINE RD NORTH)		1/4 M E OF SHADY HILLS	URBAN/TRANS	MA	4D 4D	0.355	11,869	0.090	1,068	3,222	3,222	0.33	C
	C.R. 578 (COUNTY LINE RD NORTH)		LINDEN DR	URBAN/TRANS	MA	4D 4D	2.036	11,709	0.090	1,054	3,222	3,222	0.33	C
555.9 556.1	C.R. 578 (COUNTY LINE RD NORTH)		SUNCOAST PKWY NB RAMPS	URBAN/TRANS	MA	4D 4D	0.035	17,037	0.090	1,533	3,222	3,222	0.48	C
556.1				URBAN/TRANS	MA	4D 4D	0.035	20,377	0.090	1,533	3,222	3,222	0.48	C
556.2	C.R. 578 (COUNTY LINE RD NORTH)	JOUNCOAST PRWY NB KAMPS	MIEKO KD	OKDAN/TKANS	IVIA	4U	0.440	20,377	0.090	1,834	3,222	3,222	0.57	U

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
557	C.R. 578 (COUNTY LINE RD NORTH)	AYERS RD	U.S. 41	URBAN/TRANS	MA	2U	0.952	16,812	0.090	1,513	1,440	1,440	1.05	F
560	C.R. 578 (ST. JOE RD)	C.R. 581 (BELLAMY BROTHERS BLVD)	SHARBER	RURAL DEV/UNDEV	MAC	2U	4.353	2,377	0.095	226	1,350	2,710	0.17	В
	C.R. 578 (ST. JOE RD)	SHARBER	JESSAMINE RD	RURAL DEV/UNDEV	MAC	2U	0.504	3,204	0.095	304	1,350	2,710	0.23	В
	C.R. 578 (ST. JOE RD)	JESSAMINE RD	C.R. 579 (HAPPY HILL RD)	RURAL DEV/UNDEV	MAC	2U	3.060	1,812	0.095	172	1,350	2,710	0.13	В
	C.R. 578 (ST. JOE RD)	C.R. 579 (HAPPY HILL RD)	RAMSEY	URBAN/TRANS	MAC	2U	0.750	1,186	0.090	107	1,440	1,440	0.07	С
560.4	C.R. 578 (ST. JOE RD)	RAMSEY	CITY LIMITS	URBAN/TRANS	MAC	2U	0.660	2,213	0.090	199	1,440	1,440	0.14	С
2060	C.R. 578 (ST. JOE RD)	CITY LIMITS	21ST ST	URBAN/TRANS	MAC	2U	0.345	1,577	0.090	142	1,440	1,440	0.10	С
	C.R. 579 (EILAND BLVD)	S.R. 54	EILAND BLVD (Z.WEST)	URBAN/TRANS	MA	4D	2.057	16,401	0.090	1,476	3,222	3,222	0.46	С
	C.R. 579 (HANDCART)	EILAND BLVD (Z.WEST)	FAIRVIEW HEIGHT	URBAN/TRANS	MA	4D	1.588	19,418	0.090	1,748	3,222	3,222	0.54	С
	C.R. 579 (HANDCART)	FAIRVIEW HEIGHT	C.R. 579A (PROSPECT RD)	URBAN/TRANS	MA	4D	2.644	21,555	0.090	1,940	3,222	3,222	0.60	С
	C.R. 579 (HANDCART)	C.R. 579A (PROSPECT RD)	SR 52	URBAN/TRANS	MA	4D	2.048	8,530	0.090	768	3,222	3,222	0.24	С
	C.R. 579 (HAPPY HILL RD)	S.R. 52	C.R. 578 (ST. JOE RD)	URBAN/TRANS	MIC	2U	2.079	1,534	0.090	138	1,440	1,440	0.10	С
	C.R. 579 (MORRIS BRIDGE RD)	HILLSBOROUGH CO	S.R. 56	URBAN/TRANS	MA	2U	2.000	10,389	0.090	935	1,440	1,440	0.65	С
580	C.R. 579 (MORRIS BRIDGE RD)	S.R. 56	CHANCEY RD	URBAN/TRANS	MA	4D	0.746	20,227	0.090	1,820	3,222	3,222	0.57	С
	C.R. 579 (MORRIS BRIDGE RD)	CHANCEY RD	S.R. 54	URBAN/TRANS	MA	4D	0.751	21,891	0.090	1,970	3,222	3,222	0.61	С
	C.R. 579 (PROSPECT RD)	C.R. 579A (PROSPECT RD)	C.R. 52A (CLINTON AVE)	URBAN/TRANS	MA	2U	1.986	7,799	0.090	702	1,440	1,440	0.49	С
	C.R. 579 (PROSPECT RD)	C.R. 52A (CLINTON AVE)	S.R. 52	URBAN/TRANS	MA	4D	0.267	17,779	0.090	1,600	3,222	3,222	0.50	С
	C.R. 579A (PROSPECT RD)	C.R. 577 (CURLEY)	C.R. 579 (HANDCART)	URBAN/TRANS	MAC	2U	1.881	2,072	0.090	186	1,440	1,440	0.13	С
	C.R. 581	HILLSBOROUGH CO	S.R. 56	URBAN/TRANS	PA	6D	1.010	63,161	0.090	5,684	4,857	4,857	1.17	F
	C.R. 581 (BELLAMY BROTHERS)	S.R. 52	DARBY RD	URBAN/TRANS	MAC	2U	2.543	6,192	0.090	557	1,440	1,440	0.39	С
	C.R. 581 (BELLAMY BROTHERS)	DARBY RD	C.R. 578 (ST. JOE RD)	RURAL DEV/UNDEV	MAC	2U	0.983	4,303	0.095	409	1,350	2,710	0.30	В
	C.R. 581 (BELLAMY BROTHERS)	C.R. 578 (ST. JOE RD)	JOHNSTON	RURAL DEV/UNDEV	MAC	2U	2.444	5,440	0.095	517	1,350	2,710	0.38	С
	C.R. 581 (BELLAMY BROTHERS)	JOHNSTON	HERNANDO CO	RURAL DEV/UNDEV	MAC	2U	2.023	5,434	0.095	516	1,350	2,710	0.38	С
	C.R. 583 (EHREN CUTOFF)	U.S. 41	PARKWAY BLVD	URBAN/TRANS	MAC	2U	1.008	5,932	0.090	534	1,440	1,440	0.37	С
	C.R. 583 (EHREN CUTOFF)	PARKWAY BLVD	TOWER RD	URBAN/TRANS	MAC	2U	0.984	7,408	0.090	667	1,440	1,440	0.46	С
	C.R. 583 (EHREN CUTOFF)	TOWER RD	COLLIER PKWY EXT	URBAN/TRANS	MAC	4D	0.610	17,325	0.090	1,559	3,222	3,222	0.48	С
	C.R. 583 (EHREN CUTOFF)	COLLIER PKWY EXT	10 CENT RD	URBAN/TRANS	MAC	4D	0.548	18,768	0.090	1,689	3,222	3,222	0.52	С
	C.R. 583 (EHREN CUTOFF)	10 CENT RD	CONNERTON RD	URBAN/TRANS	MAC	4D	0.842	18,222	0.090	1,640	3,222	3,222	0.51	С
	C.R. 583 (EHREN CUTOFF)	CONNERTON RD	COLLIER PKWY EXT (MERGE)	URBAN/TRANS	MAC	4D	1.433	13,084	0.090	1,178	3,222	3,222	0.37	С
	C.R. 583 (EHREN CUTOFF)	COLLIER PKWY EXT (MERGE)	S.R. 52	URBAN/TRANS	MAC	4D	1.184	15,028	0.090	1,353	3,222	3,222	0.42	С
	C.R. 587 (GUNN HWY)	HILLSBOROUGH CO	INTERLAKEN RD	URBAN/TRANS	MA	2U	1.001	15,512	0.090	1,396	1,440	1,440	0.97	D
	C.R. 587 (GUNN HWY)	INTERLAKEN RD	S.R. 54	URBAN/TRANS	MA	4D	0.445	16,279	0.090	1,465	3,222	3,222	0.45	С
	C.R. 587 (GUNN HWY)	S.R. 54	TOWER RD	URBAN/TRANS	MA	4D	0.285	23,862	0.090	2,148	3,222	3,222	0.67	С
	C.R. 587 (MASS)	CONGRESS	C.R. 77 (ROWAN)	URBAN/TRANS	MAC	4D	0.504	8,945	0.090	805	3,222	3,222	0.25	С
	C.R. 587 (MASS)	C.R. 77 (ROWAN)	OSTEEN EXT S	URBAN/TRANS	MAC	4D	1.003	14,698	0.090	1,323	3,222	3,222	0.41	С
	C.R. 587 (MASS)	OSTEEN EXT S	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	4D	0.500	16,872	0.090	1,518	3,222	3,222	0.47	С
	C.R. 587 (MASS)	C.R. 595 (GRAND BLVD)	WASHINGTON	URBAN/TRANS	MAC	2U	0.089	110	0.090	10	1,440	1,440	0.01	С
	C.R. 587 (MASS)	WASHINGTON	MADISON	URBAN/TRANS	MAC	2U	0.207	3,055	0.090	275	1,440	1,440	0.19	С
	C.R. 587 (MASS)	MADISON	CONGRESS	URBAN/TRANS	MAC	2U	0.499	2,434	0.090	219	1,440	1,440	0.15	С
	C.R. 587 (MOONLAKE)	RIDGE EXT	BANBURY	URBAN/TRANS	MA	4D	1.785	12,024	0.090	1,082	3,222	3,222	0.34	С
	C.R. 587 (MOONLAKE)	BANBURY	MYSTIC AVE	URBAN/TRANS	MA	4D	1.784	9,965	0.090	897	3,222	3,222	0.28	С
	C.R. 587 (MOONLAKE)	MYSTIC AVE	S.R. 52	URBAN/TRANS	MA	4D	1.327	8,955	0.090	806	3,222	3,222	0.25	С
	C.R. 587 (RIDGE)	C.R. 1 (LITTLE RD)	SHOPPING CENTER	URBAN/TRANS	MA	4D	0.108	27,174	0.090	2,446	3,222	3,222	0.76	С
	C.R. 587 (RIDGE)	BASS LAKE	KITTY HAWK	URBAN/TRANS	MA	4D	1.577	25,711	0.090	2,314	3,222	3,222	0.72	С
	C.R. 587 (RIDGE)	KITTY HAWK	RIVER RIDGE	URBAN/TRANS	MA	4D	0.279	24,904	0.090	2,241	3,222	3,222	0.70	С
	C.R. 587 (RIDGE)	RIVER RIDGE	C.R. 587 (MOONLAKE)	URBAN/TRANS	MA	4D	0.678	24,904	0.090	2,241	3,222	3,222	0.70	С
	C.R. 587 (RIDGE)	SHOPPING CENTER	BROAD ST	URBAN/TRANS	MA	4D	0.109	27,174	0.090	2,446	3,222	3,222	0.76	С
	C.R. 587 (RIDGE)	BROAD ST	BASS LAKE	URBAN/TRANS	MA	4D	0.410	26,685	0.090	2,402	3,222	3,222	0.75	С
730	C.R. 595 (ARIPEKA)	U.S. 19	HERNANDO CO	URBAN/TRANS	MAC	2U	2.021	939	0.090	85	1,440	1,440	0.06	С
	C.R. 595 (GRAND BLVD)	PERRINE RANCH RD	MOOG RD	URBAN/TRANS	MAC	2U	1.000	7,750	0.090	698	1,440	1,440	0.48	С
	C.R. 595 (GRAND BLVD)	MOOG RD	S.R. 54	URBAN/TRANS	MAC	2U	0.509	9,154	0.090	824	1,440	1,440	0.57	С
	C.R. 595 (GRAND BLVD)	S.R. 54	TROUBLE CREEK	URBAN/TRANS	MAC	2U	0.503	10,321	0.090	929	1,440	1,440	0.65	С
760	C.R. 595 (GRAND BLVD)	TROUBLE CREEK	CECIELIA	URBAN/TRANS	MAC	2U	0.502	10,456	0.090	941	1,440	1,440	0.65	С
	C.R. 595 (GRAND BLVD)	CECIELIA	MARINE PARKWAY	URBAN/TRANS	MAC	2U	0.185	11,709	0.090	1,054	1,440	1,440	0.73	С
	C.R. 595 (GRAND BLVD)	MARINE PARKWAY	GULF DR	URBAN/TRANS	MAC	2U	0.389	11,616	0.090	1,045	1,440	1,440	0.73	С
	C.R. 595 (GRAND BLVD)	GULF DR	LOUISIANA	URBAN/TRANS	MAC	4D	0.257	11,519	0.090	1,037	3,222	3,222	0.32	С
2085.1	C.R. 595 (GRAND BLVD)	LOUISIANA	MAIN	URBAN/TRANS	MAC	4D	0.529	1,631	0.090	147	3,222	3,222	0.05	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
2090	C.R. 595 (GRAND BLVD)	MAIN	MASS	URBAN/TRANS	MAC	2U	0.736	48	0.090	4	1,440	1,440	0.00	С
2090.1	C.R. 595 (GRAND BLVD)	MASS	CITY LIMITS	URBAN/TRANS	MAC	2U	0.258	62	0.090	6	1,440	1,440	0.00	С
2100	C.R. 595 (GRAND BLVD)	CITY LIMITS	U.S. 19	URBAN/TRANS	MAC	2U	0.830	2,055	0.090	185	1,440	1,440	0.13	С
740.3	C.R. 595 (MILE STRETCH / GRAND)	U.S. 19	ARCADIA RD	URBAN/TRANS	MAC	2U	0.510	12,876	0.090	1,159	1,440	1,440	0.80	С
740.4	C.R. 595 (MILE STRETCH / GRAND)	ARCADIA RD	PERRINE RANCH RD	URBAN/TRANS	MAC	2U	0.986	10,428	0.090	939	1,440	1,440	0.65	С
780	C.R. 77 (A)(SEVEN SPRINGS BLVD)		MITCHEL BYPASS	URBAN/TRANS	PA	4D	0.520	22,292	0.090	2,006	3,222	3,222	0.62	С
790.2	C.R. 77 (A)(SEVEN SPRINGS BLVD)	LASSEN	JENNER	URBAN/TRANS	PA	4D	0.116	23,053	0.090	2,075	3,222	3,222	0.64	С
790.3	C.R. 77 (A)(SEVEN SPRINGS BLVD)		MITCHEL RANCH RD	URBAN/TRANS	PA	4D	0.051	23,053	0.090	2,075	3,222	3,222	0.64	С
790.4	C.R. 77 (A)(SEVEN SPRINGS BLVD)		OLDGATE CIRCLE	URBAN/TRANS	PA	4D	0.252	17,402	0.090	1,566	3,222	3,222	0.49	С
790.5	C.R. 77 (A)(SEVEN SPRINGS BLVD)		LASSEN	URBAN/TRANS	PA	4D	0.609	18,143	0.090	1,633	3,222	3,222	0.51	С
790.6	C.R. 77 (A)(SEVEN SPRINGS BLVD)		HIDEAWAY TRAIL	URBAN/TRANS	PA	4D	0.685	20,974	0.090	1,888	3,222	3,222	0.59	С
790.7	C.R. 77 (A)(SEVEN SPRINGS BLVD)		PERRINE RANCH	URBAN/TRANS	PA	4D	0.287	19,171	0.090	1,725	3,222	3,222	0.54	С
795	C.R. 77 (A)(SEVEN SPRINGS BLVD)		S.R. 54	URBAN/TRANS	PA	4D	0.637	23,133	0.090	2,082	3,222	3,222	0.65	С
800.1	C.R. 77 (B)(ROWAN)	S.R. 54	SHARPSBURG BLVD	URBAN/TRANS	MAC	4D	0.400	17,468	0.090	1,572	3,222	3,222	0.49	С
800.2	C.R. 77 (B)(ROWAN)	SHARPSBURG BLVD	TROUBLE CREEK	URBAN/TRANS	MAC	4D	0.246	18,247	0.090	1,642	3,222	3,222	0.51	С
810	C.R. 77 (B)(ROWAN)	TROUBLE CREEK	CECELIA	URBAN/TRANS	MAC	4D	0.369	7,847	0.090	706	3,222	3,222	0.22	С
810.1	C.R. 77 (B)(ROWAN)	CECELIA	BAILLE	URBAN/TRANS	MAC	4D	0.323	8,542	0.090	769	3,222	3,222	0.24	С
810.2		BAILLE	PLATHE	URBAN/TRANS	MAC	4D	0.248	10,505	0.090	945	3,222	3,222	0.29	С
820	C.R. 77 (B)(ROWAN)	PLATHE	NEBRASKA	URBAN/TRANS	MAC	4D	0.816	8,542	0.090	769	3,222	3,222	0.24	С
820.1	C.R. 77 (B)(ROWAN)	NEBRASKA	C.R. 587 (MASS)	URBAN/TRANS	MAC	4D	0.621	3,169	0.090	285	3,222	3,222	0.09	С
830	C.R. 77 (B)(ROWAN)	C.R. 587 (MASS)	ORCHID LAKE	URBAN/TRANS	MAC	2D	1.043	6,016	0.090	541	1,512	1,512	0.36	С
830.1	C.R. 77 (B)(ROWAN)	ORCHID LAKE	RIDGE	URBAN/TRANS	MAC	2D	0.527	5,289	0.090	476	1,512	1,512	0.31	С
840	1-71	RIDGE	SAN MIGUEL	URBAN/TRANS	MAC	2D	0.533	5,870	0.090	528	1,512	1,512	0.35	С
840.1	C.R. 77 (C)(REGENCY PARK BLVD)		EMBASSEY	URBAN/TRANS	MAC	2D	0.390	3,958	0.090	356	1,512	1,512	0.24	С
850	C.R. 77 (C)(REGENCY PARK BLVD)		FOX HOLLOW	URBAN/TRANS	MAC	2D	0.595	7,447	0.090	670	1,512	1,512	0.44	С
850.1	C.R. 77 (C)(REGENCY PARK BLVD)		U.S. 19	URBAN/TRANS	MAC	2D	0.575	4,225	0.090	380	1,512	1,512	0.25	C
6015	CAUFIELD RD	BOWMAN RD	ROGERLAND DR	URBAN/TRANS	MIC	2U	0.401	923	0.090	83	1,440	1,440	0.06	С
140	CECIELIA	C.R. 595 (GRAND BLVD)	CITY LIMITS	URBAN/TRANS	MAC	2U	0.242	857	0.090	77	1,440	1,440	0.05	C
1960		CITY LIMITS	MADISON	URBAN/TRANS	MAC	2U	0.245	850	0.090	77	1,440	1,440	0.05	C
1960.1	CECIELIA	MADISON	C.R. 518 (VOORHEES RD)	URBAN/TRANS	MAC	2U	0.749	2,140	0.090	193	1,440	1,440	0.13	С
1960.2		C.R. 518 (VOORHEES RD)	BAILEE	URBAN/TRANS	MAC	2U	0.249	3,177	0.090	286	1,440	1,440	0.20	С
145	CECIELIA (E)	ROWAN RD	TROUBLE CREEK	URBAN/TRANS	MIC	2U	1.314	132	0.090	12	1,440	1,440	0.01	С
150 1830	CENTRAL AVE	CRYSTAL SPRINGS	S.R. 39	URBAN/TRANS	MAC MA	2U 4D	1.577	2,658 12.092	0.090	239 1.088	1,440 3,222	1,440 3,222	0.17 0.34	C
		U.S. 301 (GALL BLVD)	CRYSTAL SPRINGS	URBAN/TRANS		4D 4D	0.058	,		,		- ,		
1830.1	CHANCEY (Z.EAST)	CRYSTAL SPRINGS	S.R. 39	URBAN/TRANS	MA	4D 4D	0.602	11,821	0.090	1,064	3,222	3,222	0.33	C
1830.10	CHANCEY (Z.EAST) CHANCEY (Z.EAST)	N END REALIGNMENT	C.R. 54 20TH ST EXT	URBAN/TRANS URBAN/TRANS	MA MA	4D 4D	0.216 0.453	9,057 9,717	0.090	815 875	3,222	3,222 3,222	0.25 0.27	C
1830.2	, ,	S.R. 39	ALSTON EXT		MA	4D 4D				781	3,222	3,222	0.27	c
1830.3 1830.4	,	20TH ST EXT ALSTON EXT	C AVE EXT	URBAN/TRANS URBAN/TRANS	MA	4D 4D	1.723 0.593	8,673 7,509	0.090	781 676	3,222	3,222	0.24	C
1830.7	, ,	C AVE EXT	S END REALIGNMENT	URBAN/TRANS	MA	4D 4D	0.593	8,795	0.090	792	3,222	3,222	0.21	c
17075	, ,	S END REALIGNMENT	N END REALIGNMENT	URBAN/TRANS	MA	4D 4D	1.130	9,057	0.090	815	3,222	3,222	0.25	c
160		C.R. 579 (MORRIS BRIDGE RD)	COATS RD	URBAN/TRANS	MA	4D 4D	1.130	14,653	0.090	1,319	3,222	3,222	0.25	C
170.1	CHANCEY RD	COATS RD	ALLEN RD	URBAN/TRANS	MA	4D 4D	0.527	9,770	0.090	879	3,222	3,222	0.41	c
170.1		ALLEN RD	AUTUMN PALM	URBAN/TRANS	MA	4D	0.985	9,812	0.090	883	3,222	3,222	0.27	C
180	CHANCEY RD	AUTUMN PALM	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	4D 4D	0.200	9,977	0.090	898	3,222	3,222	0.27	c
190.1	CHANCEY RD EXT	MANSFIELD BLVD	MEADOW POINTE BLVD	URBAN/TRANS	MIC	4D 4D	2.197	12,681	0.090	1,141	3,222	3,222	0.25	c
190.1	CHANCEY RD EXT	S.R.581	E OF SR 581	URBAN/TRANS	MIC	4D	0.772	15,981	0.090	1,438	3,222	3,222	0.35	C
190.4		E OF SR 581	MANSFIELD BLVD	URBAN/TRANS	MIC	4D	0.436	14.884	0.090	1,340	3,222	3,222	0.43	c
200	CHANCEY RD EXT	MEADOW POINTE BLVD	FOXWOOD BLVD	URBAN/TRANS	MIC	4D 4D	0.451	10,832	0.090	975	3,222	3,222	0.42	C
200.3	CHANCEY RD EXT	NEW RIVER RD	C.R.579 - MORRIS BRIDGE RD	URBAN/TRANS	MIC	4D 4D	0.755	5,584	0.090	503	3,222	3,222	0.30	c
200.3		FOXWOOD BLVD	WYNDFIELDS BLVD	URBAN/TRANS	MIC	4D 4D	0.733	7,320	0.090	659	3,222	3,222	0.10	c
200.4		WYNDFIELDS BLVD	GRECKO DR	URBAN/TRANS	MIC	4D	0.932	12,179	0.090	1,096	3,222	3,222	0.20	C
200.7		GRECKO DR	NEW RIVER RD	URBAN/TRANS	MIC	4D 4D	0.740	12,179	0.090	1,096	3,222	3,222	0.34	c
200.7		POWERLINE RD	U.S. 301	URBAN/TRANS	MAC	2U	0.469	1,030	0.090	93	1,440	1,440	0.06	C
210	CLARK ST	OLD DIXIE	U.S. 19	URBAN/TRANS	MAC	2U	0.762	6,072	0.090	546	1,440	1,440	0.38	c
220		C.R. 41	HERNANDO CL	RURAL DEV/UNDEV	MIC	2U	1.781	4,638	0.090	441	1,350	2,710	0.33	c
		[O.13. T]	LIETATATOO OL	MOTAL DE VIONDE V	IVIIO	20	1.701	7,000	0.033	771	1,000	۷,1۱0	0.00	C

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
465	CLINTON AVE EXT	C.R. 577 (CURLEY RD)	C.R. 579 (PROSPECT RD)	URBAN/TRANS	MA	6D	2.334	24,026	0.090	2,162	4,857	4,857	0.45	С
240	COATS RD	CHANCEY RD	S.R. 54	URBAN/TRANS	MAC	2U	1.509	7,270	0.090	654	1,440	1,440	0.45	С
5355	COATS RD	S.R. 56	CHANCEY RD	URBAN/TRANS	MAC	2U	0.720	10,656	0.090	959	1,440	1,440	0.67	С
17005	COATS RD	OLDWOODS AVE	S.R. 56	URBAN/TRANS	MIC	2U	0.882	806	0.090	73	1,440	1,440	0.05	С
250	COLLIER PKWY	S.R. 54	WEEKS BLVD	URBAN/TRANS	MAC	4D	0.844	12,307	0.090	1,108	3,222	3,222	0.34	С
250.2	COLLIER PKWY	PARKWAY BLVD (S)	BELL LAKE RD	URBAN/TRANS	MAC	4D	0.361	10,848	0.090	976	3,222	3,222	0.30	С
250.3	COLLIER PKWY	BELL LAKE RD	HALE	URBAN/TRANS	MAC	4D	1.022	5,559	0.090	500	3,222	3,222	0.16	С
250.4	COLLIER PKWY	WEEKS BLVD	KILLINGTON BLVD	URBAN/TRANS	MAC	4D	0.267	19,331	0.090	1,740	3,222	3,222	0.54	С
250.5	COLLIER PKWY	KILLINGTON BLVD	PARKWAY BLVD (S)	URBAN/TRANS	MAC	4D	0.666	13,618	0.090	1,226	3,222	3,222	0.38	С
270	COLLIER PKWY	HALE	PARKWAY BLVD	URBAN/TRANS	MAC	4D	1.023	4,536	0.090	408	3,222	3,222	0.13	С
280	COLLIER PKWY	WILLOW BEND PKWY	S.R. 54	URBAN/TRANS	MAC	4D	0.449	15,886	0.090	1,430	3,222	3,222	0.44	С
1060	COLLIER PKWY	LIVINGSTON	WILLOW BEND PKWY	URBAN/TRANS	MAC	6D	1.092	19,916	0.090	1,792	4,857	4,857	0.37	С
270.1	COLLIER PKWY EXT	PARKWAY BLVD	C.R. 583 (EHREN CUTOFF)	URBAN/TRANS	MAC	4D	1.898	3,349	0.090	301	3,222	3,222	0.09	С
270.2	COLLIER PKWY EXT	C.R. 583 (EHREN CUTOFF)	CONNERTON BLVD	URBAN/TRANS	MAC	4D	1.445	4,024	0.090	362	3,222	3,222	0.11	С
270.6	COLLIER PKWY EXT	CONNERTON BLVD	PLEASANT PLAINS PKWY	URBAN/TRANS	MAC	4D	0.190	8,202	0.090	738	3,222	3,222	0.23	С
270.7	COLLIER PKWY EXT	PLEASANT PLAINS PKWY	CR 583 (EHREN CUTOFF RD)	URBAN/TRANS	MAC	4D	1.488	5,378	0.090	484	3,222	3,222	0.15	С
16990	COLLIER PKWY EXT	SR 52 (W)	SR 52 (E)	URBAN/TRANS	MAC	2U	7.474	1,278	0.090	115	1,440	1,440	0.08	С
290.1	COLONY RD	S.R. 52	BLUE LAKE RD	URBAN/TRANS	MAC	2U	1.100	7,559	0.090	680	1,440	1,440	0.47	С
290.2	COLONY RD	BLUE LAKE RD	HUDSON AVE	URBAN/TRANS	MAC	2U	0.932	8,105	0.090	729	1,440	1,440	0.51	С
300	COLONY RD	HUDSON AVE	KITTEN TRAILS	URBAN/TRANS	MAC	2U	0.873	5,660	0.090	509	1,440	1,440	0.35	С
330.1	CONGRESS	MASS	ORCHID LAKE DR	URBAN/TRANS	MAC	2U	0.876	14,608	0.090	1,315	1,440	1,440	0.91	С
330.2	CONGRESS	ORCHID LAKE DR	RIDGE	URBAN/TRANS	MAC	2U	0.628	12,867	0.090	1,158	1,440	1,440	0.80	С
1970	CONGRESS	LOUISIANA	MAIN	URBAN/TRANS	MAC	2U	0.537	2,564	0.090	231	1,440	1,440	0.16	С
1980	CONGRESS	MAIN	MASS	URBAN/TRANS	MAC	2U	0.577	13,007	0.090	1,171	1,440	1,440	0.81	С
6025	CONNERTON BLVD	PLEASANT PLAINS PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	4D	0.972	27,353	0.090	2,462	3,222	3,222	0.76	С
6025	CONNERTON BLVD	PLEASANT PLAINS PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	4D	0.972	27,353	0.090	2,462	3,222	3,222	0.76	С
6030	CONNERTON BLVD	U.S. 41	PLEASANT PLAINS PKWY	URBAN/TRANS	MAC	4D	2.099	30,386	0.090	2,735	3,222	3,222	0.85	С
6020	CONNERTON RD EXT	COLLIER PKWY EXT	EHREN CUTOFF	URBAN/TRANS	MAC	4D	0.434	25,716	0.090	2,314	3,222	3,222	0.72	С
60200	CONNERTON RD EXT	COLLIER PKWY EXT	OLD PASCO RD/I-75	URBAN/TRANS	MAC	4D	6.335	30,822	0.090	2,774	3,222	3,222	0.86	С
16910	CORPORATE CENTER DR	TRINITY BLVD	SR 54	URBAN/TRANS	MIC	2U	0.316	5,935	0.090	534	1,440	1,440	0.37	С
1070	COUNTY LINE RD SOUTH	LIVINGSTON	l - 75	URBAN/TRANS	MAC	6D	2.056	32,186	0.090	2,897	4,857	4,857	0.60	С
1080	COUNTY LINE RD SOUTH	I - 75	TROUT CREEK RD	URBAN/TRANS	MAC	6D	1.763	33,532	0.090	3,018	4,857	4,857	0.62	С
1080.1	COUNTY LINE RD SOUTH	TROUT CREEK RD	C.R. 581	URBAN/TRANS	MAC	6D	0.722	33,568	0.090	3,021	4,857	4,857	0.62	С
1090.1	COUNTY LINE RD SOUTH	C.R. 581	MANSFIELD BLVD	URBAN/TRANS	MAC	4D	2.473	13,984	0.090	1,259	3,222	3,222	0.39	С
1090.3	COUNTY LINE RD SOUTH	MEADOW POINTE BLVD	C.R. 579 (MORRIS BRIDGE RD)	URBAN/TRANS	MAC	2U	2.088	0	0.090	0	1,440	1,440	0.00	С
5280	COUNTY LINE RD SOUTH	C.R. 579 (MORRIS BRIDGE RD)	U.S301 (GALL BLVD)	URBAN/TRANS	MAC	2U	2.887	0	0.090	0	1,440	1,440	0.00	С
360	COURT ST	C AVE	S.R. 54	URBAN/TRANS	MIC	2U	0.253	1,479	0.090	133	1,440	1,440	0.09	С
370	CRYSTAL SPRINGS	CENTRAL AVE	CHANCEY (Z.EAST)	URBAN/TRANS	MAC	2U	1.995	1,720	0.090	155	1,440	1,440	0.11	С
1820.3	CURLEY RD REALIGNMENT	S.R. 54	Z WEST EXT	URBAN/TRANS	MAC	4D	0.508	7,447	0.090	670	3,222	3,222	0.21	С
1820.4	CURLEY RD REALIGNMENT	Z WEST EXT	C.R. 577	URBAN/TRANS	MAC	4D	1.069	8,342	0.090	751	3,222	3,222	0.23	С
4000	CYPRESS CREEK RD	COUNTY LINE RD SOUTH	S.R. 54	URBAN/TRANS	MIC	2U	1.026	2,930	0.090	264	1,440	1,440	0.18	С
3150	DAIRY RD	CITY LIMITS	C.R. 530 EXT	URBAN/TRANS	MIC	2U	0.500	944	0.090	85	1,440	1,440	0.06	С
3150.1	DAIRY RD	DAUGHTERY RD	CITY LIMITS	URBAN/TRANS	MIC	2U	0.500	868	0.090	78	1,440	1,440	0.05	С
16940	DAIRY RD DARBY	CR 54	DAUGHTERY RD SHARBER RD	URBAN/TRANS RURAL DEV/UNDEV	MIC MAC	2U 2U	0.500	3,700	0.090	333 189	1,440	1,440	0.23	В
860	DARBY	C.R. 581 (BELLAMY BROTHERS BLVD) SCHARBER RD		RURAL DEV/UNDEV	MAC		4.530	1,986	0.095		1,350	2,710	0.14	В
6035		U.S. 19	CURLEY RD		MIC	2U 2U	0.759	1,759	0.095	167	1,350 1,440	2,710 1,440	0.12	C
880	DARLINGTON		SUNRAY	URBAN/TRANS			0.826	5,881		529	, -	, -		
886	DAUGHTERY	GREENSLOPE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MAC	2U	0.251	2,470	0.090	222	1,440	1,440	0.15	С
886.1	DAUGHTERY	C.R. 41 (FT KING HWY)	GREENSLOPE	URBAN/TRANS	MAC	2U	0.170	3,724	0.090	335	1,440	1,440	0.23	С
888	DAUGHTERY	DAIRY RD	WIRE RD	URBAN/TRANS	MAC	2U	0.256	3,367	0.090	303	1,440	1,440	0.21	С
888.1	DAUGHTERY DOAD EXTENSION	U.S. 301 (GALL BLVD)	DAIRY RD	URBAN/TRANS	MAC	2U	0.249	4,240	0.090	382	1,440	1,440	0.27	С
10018	DAUGHTERY ROAD EXTENSION	WIRE ROAD	23RD STREET	URBAN/TRANS	MIC	2U	0.785	2,476	0.090	223	1,440	1,440	0.15	С
10019	DAUGHTERY ROAD EXTENSION	23RD STREET	OLD LAKELAND HIGHWAY	URBAN/TRANS	MIC	2U	1.382	1,715	0.090	154	1,440	1,440	0.11	С
17080	DAYFLOWER BLVD	OAKLEY BLVD	GATEWAY BLVD	URBAN/TRANS	MIC	2U	0.249	4,376	0.090	394	1,440	1,440	0.27	С
17085	DAYFLOWER BLVD	GATEWAY BLVD	OLD PASCO RD	URBAN/TRANS	MIC	2U	0.193	3,404	0.090	306	1,440	1,440	0.21	С
890	DEAN DAIRY	S.R. 54	EILAND BLVD	URBAN/TRANS	MAC	2U	1.007	7,367	0.090	663	1,440	1,440	0.46	С
900	DECUBELLIS	C.R. 1 (LITTLE RD)	OSCEOLA EXT	URBAN/TRANS	MAC	4D	0.414	10,500	0.090	945	3,222	3,222	0.29	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
900.1	DECUBELLIS	OSCEOLA EXT	STARKEY	URBAN/TRANS	MAC	4D	1.020	10,138	0.090	912	3,222	3,222	0.28	С
910	DECUBELLIS	STARKEY	RIVERRIDGE	URBAN/TRANS	MAC	4D	1.285	20,866	0.090	1,878	3,222	3,222	0.58	С
	DECUBELLIS	RIVERRIDGE	TOWNCENTER	URBAN/TRANS	MAC	4D	0.552	12,688	0.090	1,142	3,222	3,222	0.35	С
	DECUBELLIS	TOWNCENTER	C.R. 587 (MOONLAKE)	URBAN/TRANS	MAC	4D	0.236	18,404	0.090	1,656	3,222	3,222	0.51	С
	DENTON	U.S. 19	LITTLE RD EXT	URBAN/TRANS	MAC	2U	0.696	6,202	0.090	558	1,440	1,440	0.39	С
	DENTON	LITTLE RD EXT	COLONY EXT	URBAN/TRANS	MAC	2U	2.482	2,530	0.090	228	1,440	1,440	0.16	С
	DENTON	COLONY EXT	KITTEN TRAIL	URBAN/TRANS	MAC	2U	0.882	2,314	0.090	208	1,440	1,440	0.14	С
	DENTON	KITTEN TRAIL	EAST RD	URBAN/TRANS	MAC	2U	0.125	4,056	0.090	365	1,440	1,440	0.25	С
	DENTON	EAST RD	SHADYHILLS	URBAN/TRANS	MAC	2U	3.099	4,121	0.090	371	1,440	1,440	0.26	С
	DREXEL	LAKE PATIENCE	TOWER RD	URBAN/TRANS	MIC	2U	1.746	2,103	0.090	189	1,440	1,440	0.13	С
	DUCK SLOUGH RD	TRINITY BLVD	CHURCH DRIVEWAY	URBAN/TRANS	MAC	4D	0.415	2,612	0.090	235	3,222	3,222	0.07	С
	DUCK SLOUGH RD	CHURCH DRIVEWAY	S.R. 54	URBAN/TRANS	MAC	4D	0.207	7,022	0.090	632	3,222	3,222	0.20	С
	EAST RD	DENTON	SHERMAN DR	URBAN/TRANS	MAC	2U	2.692	1,922	0.090	173	1,440	1,440	0.12	С
940.2	EAST RD	SHERMAN DR	C.R. 578 (COUNTY LINE RD NORTH)	URBAN/TRANS	MAC	2U	0.368	1,052	0.090	95	1,440	1,440	0.07	С
1860	EILAND BLVD	HANDCART	DEAN DAIRY	URBAN/TRANS	MA	4D	2.051	17,311	0.090	1,558	3,222	3,222	0.48	С
	EILAND BLVD	DEAN DAIRY	SIMON RD	URBAN/TRANS	MA	4D	0.264	23,497	0.090	2,115	3,222	3,222	0.66	С
	EILAND BLVD	SIMON RD	GEIGER	URBAN/TRANS	MA	4D	0.258	23,466	0.090	2,112	3,222	3,222	0.66	С
	EILAND BLVD	GEIGER	C.R. 41 (FT KING HWY)	URBAN/TRANS	MA	4D	1.075	16,978	0.090	1,528	3,222	3,222	0.47	С
1890	EILAND BLVD	C.R. 41 (FT KING HWY)	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	4D	0.191	12,701	0.090	1,143	3,222	3,222	0.35	С
6055	ELAM RD	BOYETTE RD EXT	CURLEY RD	URBAN/TRANS	MIC	2U	2.556	2,754	0.090	248	1,440	1,440	0.17	С
950	EMBASSY	U.S. 19	SHOPPERS WAY	URBAN/TRANS	MAC	2D	0.231	6,422	0.090	578	1,512	1,512	0.38	С
950.1	EMBASSY	SHOPPERS WAY	C.R. 77 (REGENCY PARK BLVD)	URBAN/TRANS	MAC	2D	0.594	7,051	0.090	635	1,512	1,512	0.42	С
960.1	EMBASSY	C.R. 77 (REGENCY PARK BLVD)	MOOREHEAD	URBAN/TRANS	MAC	2D	1.188	8,411	0.090	757	1,512	1,512	0.50	С
	EMBASSY	MOOREHEAD	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	2D	0.097	8,404	0.090	756	1,512	1,512	0.50	С
970	FIVAY	C.R. 1 (LITTLE RD)	CLAYTON	URBAN/TRANS	MAC	2U	0.944	5,166	0.090	465	1,440	1,440	0.32	С
970.1	FIVAY	CLAYTON	HUDSON	URBAN/TRANS	MAC	2U	1.384	1,888	0.090	170	1,440	1,440	0.12	С
6060	FOX HOLLOW DR	U.S. 19	C.R. 77	URBAN/TRANS	MIC	2U	0.506	7,509	0.090	676	1,440	1,440	0.47	С
6065.1	FOX HOLLOW DR	C.R. 77	MOOREHEAD LN	URBAN/TRANS	MIC	2U	1.118	4,303	0.090	387	1,440	1,440	0.27	С
6065.2	FOX HOLLOW DR	MOOREHEAD LN	LITTLE RD	URBAN/TRANS	MIC	2U	0.477	4,661	0.090	419	1,440	1,440	0.29	С
980	FRAZEE HILL	C.R. 41 (BLANTON)	POWERLINE RD	URBAN/TRANS	MAC	2U	1.007	3,404	0.090	306	1,350	2,710	0.23	В
	FRAZEE HILL	POWERLINE RD	14TH ST	URBAN/TRANS	MIC	2U 2U	0.381	3,002	0.090	270	1,440	1,440	0.19	С
985.2	FRAZEE HILL	14TH ST	U.S. 301	URBAN/TRANS	MIC		0.118	3,166	0.090	285	1,440	1,440	0.20	С
995 16945	GALEN WILSON	SAN MIGUEL CR 54	RIDGE	URBAN/TRANS	MIC MIC	2U 2U	0.504	1,658 12,416	0.090	149	1,440 1,440	1,440 1,440	0.10	С
	GATEWAY BLVD		DAYFLOWER BLVD	URBAN/TRANS		2U	0.171	, -	0.090	1,117	, -	, -	0.78	С
990	GEIGER	EILAND BLVD (Z.WEST) CR 579 (EILAND BLVD)	U.S. 301 (GALL BLVD)	URBAN/TRANS URBAN/TRANS	MIC	4D	0.884	10,325	0.090	929	1,440 3,222	1,440 3,222	0.65	С
16930 3155	GOLF LINKS BLVD GREEN SLOPE DRIVE	BAILEY HILL ROAD	SR 54 C.R. 530 EXT	URBAN/TRANS	MIC MIC	2U	1.393 0.962	4,580 502	0.090	412 45	1,440	1,440	0.13	C
3160	GREENSLOPE DRIVE	CITY LIMITS	C.R. 530 EXT (KOSSIK)	URBAN/TRANS	MIC	2U	0.503	10,362	0.090	933	1,440		0.03	C
3160.1		DAUGHTERY	CITY LIMITS	URBAN/TRANS	MIC	2U			0.090	505	1,440	1,440 1,440	0.65	C
2110	GREENSLOPE GULF BLVD	U.S19	C.R. 595 (GRAND)	URBAN/TRANS	MIC	2U	0.505 0.479	5,610 9,256	0.090	833	1,440	1,440	0.58	C
2120	GULF BLVD	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MIC	2U	0.479	2,436	0.090	219	1,440	1,440	0.56	C
110	GULF TRACE	SAN LUIS	U.S. 19	URBAN/TRANS	MAC	2U	1.607	2,436	0.090	219	1,440	1,440	0.15	C
1130.2	GULF TRACE	BAILLIES BLUFF RD	SAN LUIS	URBAN/TRANS	MAC	2U	0.251	2,492	0.090	214	1,440	1,440	0.16	C
1000	HALE	U.S. 41	COLLIER PKWY	URBAN/TRANS	MAC	2U	1.530	1.360	0.090	122	1,440	1,440	0.15	C
1010	HALE	COLLIER PKWY	PARKWAY BLVD	URBAN/TRANS	MIC	2U	0.617	494	0.090	44	1,440	1,440	0.03	C
1035	HAYS	S.R. 52	MABLE RIDGE E&W	URBAN/TRANS	MAC	2U	1.708	2,067	0.090	186	1,440	1,440	0.03	С
1035.1	HAYS	MABLE RIDGE E&W	HUDSON AVE	URBAN/TRANS	MAC	2U	0.560	3.611	0.090	325	1,440	1,440	0.13	C
6075	HENLEY RD	S.R.54	LEONARD RD	URBAN/TRANS	MIC	2U	0.662	1.955	0.090	176	1,440	1,440	0.23	С
1040	HICKS	S.R. 52	HUDSON AVE	URBAN/TRANS	MAC	2U	2.056	5,422	0.090	488	1,440	1,440	0.12	С
1050	HICKS	HUDSON AVE	KITTEN TRAILS	URBAN/TRANS	MAC	2U	0.877	4,008	0.090	361	1,440	1,440	0.34	C
1055	HICKS	KITTEN TRAILS	NEW YORK	URBAN/TRANS	MAC	2U	0.122	12,812	0.090	1,153	1,440	1,440	0.23	C
1056	HICKS	NEW YORK	DENTON	URBAN/TRANS	MIC	2U	1.000	2,127	0.090	1,153	1,440	1,440	0.80	C
17025	HIGHLAND BLVD	EILAND BLVD	OVERPASS RD	URBAN/TRANS	MIC	2U	2.068	1,797	0.090	162	1,440	1,440	0.13	С
	HIGHLAND BLVD	OVERPASS RD	CR 579 (PROSPECT RD)	URBAN/TRANS	MIC	2U	3.031	3,801	0.090	342	1,440	1,440	0.11	D
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	HUDSON AVE	HICKS		I IDBANI/TDANIC	MAAC,		1 00/	2 / (01)						
17030 1020 1025	HUDSON AVE HUDSON AVE	HICKS COLONY EXT N	COLONY EXT N HAYS	URBAN/TRANS URBAN/TRANS	MAC MAC	2U 2U	1.994 3.292	3,491 2,292	0.090	314 206	1,440 1,440	1,440 1,440	0.22 0.14	D D

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.		P-H LOS
1110	HUDSON AVE	U.S. 19	FIVAY	URBAN/TRANS	MAC	2U	0.139	5,058	0.090	455	1,440	1,440	0.32	D
1110.1	HUDSON AVE	FIVAY	LITTLE RD EXT	URBAN/TRANS	MAC	2U	1.756	4,559	0.090	410	1,440	1,440	0.28	D
1120	HUDSON AVE	LITTLE RD EXT	HICKS	URBAN/TRANS	MAC	2U	1.028	4,252	0.090	383	1,440	1,440	0.27	С
10081	HUNT ROAD	S.R. 54	U.S. 41	URBAN/TRANS	MIC	2U	0.767	1,454	0.090	131	1,440	1,440	0.09	С
2280	I - 75	HILLS CO LINE	S.R. 56	URBAN/TRANS	F	10F	1.705	174,842	0.090	15,736	16,840	18,930	0.93	F
2290	I - 75	S.R. 56	S.R. 54	URBAN/TRANS	F	10F	3.442	189,711	0.090	17,074	16,840	18,930	1.01	F
2300.1	I - 75	S.R. 54	OVERPASS RD	URBAN/TRANS	F	8F	3.059	167,108	0.090	15,040	13,390	15,010	1.12	F
2300.2	I - 75	OVERPASS RD	S.R. 52	URBAN/TRANS	F	8F	3.582	138,258	0.090	12,443	13,390	15,010	0.93	D
2310	I - 75	S.R. 52	C.R. 41 (BLANTON RD)	URBAN/TRANS	F	8F	7.325	118,312	0.090	10,648	13,390	15,010	0.80	С
2310.1	l - 75	C.R. 41 (BLANTON RD)	HERNANDO CO	URBAN/TRANS	F	8F	1.295	92,996	0.095	8,835	13,390	15,010	0.66	С
16905.1	INTERLAKEN RD	SR 54	1/4 M E OF COMMUNITY	URBAN/TRANS	MAC	2U	0.718	4,388	0.090	395	1,440	1,440	0.27	С
16905.2	INTERLAKEN RD	1/4 M E OF COMMUNITY	CR 587 (GUNN HWY)	URBAN/TRANS	MAC	2U	0.650	4,903	0.090	441	1,440	1,440	0.31	С
1140	JASMINE DR	U.S. 19	JASMINE CIRCLE	URBAN/TRANS	MAC	2U	0.324	6,144	0.090	553	1,440	1,440	0.38	С
1140.1	JASMINE DR	JASMINE CIRCLE	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	2U	1.897	2,634	0.090	237	1,440	1,440	0.16	С
1150	JASMINE DR	C.R. 1 (LITTLE RD)	OSCEOLA	URBAN/TRANS	MAC	2U	0.624	3,266	0.090	294	1,440	1,440	0.20	С
	JESSAMINE RD	C.R. 578 (ST. JOE RD)	C.R. 41 (BLANTON)	RURAL DEV/UNDEV	MAC	2U	3.269	6,137	0.095	583	1,350	2,710	0.43	С
1180	JOHNSTON RD	C.R. 581 (BELLAMY BROTHERS RD)	,	RURAL DEV/UNDEV	MAC	2U	3.593	499	0.095	47	1,350	2,710	0.04	В
	KIEFER RD	CURLEY RD	HANDCART RD	URBAN/TRANS	MIC	2U	2.021	2,694	0.090	242	1,440	1,440	0.17	С
	KIEFER RD	HANDCART RD	C.R. 41 (FT. KING HWY)	URBAN/TRANS	MIC	2U	2.542	1,103	0.090	99	1,440	1,440	0.07	С
	KITTEN TRAILS	HICKS	COLONY EXT	URBAN/TRANS	MAC	2U	1.982	5,810	0.090	523	1,440	1,440	0.36	С
	KITTEN TRAILS	COLONY EXT	DENTON	URBAN/TRANS	MAC	2U	1.546	1,742	0.090	157	1,440	1,440	0.11	С
1800.7	LAKE PATIENCE	TOWER RD	SUNLAKE DR	URBAN/TRANS	MIC	4D	0.545	3,262	0.090	294	3,222	3,222	0.09	С
1800.8	LAKE PATIENCE	SUNLAKE DR	OAKSTEAD BLVD	URBAN/TRANS	MIC	4D	0.622	17,704	0.090	1,593	3,222	3,222	0.49	С
	LAKE PATIENCE	OAKSTEAD BLVD	WILSON	URBAN/TRANS	MIC	4D	1.535	6,945	0.090	625	3,222	3,222	0.19	С
1810.3	LAKE PATIENCE	WILSON	U.S.41	URBAN/TRANS	MIC	4D	0.784	7,421	0.090	668	3,222	3,222	0.21	С
16933	LANIER ROAD	S.R. 54	CHANCEY RD	URBAN/TRANS	MIC	2U	0.920	3,282	0.090	295	1,440	1,440	0.21	С
6095	LAWLESS RD	ROGERLAND RD	BOSLEY DR	URBAN/TRANS	MIC	2U	0.314	1,117	0.090	101	1,440	1,440	0.07	С
5305	LEMON	ORCHID LAKE DR	RIDGE RD	URBAN/TRANS	MIC	2U	0.498	3,014	0.090	271	1,440	1,440	0.19	С
6100	LEONARD RD	HENLEY RD	U.S. 41	URBAN/TRANS	MIC	2U	1.237	4,438	0.090	399	1,440	1,440	0.28	С
9134	LEONARD RD	LONG LAKE RANCH RD J	HENLEY RD	URBAN/TRANS	MIC	2U	0.882	3,749	0.090	337	1,440	1,440	0.23	С
	LIVINGSTON	COUNTY LINE RD SOUTH	S.R. 54	URBAN/TRANS	MAC	2U	0.997	5,926	0.090	533	1,440	1,440	0.37	С
5350	LIVINGSTON	S.R. 54	COLLIER PKWY	URBAN/TRANS	MAC	4D	1.121	16,190	0.090	1,457	3,222	3,222	0.45	С
1270	LOCK ST	C.R. 41 (21ST STREET)	N.17TH STR	URBAN/TRANS	MA	2U	0.249	4,486	0.090	404	1,440	1,440	0.28	С
1270.1	LOCK ST	N.17TH STR	14TH ST	URBAN/TRANS	MA	2U	0.253	13,930	0.090	1,254	1,440	1,440	0.87	С
1270.2	LOCK ST	14TH ST	U.S. 301	URBAN/TRANS	MA	2U	0.262	13,052	0.090	1,175	1,440	1,440	0.82	С
16975	LONG LAKE RANCH RD A	SUNLAKE BLVD	LONG LAKE RANCH RD J	URBAN/TRANS	MIC	2U	0.363	5,381	0.090	484	1,440	1,440	0.34	С
16980	LONG LAKE RANCH RD J	LONG LAKE RANCH RD A	LEONARD RD	URBAN/TRANS	MIC	2U	0.565	3,529	0.090	318	1,440	1,440	0.22	С
5140	LONG SPUR	S.R.54	TOWER RD	URBAN/TRANS	MAC	4D	1.129	3,345	0.090	301	3,222	3,222	0.09	С
5330	LOUIS AVE	ALT U.S. 19	U.S. 19	URBAN/TRANS	MIC	2U	0.462	3,596	0.090	324	1,440	1,440	0.22	С
2130	LOUISIANA	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.253	9,886	0.090	890	1,440	1,440	0.62	С
2130.1	LOUISIANA	MADISON	CONGRESS	URBAN/TRANS	MAC	2U	0.499	3,936	0.090	354	1,440	1,440	0.25	С
	MADISON	MOOG	S.R. 54	URBAN/TRANS	MAC	2U	0.499	4,540	0.090	409	1,440	1,440	0.28	С
	MADISON	S.R. 54	TROUBLE CREEK	URBAN/TRANS	MAC	2U	0.501	6,428	0.090	579	1,440	1,440	0.40	С
	MADISON	TROUBLE CREEK	CITY LIMITS	URBAN/TRANS	MAC	2U	0.272	6,542	0.090	589	1,440	1,440	0.41	С
	MADISON	CITY LIMITS	CECELIA	URBAN/TRANS	MAC	2U	0.228	5,293	0.090	476	1,440	1,440	0.33	С
	MADISON	CECELIA	GULF	URBAN/TRANS	MAC	2U	0.501	6,307	0.090	568	1,440	1,440	0.39	С
	MADISON	GULF	BRIDGE	URBAN/TRANS	MAC	2U	0.140	4,896	0.090	441	1,440	1,440	0.31	С
	MADISON	BRIDGE	LOUISIANA	URBAN/TRANS	MAC	2U	0.107	4,896	0.090	441	1,440	1,440	0.31	С
	MADISON	LOUISIANA	MAIN	URBAN/TRANS	MAC	2U	0.530	8,575	0.090	772	1,440	1,440	0.54	С
	MADISON	MAIN	MASS	URBAN/TRANS	MAC	2U	0.584	4,354	0.090	392	1,440	1,440	0.27	С
1320	MAIN ST	CONGRESS	C.R. 77 (ROWAN)	URBAN/TRANS	MAC	2U	0.526	10,505	0.090	945	1,440	1,440	0.66	С
	MAIN ST	U.S. 19	RIVER	URBAN/TRANS	MAC	4D	0.217	3,312	0.090	298	3,222	3,222	0.09	С
	MAIN ST	RIVER	BRIDGE	URBAN/TRANS	MAC	4D	0.093	3,856	0.090	347	3,222	3,222	0.11	С
	MAIN ST	BRIDGE	BANK	URBAN/TRANS	MAC	2U	0.108	3,500	0.090	315	1,440	1,440	0.22	С
	MAIN ST	BANK	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.078	3,145	0.090	283	1,440	1,440	0.20	С
2190.2	MAIN ST	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.254	3,809	0.090	343	1,440	1,440	0.24	С
2190.3	MAIN ST	MADISON	CONGRESS	URBAN/TRANS	MAC	2U	0.501	9,473	0.090	853	1,440	1,440	0.59	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
5210	MANASSAS	MENTMORE	OAKSTEAD	URBAN/TRANS	MIC	2U	0.498	5,085	0.090	458	1,440	1,440	0.32	С
3215	MANSFIELD	HILLSBOROUGH CO	BEARDSLEY DR	URBAN/TRANS	MAC	2U	0.356	7,906	0.090	712	1,440	1,440	0.49	С
3220	MANSFIELD	BEARDSLEY DR	COUNTY LINE RD SOUTH	URBAN/TRANS	MAC	4D	0.253	14,145	0.090	1,273	3,222	3,222	0.40	С
3230.1	MANSFIELD	COUNTY LINE RD SOUTH	EAST OF WIREGRASS RANCH HS	URBAN/TRANS	MAC	4D	0.994	8,951	0.090	806	3,222	3,222	0.25	С
3230.2	MANSFIELD	EAST OF WIREGRASS RANCH HS	S.R. 56	URBAN/TRANS	MAC	4D	0.871	19,169	0.090	1,725	3,222	3,222	0.54	С
2240	MARINE PKWY	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.437	7,789	0.090	701	1,440	1,440	0.49	С
	MASSEY RD	EILAND BLVD	GEIGER RD	URBAN/TRANS	MIC	2U	0.499	2,267	0.090	204	1,440	1,440	0.14	С
	MCKENDREE RD	MCKENDREE REALIGNMENT	S.R. 52	URBAN/TRANS	MIC	4D	1.674	4,524	0.090	407	3,222	3,222	0.13	С
9094.1	MCKENDREE REALIGNMENT	OVERPASS RD	ELAM RD	URBAN/TRANS	MIC	4D	0.365	6,720	0.090	605	3,222	3,222	0.19	С
9094.3	MCKENDREE REALIGNMENT	ELAM RD	MCKENDREE RD	URBAN/TRANS	MIC	4D	1.847	3,456	0.090	311	3,222	3,222	0.10	С
	MEADOW POINTE BLVD	COUNTY LINE RD SOUTH	OLDWOODS AV	URBAN/TRANS	MAC	4D	0.892	10,280	0.090	925	3,222	3,222	0.29	С
	MEADOW POINTE BLVD	OLDWOODS AV	CLARIDGE PL	URBAN/TRANS	MAC	4D	0.567	10,324	0.090	929	3,222	3,222	0.29	С
	MEADOW POINTE BLVD	CLARIDGE PL	S.R. 56	URBAN/TRANS	MAC	4D	0.373	11,721	0.090	1,055	3,222	3,222	0.33	С
1820.2	MEADOW POINTE BLVD	S.R. 56	S.R. 54	URBAN/TRANS	MAC	4D	2.622	7,968	0.090	717	3,222	3,222	0.22	С
	MEADOWBROOK DR	S.R. 54	MENTMORE	URBAN/TRANS	MIC	4D	0.551	24,357	0.090	2,192	3,222	3,222	0.68	С
	MENTMORE	BALLANTRAE	SUNLAKE DR	URBAN/TRANS	MIC	2U	1.252	7,239	0.090	652	1,440	1,440	0.45	С
	MENTMORE	SUNLAKE DR	MANASSAS	URBAN/TRANS	MIC	4D	0.362	6,320	0.090	569	3,222	3,222	0.18	С
	MENTMORE	BEXLEY RANCH RD	MEADOWBROOK DR	URBAN/TRANS	MIC	2U	0.511	15,765	0.090	1,419	1,440	1,440	0.99	D
	MENTMORE	MEADOWBROOK DR	BALLANTRAE	URBAN/TRANS	MIC	2U	0.534	10,238	0.090	921	1,440	1,440	0.64	С
	MENTMORE	MANASSAS	S.R.54	URBAN/TRANS	MIC	4D	0.524	2,105	0.090	189	3,222	3,222	0.06	С
	MICKLER RD	U.S. 301	.5 M EAST OF 301	URBAN/TRANS	MIC	2U	0.627	0	0.090	0	1,440	1,440	0.00	С
	MICKLER RD	.5 M EAST OF 301	BOWER RD	URBAN/TRANS	MIC	2U	0.673	0	0.090	0	1,440	1,440	0.00	С
9154	MILESTONE DR	BOWMAN RD	HERNANDO CO LN	URBAN/TRANS	MIC	2U	1.346	453	0.090	41	1,440	1,440	0.03	С
	MIRADA ROAD	S.R. 52	C.R. 577 (CURLEY RD)	URBAN/TRANS	MIC	4D	2.223	4,449	0.090	400	3,222	3,222	0.12	С
1325.1	MITCHELL BLVD	C.R. 77 (SEVEN SPRINGS BLVD)	PEMBERTON RD	URBAN/TRANS	MA	4D	0.793	10,724	0.090	965	3,222	3,222	0.30	С
	MITCHELL BLVD	PEMBERTON RD	TRINITY OAKS	URBAN/TRANS	MA	4D	0.606	14,851	0.090	1,337	3,222	3,222	0.41	С
1325.4	MITCHELL BLVD	TRINITY OAKS	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	4D	0.671	14,552	0.090	1,310	3,222	3,222	0.41	С
	MITCHELL BLVD	C.R. 1 (LITTLE RD)	S.R. 54	URBAN/TRANS	MAC	4D	1.829	4,998	0.090	450	3,222	3,222	0.14	С
	MITCHELL RANCH	SEVEN SPRINGS BLVD	S.R. 54 REALIGNMENT	URBAN/TRANS	MIC	2U	1.119	7,716	0.090	694	1,440	1,440	0.48	С
	MOOG	C.R. 595A (BAILLIES BLVD RD)		URBAN/TRANS	MAC	2U	1.502	9,432	0.090	849	1,440	1,440	0.59	С
	MOOG	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.977	6,270	0.090	564	1,440	1,440	0.39	С
1366	MOOG	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.501	2,397	0.090	216	1,440	1,440	0.15	С
	MORNINGSIDE DR	OLD LAKELAND HWY	U.S. 301	URBAN/TRANS	MIC	2U	1.000	92	0.090	8	1,440	1,440	0.01	С
3145	MORNINGSIDE DR	C.R. 41 (FT. KING)	S.R. 52	URBAN/TRANS	MIC	2U	0.513	4,505	0.090	405	1,440	1,440	0.28	С
	MORNINGSIDE DR	U.S. 301	C.R. 41 (FT. KING)	URBAN/TRANS	MIC	2U	1.089	1,557	0.090	140	1,440	1,440	0.10	С
	N.17TH STR	CITY LIMITS	LOCK ST	URBAN/TRANS	MAC	2U	0.096	9,594	0.090	863	1,440	1,440	0.60	С
	N.17TH STR	MERIDIAN	CITY LIMITS	URBAN/TRANS	MAC	2U	0.696	9,056	0.090	815	1,440	1,440	0.57	С
5310	NEW RIVER RD	S.R. 56	CHANCEY EXT	URBAN/TRANS	MIC	2U	0.786	3,931	0.090	354	1,440	1,440	0.25	С
	NEW RIVER RD	CHANCEY EXT	S.R. 54	URBAN/TRANS	MIC	2U	0.748	12,071	0.090	1,086	1,440	1,440	0.75	С
	NEW YORK	OLD DIXIE	U.S. 19	URBAN/TRANS	MAC	2U	0.731	2,334	0.090	210	1,440	1,440	0.15	С
	NEW YORK	U.S. 19	LITTLE RD EXT	URBAN/TRANS	MAC	2U	1.525	1,578	0.090	142	1,440	1,440	0.10	С
	NEW YORK	LITTLE RD EXT	HICKS	URBAN/TRANS	MAC	2U	0.505	10,267	0.090	924	1,440	1,440	0.64	С
2200	NORTH AVE	U.S. 301 (GALL BLVD)	7TH ST	URBAN/TRANS	MIC	2U	0.155	7,630	0.090	687	1,440	1,440	0.48	С
	NORTH AVE	7TH ST	20TH ST	URBAN/TRANS	MIC	2U	0.914	2,990	0.090	269	1,440	1,440	0.19	С
17050	NORTH AVE	20TH ST	23RD ST	URBAN/TRANS	MIC	2U	0.250	5,985	0.090	539	1,440	1,440	0.37	С
	NORTH COLLECTOR	SUNLAKE BLVD	ROADWAY "A"	URBAN/TRANS	MIC	2U	0.970	834	0.090	75	1,440	1,440	0.05	С
1780.2	NORTHWOOD PALMS BLVD	EVERGREEN CHASE DR	S.R. 56	URBAN/TRANS	MIC	2U	0.212	7,582	0.090	682	1,440	1,440	0.47	С
1780.3	NORTHWOOD PALMS BLVD	HILLSBOROUGH CO	BREAKERS DR	URBAN/TRANS	MIC	2U	0.220	6,753	0.090	608	1,440	1,440	0.42	С
1780.4	NORTHWOOD PALMS BLVD	BREAKERS DR	EVERGREEN CHASE DR	URBAN/TRANS	MIC	2U	0.560	7,168	0.090	645	1,440	1,440	0.45	С
	OAK GROVE DR	COUNTY LINE RD SOUTH	SR 54	URBAN/TRANS	MIC	2U	1.094	12,667	0.090	1,140	1,440	1,440	0.79	С
	OAKLEY BLVD	CR 54	OLD PASCO RD	URBAN/TRANS	MIC	2U	0.973	10,755	0.090	968	1,440	1,440	0.67	С
1570.2	OAKSTEAD BLVD	S.R. 54	MANASSAS	URBAN/TRANS	MIC	4D	0.506	17,620	0.090	1,586	3,222	3,222	0.49	С
1570.3	OAKSTEAD BLVD	MANASSAS	LAKE PATIENCE	URBAN/TRANS	MIC	2U	0.566	13,031	0.090	1,173	1,440	1,440	0.81	С
2605	OLD C.R. 54	S.R. 54	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	2U	1.134	6,185	0.090	557	1,440	1,440	0.39	С
1400	OLD DIXIE	CLARK	HUDSON	URBAN/TRANS	MAC	2U	0.255	6,072	0.090	546	1,440	1,440	0.38	С
4400.4	OLD DIXIE	HUDSON	NEW YORK AVE	URBAN/TRANS	MAC	2U	0.819	5,056	0.090	455	1,440	1,440	0.32	С
1400.1														

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
1520.1	OLD PASCO RD	DAYFLOWER BLVD	0.10 N OF DAYFLOWER	URBAN/TRANS	MAC	4D	0.104	6,989	0.090	629	3,222	3,222	0.20	С
1520.2	OLD PASCO RD	0.10 N OF DAYFLOWER	OVER PASS RD	URBAN/TRANS	MAC	4D	2.830	10,159	0.090	914	3,222	3,222	0.28	С
1520.3	OLD PASCO RD	OVER PASS RD	S.R. 52	URBAN/TRANS	MAC	4D	3.551	2,560	0.090	230	3,222	3,222	0.07	С
1520.4	OLD PASCO RD	C.R. 54	FOAMFLOWER BLVD	URBAN/TRANS	MAC	4D	0.248	16,580	0.090	1,492	3,222	3,222	0.46	С
1520.5	OLD PASCO RD	FOAMFLOWER BLVD	DAYFLOWER BLVD	URBAN/TRANS	MAC	4D	0.148	7,415	0.090	667	3,222	3,222	0.21	С
3490	OLDWOODS AVE	MEADOW POINTE BLVD	.8 MI E OF MEADOW PT BLVD	URBAN/TRANS	MIC	2U	0.368	2,460	0.090	221	1,440	1,440	0.15	С
3500	OLDWOODS AVE	.8 MI E OF MEADOW PT BLVD	C.R. 579 (MORRIS BRIDGE RD)	URBAN/TRANS	MIC	2U	2.650	3,195	0.090	288	1,440	1,440	0.20	С
5370.1	OLDWOODS AVE	C.R. 579 (MORRIS BRIDGE RD)	COATS RD	URBAN/TRANS	MIC	2U	2.400	297	0.090	27	1,440	1,440	0.02	С
1430	ORCHID LAKE DR	C.R. 77 (ROWAN)	LEMON	URBAN/TRANS	MIC	2U	0.537	1,174	0.090	106	1,440	1,440	0.07	С
5250	ORCHID LAKE DR	WASHINGTON	MADISON EXT	URBAN/TRANS	MIC	2U	0.256	863	0.090	78	1,440	1,440	0.05	С
5255	ORCHID LAKE DR	MADISON EXT	CONGRESS	URBAN/TRANS	MIC	2U	0.547	2,319	0.090	209	1,440	1,440	0.14	С
5260	ORCHID LAKE DR	CONGRESS	C.R. 77 (ROWAN)	URBAN/TRANS	MIC	2U	0.552	2,236	0.090	201	1,440	1,440	0.14	С
1450	OSCEOLA	C.R 587 (RIDGE)	LAKE VIEW	URBAN/TRANS	MAC	2U	1.260	3,618	0.090	326	1,440	1,440	0.23	С
1450.1	OSCEOLA	LAKE VIEW	JASMINE	URBAN/TRANS	MAC	2U	0.738	842	0.090	76	1,440	1,440	0.05	С
1450.2	OSCEOLA	JASMINE	S.R. 52	URBAN/TRANS	MAC	2U	2.080	4,240	0.090	382	1,440	1,440	0.27	С
1480.1	OSTEEN EXT S	PLATHE	MASSACHUSETTES	URBAN/TRANS	MIC	2U	1.372	16	0.090	1	1,440	1,440	0.00	С
1500	OVERPASS RD	OLD PASCO RD	MCKENDREE RD	URBAN/TRANS	MAC	6D	0.577	39,458	0.090	3,551	4,857	4,857	0.73	С
1500.1	OVERPASS RD	MCKENDREE RD	BOYETTE RD	URBAN/TRANS	MAC	6D	0.256	44,831	0.090	4,035	4,857	4,857	0.83	С
1500.11	OVERPASS RD	BOYETTE RD	MCKENDREE REALIGNMENT	URBAN/TRANS	MAC	6D	0.879	29,950	0.090	2,696	4,857	4,857	0.55	С
1500.10	OVERPASS RD EXT	HIGHLAND BLVD	C.R. 41 (FT KING HWY)	URBAN/TRANS	MAC	6D	1.004	16,623	0.090	1,496	4,857	4,857	0.31	С
1500.12	OVERPASS RD EXT	MCKENDREE REALIGNMENT	C.R. 577 (CURLEY RD)	URBAN/TRANS	MAC	6D	1.399	27,238	0.090	2,451	4,857	4,857	0.50	С
1500.12	OVERPASS RD EXT	MCKENDREE REALIGNMENT	C.R. 577 (CURLEY RD)	URBAN/TRANS	MAC	6D	1.399	27,238	0.090	2,451	4,857	4,857	0.50	С
1500.13	OVERPASS RD EXT	RIVER GLEN BLVD	E OF RIVER GLEN	URBAN/TRANS	MAC	6D	0.593	14,891	0.090	1,340	4,857	4,857	0.28	С
1500.14	OVERPASS RD EXT	E OF RIVER GLEN	C.R. 579 (HANDCART)	URBAN/TRANS	MAC	6D	1.090	13,179	0.090	1,186	4,857	4,857	0.24	С
1500.14	OVERPASS RD EXT	E OF RIVER GLEN	C.R. 579 (HANDCART)	URBAN/TRANS	MAC	6D	1.090	13,179	0.090	1,186	4,857	4,857	0.24	С
1500.7	OVERPASS RD EXT	C.R. 577 (CURLEY RD)	RIVER GLEN BLVD	URBAN/TRANS	MAC	6D	0.977	27,088	0.090	2,438	4,857	4,857	0.50	С
1500.9	OVERPASS RD EXT	C.R. 579 (HANDCART)	HIGHLAND BLVD	URBAN/TRANS	MAC	6D	1.535	12,646	0.090	1,138	4,857	4,857	0.23	С
1550	PARKWAY BLVD	COLLIER PKWY EXT	C.R. 583 (EHREN CUTOFF)	URBAN/TRANS	MAC	4D	1.017	679	0.090	61	3,222	3,222	0.02	С
1550.1	PARKWAY BLVD	COLLIER PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	4D	0.190	4,027	0.090	362	3,222	3,222	0.11	С
1550.2	PARKWAY BLVD	HALE/SHINING STAR	COLLIER PKWY	URBAN/TRANS	MIC	2U	1.161	664	0.090	60	1,440	1,440	0.04	С
1525	PASCO RD	SCHARBER RD	C.R. 577 (CURLEY RD)	URBAN/TRANS	MIC	2U	0.754	0	0.090	0	1,440	1,440	0.00	С
5455.1	PASCO RD	S.R. 52	SCHARBER RD	URBAN/TRANS	MAC	2U	3.145	790	0.090	71	1,440	1,440	0.05	С
5455	PASCO RD EXT	S.R. 52	COLLIER PKWY	URBAN/TRANS	MIC	2U	0.817	296	0.090	27	1,440	1,440	0.02	С
9149	PASCO VILLAGE PKWY	CR 583 (EHREN CUTOFF)	SR 52	URBAN/TRANS	MIC	2U	4.239	1,044	0.090	94	1,440	1,440	0.07	С
6130.1		PERRINE RANCH RD	SALAMANDER DR	URBAN/TRANS	MIC	2U	0.574	4,252	0.090	383	1,440	1,440	0.27	С
6130.2	PEMBERTON RD	SALAMANDER DR	MITCHELL BLVD	URBAN/TRANS	MIC	2U	0.250	7,740	0.090	697	1,440	1,440	0.48	С
1530	PERRINE RANCH	C.R. 595 (GRAND BLVD)	C.R. 77 (SEVEN SPRINGS BLVD)	URBAN/TRANS	MAC	2U	1.584	9,298	0.090	837	1,440	1,440	0.58	С
1540	PERRINE RANCH	C.R. 77 (SEVEN SPRINGS BLVD)		URBAN/TRANS	MIC	2U	0.427	5,350	0.090	482	1,440	1,440	0.33	С
6250	Phelps Rd (extension)	US 19	Old Dixie Hwy (3030)	URBAN/TRANS	MIC	2U	0.910	653	0.090	59	1,440	1,440	0.04	С
1560	PLATHE	C.R. 77 (ROWAN)	OSTEEN	URBAN/TRANS	MIC	2U	0.680	4,581	0.090	412	1,440	1,440	0.29	С
1560.1	PLATHE	OSTEEN	C.R. 1 (LITTLE RD)	URBAN/TRANS	MIC	2U	0.565	4,540	0.090	409	1,440	1,440	0.28	С
10043			ROADWAY "A"	URBAN/TRANS	MIC	2U	2.373	3,090	0.090	278	1,440	1,440	0.19	С
6145	PLEASANT PLAINS PKWY	U.S. 41	CONNERTON BLVD	URBAN/TRANS	MIC	4D	3.241	5,894	0.090	530	3,222	3,222	0.16	С
6145		U.S. 41	CONNERTON BLVD	URBAN/TRANS	MIC	4D	3.241	5,894	0.090	530	3,222	3,222	0.16	С
6145	-	U.S. 41	CONNERTON BLVD	URBAN/TRANS	MIC	4D	3.241	5,894	0.090	530	3,222	3,222	0.16	С
9079	PLEASANT PLAINS PKWY	ROADWAY "A"	U.S. 41	URBAN/TRANS	MIC	2U	1.421	545	0.090	49	1,440	1,440	0.03	С
1565.1	POWER LINE ROAD	FRAZEE HILL	CHRISTIAN RD	URBAN/TRANS	MAC	2U	2.538	257	0.090	23	1,350	2,710	0.02	В
1565.2	POWER LINE ROAD	LOCK ST	LONG AVE	URBAN/TRANS	MAC	2U	0.501	2,604	0.090	234	1,440	1,440	0.16	С
1565.3	POWER LINE ROAD	LONG AVE	FRAZEE HILL	URBAN/TRANS	MAC	2U	1.007	2,388	0.090	215	1,440	1,440	0.15	С
5270	PRETTY POND RD	GREENSLOPE	WIRE RD	URBAN/TRANS	MIC	2U	0.740	2,832	0.090	255	1,440	1,440	0.18	С
5405	PRETTY POND RD	23RD ST	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	MIC	2U	0.510	60	0.090	5	1,440	1,440	0.00	С
17040	PRETTY POND RD	WIRE RD	20TH ST	URBAN/TRANS	MIC	2U	0.513	1,781	0.090	160	1,440	1,440	0.11	С
17045		20TH ST	23RD ST	URBAN/TRANS	MIC	2U	0.251	202	0.090	18	1,440	1,440	0.01	С
1580	RAMSEY	C.R. 41 (BLANTON RD)	C.R. 578 (ST. JOE RD)	URBAN/TRANS	MIC	2U	1.012	1,572	0.090	141	1,440	1,440	0.10	С
5130.1	RANGELAND BLVD (TOWER RD)	STARKEY RD	LONG SPUR	URBAN/TRANS	MAC	4D	1.370	11,706	0.090	1,054	3,222	3,222	0.33	С
5130.2	RANGELAND BLVD (TOWER RD)	LONG SPUR	GUNN HWY EXT	URBAN/TRANS	MAC	4D	1.634	14,491	0.090	1,304	3,222	3,222	0.40	С
5130.2	RANGELAND BLVD (TOWER RD)	LONG SPUR	GUNN HWY EXT	URBAN/TRANS	MAC	4D	1.634	14,491	0.090	1,304	3,222	3,222	0.40	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
5130.4	RANGELAND BLVD (TOWER RD)	GUNN HWY EXT	TOWER RD	URBAN/TRANS	MAC	4D	0.582	17,242	0.090	1,552	3,222	3,222	0.48	С
1590	RIDGE RD	CONGRESS	ROWAN	URBAN/TRANS	MA	4D	0.615	26,562	0.090	2,391	3,222	3,222	0.74	С
1600	RIDGE RD	ROWAN	LEMON	URBAN/TRANS	MA	4D	0.376	31,386	0.090	2,825	3,222	3,222	0.88	С
1600.1	RIDGE RD	LEMON	GALEN WILSON	URBAN/TRANS	MA	4D	0.503	25,594	0.090	2,303	3,222	3,222	0.71	С
1600.2	RIDGE RD	GALEN WILSON	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	4D	0.415	33,182	0.090	2,986	3,222	3,222	0.93	С
2230	RIDGE RD	U.S. 19	LEO KID	URBAN/TRANS	MA	4D	0.103	31,580	0.090	2,842	3,222	3,222	0.88	С
2230.1	RIDGE RD	LEO KID	CONGRESS	URBAN/TRANS	MA	4D	0.511	31,776	0.090	2,860	3,222	3,222	0.89	С
1370	RIDGE RD EXT	C.R. 587 (MOON LAKE)	SWARTHMORE BLVD	URBAN/TRANS	MA	4D	1.125	29,018	0.090	2,612	3,222	3,222	0.81	С
1370.1	RIDGE RD EXT	SWARTHMORE BLVD	SUNCOAST PKWY	URBAN/TRANS	MA	4D	3.593	28,846	0.090	2,596	3,222	3,222	0.81	С
1374	RIDGE RD EXT	SUNCOAST PKWY	ASBEL BLVD	URBAN/TRANS	MA	4D	3.047	25,926	0.090	2,333	3,222	3,222	0.72	С
1374.1	RIDGE RD EXT	ASBEL BLVD	U.S. 41	URBAN/TRANS	MA	4D	0.911	23,655	0.090	2,129	3,222	3,222	0.66	С
1720	RIVER CROSSING BLVD	C.R. 1 (LITTLE RD)	ALICO PASS	URBAN/TRANS	MAC	2U	0.839	14,722	0.090	1,325	1,440	1,440	0.92	С
1720.1	RIVER CROSSING BLVD	ALICO PASS	STARKEY BLVD	URBAN/TRANS	MAC	2U	0.590	11,510	0.090	1,036	1,440	1,440	0.72	С
1650.6	RIVER GLEN BLVD	SR 54	1.25 MI N OF SR 54	URBAN/TRANS	MIC	4D	0.853	2,210	0.090	199	3,222	3,222	0.06	С
1650.7	RIVER GLEN BLVD	1.25 MI N OF SR 54	Z. WEST.EXT	URBAN/TRANS	MIC	4D	0.625	5,648	0.090	508	3,222	3,222	0.16	С
6115.1	RIVER GLEN BLVD	Z. WEST.EXT	WELLS RD	URBAN/TRANS	MIC	4D	0.433	2,831	0.090	255	3,222	3,222	0.08	С
6115.2	RIVER GLEN BLVD	WELLS RD	OVERPASS RD EXT	URBAN/TRANS	MIC	4D	1.295	10,832	0.090	975	3,222	3,222	0.30	С
10064	ROAD WAY AG	S.R. 52	BOYETTE RD EXT	URBAN/TRANS	MIC	2U	2.218	6,637	0.090	597	1,440	1,440	0.41	С
3320.3	ROADWAY "A"	BEXLEY RANCH BLVD	NORTH COLLECTOR	URBAN/TRANS	MAC	2U	0.718	1,091	0.090	98	1,440	1,440	0.07	С
3320.4	ROADWAY "A"	NORTH COLLECTOR	PLEASANT PLAINS PKWY	URBAN/TRANS	MAC	2U	1.592	620	0.090	56	1,440	1,440	0.04	С
9074	ROADWAY "A"	TOWER RD	BEXLEY RANCH BLVD	URBAN/TRANS	MAC	2U	1.184	0	0.090	0	1,440	1,440	0.00	С
10058	ROADWAY "AD"	PASCO RD	SR 52	URBAN/TRANS	MIC	2U		212	0.090	19	1,440	1,440	0.01	С
10092	ROADWAY "ZC"	BEXLEY RANCH BLVD	TOWER RD	URBAN/TRANS	MIC	2U	1.141	918	0.090	83	1,440	1,440	0.06	С
6150	ROGERLAND RD	CAUFIELD RD	LAWLESS RD	URBAN/TRANS	MIC	2U	1.036	923	0.090	83	1,440	1,440	0.06	С
2460	S.R. 39	HILLSBOROUGH CO	CENTRAL	URBAN/TRANS	PA	4D	0.681	18,143	0.090	1,633	3,580	3,580	0.46	С
2470	S.R. 39	CENTRAL	CHANCEY (Z.EAST)	URBAN/TRANS	PA	4D	2.050	16,516	0.090	1,486	3,580	3,580	0.42	С
2470.1	S.R. 39	CHANCEY (Z.EAST)	U.S. 301 (GALL BLVD)	URBAN/TRANS	PA	4D	0.768	12,029	0.090	1,083	3,580	3,580	0.30	С
2480	S.R. 52	U.S. 19	ZIMMERMAN	URBAN/TRANS	PA	6D	0.502	21,162	0.090	1,905	5,390	5,390	0.35	С
2480.1	S.R. 52	ZIMMERMAN	MAJESTIC	URBAN/TRANS	PA	6D	0.265	22,535	0.090	2,028	5,390	5,390	0.38	С
2480.2	S.R. 52	MAJESTIC	LAMADERA	URBAN/TRANS	PA	6D	0.554	20,964	0.090	1,887	5,390	5,390	0.35	С
2480.3	S.R. 52	LAMADERA	C.R. 1 (LITTLE RD)	URBAN/TRANS	PA	6D	0.688	21,370	0.090	1,923	5,390	5,390	0.36	С
2480.4	S.R. 52	C.R. 1 (LITTLE RD)	OSCEOLA	URBAN/TRANS	PA	6D	0.509	27,413	0.090	2,467	5,390	5,390	0.46	С
2480.5	S.R. 52	OSCEOLA	HICKS	URBAN/TRANS	PA	6D	0.510	17,035	0.090	1,533	5,390	5,390	0.28	С
2490.1	S.R. 52	HICKS	PARADISE POINT WAY	URBAN/TRANS	PA	6D	1.640	20,044	0.090	1,804	5,390	5,390	0.33	С
2490.2	S.R. 52	PARADISE POINT WAY	COLONY	URBAN/TRANS	PA	6D	0.521	21,547	0.090	1,939	5,390	5,390	0.36	С
2500	S.R. 52	COLONY	C.R. 587 (MOONLAKE)	URBAN/TRANS	PA	6D	0.974	28,348	0.090	2,551	5,390	5,390	0.47	С
2510	S.R. 52	C.R. 587 (MOONLAKE)	HAYS	URBAN/TRANS	PA	6D	2.127	34,852	0.090	3,137	5,390	5,390	0.58	С
2510.1	S.R. 52	HAYS	SUNCOAST PKWY RAMP (W)	URBAN/TRANS	PA	6D	0.960	37,287	0.090	3,356	5,390	5,390	0.62	С
2510.2 2510.3	S.R. 52	SUNCOAST PKWY RAMP (W) SUNCOAST PKWY RAMP (E)	SUNCOAST PKWY RAMP (E)	URBAN/TRANS	PA PA	6D 6D	0.125	41,061	0.090	3,695	5,390	5,390	0.69	C
	S.R. 52	\ /	SHADY HILLS SHADY HILLS	URBAN/TRANS	PA	6D	0.591	29,659		2,669	5,390 5,390	5,390		C
2520	S.R. 52	SHADY HILLS		URBAN/TRANS			2.224	33,307	0.090	2,998		5,390	0.56	
2520.1	S.R. 52	SUNLAKE BLVD	BULLOCH BLVD	URBAN/TRANS	PA	6D	2.224	43,992	0.090	3,959	5,390	5,390	0.73	C
2525	S.R. 52 S.R. 52	BULLOCH BLVD U.S. 41	U.S. 41 PASCO TRAILS BLVD	URBAN/TRANS URBAN/TRANS	PA PA	6D 6D	0.263 2.045	41,443 16,118	0.090	3,730 1,451	5,390 5,390	5,390 5,390	0.69	C
2530	S.R. 52	PASCO TRAILS BLVD	C.R. 583 (EHREN CUTOFF)	URBAN/TRANS	PA	6D	3.320	16,118	0.090	1,451	5,390	5,390	0.27	C
2530.1 2530.2	S.R. 52	C.R. 583 (EHREN CUTOFF)	C.R. 583 (ERREN COTOFF) C.R. 581 (BELLAMY BROTHERS)	URBAN/TRANS	PA	6D	3.592	25,393	0.090	2,285	5,390		0.28	С
2530.2	S.R. 52	C.R. 583 (EHREN COTOFF)	OLD PASCO RD	URBAN/TRANS	PA	6D	1.308	35,370	0.090	3,183	5,390	5,390 5.390	0.42	C
2530.3	S.R. 52 S.R. 52	OLD PASCO RD	I-75 SB RAMPS	URBAN/TRANS	PA	6D	0.688	39,267	0.090	3,103	5,390	5,390	0.59	С
					PA	6D		, -						C
2540.11 2540.12	S.R. 52 S.R. 52	I-75 NB RAMPS PASCO RD	PASCO RD MCKENDREE RD	URBAN/TRANS URBAN/TRANS	PA PA	6D	0.232 0.486	50,136 42,091	0.090	4,512 3,788	5,390 5,390	5,390 5,390	0.84	C
2540.12 2540.4	S.R. 52	MCKENDREE RD		URBAN/TRANS	PA	6D	0.486		0.090	3,788	5,390		0.70	C
2540.4 2540.5	S.R. 52	CLINTON AVE EXT	CLINTON AVE EXT		PA PA	4D	1.130	41,549 8,634	0.090	3,739 777		5,390 3,580	0.69	C
			CITY LIMITS (SAN ANTONIO)	URBAN/TRANS		4D 4D					3,580			
2560	S.R. 52	CITY LIMITS (SAINT LEO)	CITY LIMITS(DADE CITY)	URBAN/TRANS	PA		1.010	13,259	0.090	1,193	3,580	3,580	0.33	С
2560.1	S.R. 52	MORNINGSIDE DR	CITY LIMITS(DADE CITY)	URBAN/TRANS	PA	2U	0.119	13,259	0.090	1,193	1,600	1,600	0.75	С
2950	S.R. 52	CITY LIMITS (SAN ANTONIO)	C.R. 577 (CURLEY RD)	URBAN/TRANS	PA	4D	0.840	8,615	0.090	775	3,580	3,580	0.22	С
2960	S.R. 52	C.R. 577 (CURLEY RD)	C.R. 579 (HAPPY HILL RD)	URBAN/TRANS	PA	2U	2.458	9,569	0.090	861	1,600	1,600	0.54	С
2965	S.R. 52	C.R. 579 (HAPPY HILL RD)	CITY LIMITS (SAINT LEO)	URBAN/TRANS	PA	4D	0.597	15,414	0.090	1,387	3,580	3,580	0.39	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
2970	S.R. 52	CITY LIMITS(DADE CITY)	MERIDIAN	URBAN/TRANS	PA	4D	1.506	15,236	0.090	1,371	3,580	3,580	0.38	С
5480	S.R. 52	I-75 SB RAMPS	I-75 NB RAMPS	URBAN/TRANS	PA	6D	0.061	45,447	0.090	4,090	5,390	5,390	0.76	С
2980	S.R. 52 (MERIDAN)	MERIDIAN	N. 17TH ST	URBAN/TRANS	PA	2U	0.251	12,899	0.090	1,161	1,600	1,600	0.73	С
2990	S.R. 52 (MERIDAN)	N. 17TH ST	14TH ST	URBAN/TRANS	PA	2U	0.254	5,641	0.090	508	1,600	1,600	0.32	С
2995	S.R. 52 (MERIDAN)	14TH ST	U.S. 301	URBAN/TRANS	PA	2U	0.403	5,649	0.090	508	1,600	1,600	0.32	С
3000	S.R. 52 (MERIDAN)	U.S. 301	U.S. 98 BYPASS	URBAN/TRANS	PA	4D	0.278	4,107	0.090	370	3,580	3,580	0.10	С
1892	S.R. 54	U.S. 301 (GALL BLVD)	7TH ST	URBAN/TRANS	PA	2U	0.050	9,894	0.090	890	1,600	1,600	0.56	С
2570	S.R. 54	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	PA	6D	0.874	20,705	0.090	1,863	5,390	5,390	0.35	С
2580	S.R. 54	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	PA	6D	0.467	34,928	0.090	3,144	5,390	5,390	0.58	С
2590	S.R. 54	MADISON	C.R. 77 (ROWAN)	URBAN/TRANS	PA	6D	1.379	41,293	0.090	3,716	5,390	5,390	0.69	С
2591	S.R. 54	OLD CR 54	MITCHEL RANCH	URBAN/TRANS	PA	6D	0.970	36,895	0.090	3,321	5,390	5,390	0.62	С
2591.1	S.R. 54	MITCHEL RANCH	C.R. 1 (LITTLE RD)	URBAN/TRANS	PA	6D	0.601	40,016	0.090	3,601	5,390	5,390	0.67	С
2600	S.R. 54	C.R. 77 (ROWAN)	OLD CR 54	URBAN/TRANS	PA	6D	0.489	42,900	0.090	3,861	5,390	5,390	0.72	С
2620.2	S.R. 54	STARKEY BLVD	DUCK SLOUGH BLVD	URBAN/TRANS	PA	6D	0.873	49,488	0.090	4,454	5,390	5,390	0.83	С
2620.3	S.R. 54	DUCK SLOUGH BLVD	TRINITY BLVD	URBAN/TRANS	PA	6D	1.324	42,892	0.090	3,860	5,390	5,390	0.72	С
2620.4	S.R. 54	C.R. 1 (LITTLE RD)	HOSPITAL RD	URBAN/TRANS	PA	6D	0.426	54,055	0.090	4,865	5,390	5,390	0.90	С
2620.5	S.R. 54	HOSPITAL RD	STARKEY BLVD	URBAN/TRANS	PA	6D	0.913	52,469	0.090	4,722	5,390	5,390	0.88	С
2630	S.R. 54	TRINITY BLVD	C.R. 587 (GUNN HWY)	URBAN/TRANS	PA	6D	1.338	59,513	0.090	5,356	5,390	5,390	0.99	D
2640.4	S.R. 54	C.R. 587 (GUNN HWY)	CROSSINGS DR	URBAN/TRANS	PA	6D	2.976	52,465	0.090	4,722	5,390	5,390	0.88	С
2640.5	S.R. 54	CROSSINGS DR	SUNCOAST PKWY	URBAN/TRANS	PA	6D	0.226	65,290	0.090	5,876	5,390	5,390	1.09	F
2645.10	S.R. 54	SUNCOAST PKWY	BALLANTRAE BLVD	URBAN/TRANS	PA	6D	1.212	56,944	0.090	5,125	5,390	5,390	0.95	С
2645.11	S.R. 54	BALLANTRAE BLVD	SUNLAKE DR	URBAN/TRANS	PA	6D	1.222	54,883	0.090	4,939	5,390	5,390	0.92	С
2645.3	S.R. 54	OAKSTEAD BLVD	U.S. 41	URBAN/TRANS	PA	6D	1.737	64,597	0.090	5,814	5,390	5,390	1.08	F
2645.7	S.R. 54	SUNLAKE DR	OAKSTEAD BLVD	URBAN/TRANS	PA	6D	0.880	49,620	0.090	4,466	5,390	5,390	0.83	С
2650.1	S.R. 54	U.S. 41	COLLIER PKWY	URBAN/TRANS	PA	6D	1.807	70,326	0.090	6,329	5,390	5,390	1.17	F
2660	S.R. 54	COLLIER PKWY	LIVINGSTON	URBAN/TRANS	PA	6D	0.623	67,669	0.090	6,090	5,390	5,390	1.13	F
2660.3	S.R. 54	CYPRESS CREEK RD	S.R. 56	URBAN/TRANS	PA	6D	0.476	78,066	0.090	7,026	5,390	5,390	1.30	F
2660.4	S.R. 54	LIVINGSTON OAK GROVE DR	OAK GROVE DR CYPRESS CREEK RD	URBAN/TRANS	PA	6D	0.871	74,674	0.090	6,721	5,390	5,390	1.25	F
2660.5	S.R. 54 S.R. 54	I - 75	SR 581	URBAN/TRANS URBAN/TRANS	PA PA	6D 8D	0.642 0.294	72,369 76,828	0.090	6,513 6,915	5,390 7,210	5,390 7,210	1.21 0.96	F C
2690						6D								
2700.1 2700.4	S.R. 54 S.R. 54	VANDINE/BOYETTE SR 581	C.R. 577 (CURLEY RD) SADDLEBROOK WAY	URBAN/TRANS URBAN/TRANS	PA PA	6D	0.469 1.060	48,404	0.090	4,356	5,390 5,390	5,390	0.81 0.92	C
2700.4		SADDLEBROOK WAY	VANDINE/BOYETTE	URBAN/TRANS	PA	6D		55,377	0.090	4,984		5,390	0.92	С
2700.5	S.R. 54 S.R. 54	C.R. 577 (CURLEY RD)	ZHILLS BYPASS WEST EXT	URBAN/TRANS	PA	4D	0.771 0.206	45,548 34,857	0.090	4,099 3,137	5,390 3,580	5,390 3,580	0.76	C
2710.1	S.R. 54	ZHILLS BYPASS WEST EXT	MEADOW POINT	URBAN/TRANS	PA	4D 4D	0.206	22,010	0.090	1,981	3,580	3,580	0.55	C
2710.1	S.R. 54	MEADOW POINT	C.R. 579 (MORRIS BRIDGE)	URBAN/TRANS	PA	4D 4D	3.309	14,891	0.090	1,340	3,580	3,580	0.37	С
2710.3	S.R. 54	C.R. 579 (MORRIS BRIDGE)	DEAN DAIRY	URBAN/TRANS	PA	4D 4D	2.238	19,862	0.090	1,788	3,580	3,580	0.50	C
2720	S.R. 54	DEAN DAIRY	ALLEN RD	URBAN/TRANS	PA	4D 4D	0.502	17,092	0.090	1,788	3,580	3,580	0.30	C
2720.1	S.R. 54	ALLEN RD	LANE STR	URBAN/TRANS	PA	4D	0.502	17,092	0.090	1,620	3,580	3,580	0.45	С
2720.1	S.R. 54	LANE STR	COURT ST	URBAN/TRANS	PA	4D 4D	0.307	14,441	0.090	1,300	3,580	3,580	0.45	С
2720.2	S.R. 54	COURT ST	CITY LIMITS	URBAN/TRANS	PA	4D	0.196	13,910	0.090	1,252	3,580	3,580	0.35	C
3010	S.R. 54	CITY LIMITS	6TH ST	URBAN/TRANS	PA	4D	0.451	11,832	0.090	1,065	3,580	3,580	0.30	C
3010.1	S.R. 54	6TH ST	U.S. 301 (GALL BLVD)	URBAN/TRANS	PA	2U	0.068	11,586	0.090	1,043	1,600	1,600	0.65	С
2330.1	S.R. 56	S.R. 54	I-75 SB RAMP	URBAN/TRANS	PA	6D	0.797	70,202	0.090	6,318	5,390	5,390	1.17	F
2340.3	S.R. 56	ANCIENT OAKS DR	C.R. 581	URBAN/TRANS	PA	6D	0.438	58,077	0.090	5,227	5,390	5,390	0.97	c
2340.4	S.R. 56	I-75 SB RAMP	I-75 NB RAMP	URBAN/TRANS	PA	6D	0.188	78,729	0.090	7,086	5,390	5,390	1.31	F
2340.4	S.R. 56	I-75 NB RAMP	CYPRESS RIDGE BLVD	URBAN/TRANS	PA	6D	0.671	62.262	0.090	5,604	5,390	5,390	1.04	F
2340.7	S.R. 56	CYPRESS RIDGE BLVD	ANCIENT OAKS DR	URBAN/TRANS	PA	6D	0.880	60,860	0.090	5,477	5,390	5,390	1.02	F
2350.10	S.R. 56	HALF MILE E OF MANSFIELD	MEADOW POINTE BLVD	URBAN/TRANS	PA	6D	1.746	47,226	0.090	4,250	5,390	5,390	0.79	C
2350.10	S.R. 56	MEADOW POINTE BLVD	STANLEY	URBAN/TRANS	PA	6D	0.157	33,103	0.090	2,979	5,390	5,390	0.75	C
2350.3	S.R. 56	STANLEY	C.R. 579 (MORRIS BRIDGE RD)	URBAN/TRANS	PA	6D	3.062	24,905	0.090	2,241	5,390	5,390	0.42	C
2350.8	S.R. 56	C.R. 581	SHOPPES OF WIREGRASS	URBAN/TRANS	PA	6D	0.152	57,294	0.090	5,156	5,390	5,390	0.42	C
2350.9	S.R. 56	MANSFIELD BLVD	HALF MILE E OF MANSFIELD	URBAN/TRANS	PA	6D	0.132	53,320	0.090	4,799	5,390	5,390	0.89	C
2360	S.R. 56	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	URBAN/TRANS	PA	6D	3.048	13,894	0.090	1,250	5,390	5,390	0.89	C
16900	S.R. 56	SHOPPES OF WIREGRASS	MANSFIELD BLVD	URBAN/TRANS	PA	6D	1.542	57,754	0.090	5,198	5,390	5,390	0.23	C
16950	S.R. 56	US 301 (GALL BLVD)	CHANCEY RD (Z EAST)	URBAN/TRANS	MA	4D	2.392	3,933	0.090	3,196	3,580	3,580	0.90	C
510	S.R. 575	U.S. 301	HERNANDO CO	URBAN/TRANS	MAC	2U	2.392	526	0.090		1,600	1,600	0.10	C
010	U.IX. 010	0.0. 001	LIETANADO CO	OLYDVIA' LUWIAS	IVIAC	20	2.105	520	0.085	30	1,000	1,000	0.03	Ü

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
650.1	S.R. 581	S.R. 56	MYSTIC	URBAN/TRANS	PA	6D	1.606	48,796	0.090	4,392	5,390	5,390	0.81	С
650.2	S.R. 581	MYSTIC	S.R. 54	URBAN/TRANS	PA	6D	1.894	32,989	0.090	2,969	5,390	5,390	0.55	С
3241.2	S.R. 581 EXTENSION	S.R. 54	WELLS RD	URBAN/TRANS	MAC	4D	1.044	14,246	0.090	1,282	3,222	3,222	0.40	С
3247	S.R. 581 EXTENSION	S.R. 581	S.R. 54	URBAN/TRANS	MAC	6D	1.554	9,528	0.090	858	5,390	5,390	0.16	С
2450	S.R. 597 (DALE MABRY)	HILLSBOROUGH CO	U.S41	URBAN/TRANS	PA	4D	1.087	24,547	0.090	2,209	3,580	3,580	0.62	С
1620	SAN MIGUEL	C.R. 77 (ROWAN)	GALEN WILSON	URBAN/TRANS	MIC	2U	0.831	1,046	0.090	94	1,440	1,440	0.07	С
1620.1	SAN MIGUEL	GALEN WILSON	C.R. 1 (LITTLE RD)	URBAN/TRANS	MIC	2U	0.415	1,236	0.090	111	1,440	1,440	0.08	С
1630		DARBY	C.R. 578 (ST. JOE RD)	RURAL DEV/UNDEV	MAC	2U	1.515	770	0.095	73	1,350	2,710	0.05	В
1630.1		PASCO RD	DARBY	RURAL DEV/UNDEV	MAC	2U	0.502	401	0.095	38	1,350	2,710	0.03	В
1640	SHADY HILLS RD	S.R. 52	MABLE RIDGE E&W	URBAN/TRANS	MA	4D	1.297	26,513	0.090	2,386	3,222	3,222	0.74	С
1640.1	SHADY HILLS RD	MABLE RIDGE E&W	HUDSON AVE EXT (S)	URBAN/TRANS	MA	4D	0.906	32,133	0.090	2,892	3,222	3,222	0.90	С
1640.2	SHADY HILLS RD	HUDSON AVE EXT (S)	HUDSON AVE EXT (N)	URBAN/TRANS	MA	4D	1.505	32,133	0.090	2,892	3,222	3,222	0.90	С
1640.3		HUDSON AVE EXT (N)	DENTON	URBAN/TRANS	MA	4D	0.993	35,705	0.090	3,213	3,222	3,222	1.00	D
1640.7		DENTON	BOSLEY RD	URBAN/TRANS	MA	4D	1.000	33,147	0.090	2,983	3,222	3,222	0.93	С
1640.8	SHADY HILLS RD	BOSLEY RD	HERNANDO CO	URBAN/TRANS	MA	4D	1.943	31,874	0.090	2,869	3,222	3,222	0.89	С
10089	SIMONS ROAD	EILAND BLVD	C.R. 41 (FT KING HWY)	URBAN/TRANS	MIC	2U	1.292	307	0.090	28	1,440	1,440	0.02	С
1030	SOFTWIND LN	HAYS	SHADY HILLS	URBAN/TRANS	MAC	2U	1.589	5,026	0.090	452	1,440	1,440	0.31	С
3170	SOUTH AVE	20TH ST	6TH AVE EXT	URBAN/TRANS	MAC	2U	1.272	3,642	0.090	328	1,440	1,440	0.23	С
3190	SOUTH AVE	U.S. 301	7TH ST	URBAN/TRANS	MAC	2U	0.068	744	0.090	67	1,440	1,440	0.05	С
3190.1	SOUTH AVE	7TH ST	20TH ST	URBAN/TRANS	MAC	2U	0.445	8,862	0.090	798	1,440	1,440	0.55	С
16963	SOUTH BRANCH BOULEVARD	SR 54	TOWER RD	URBAN/TRANS	MIC	4D	1.354	8,638	0.090	777	3,222	3,222	0.24	С
1660		RIVER CROSSING	DECUBELLIS	URBAN/TRANS	MAC	4D	0.767	18,493	0.090	1,664	3,222	3,222	0.52	С
1670	STARKEY	ALICO PASS	RIVER CROSSING	URBAN/TRANS	MAC	4D	0.991	6,187	0.090	557	3,222	3,222	0.17	С
1670.2	STARKEY	S.R. 54	DOC BRITTLE ST	URBAN/TRANS	MAC	4D	0.912	6,155	0.090	554	3,222	3,222	0.17	С
1670.3	STARKEY	DOC BRITTLE ST	ALICO PASS	URBAN/TRANS	MAC	4D	2.105	9,588	0.090	863	3,222	3,222	0.27	С
9034	STONE RD	US 19	REGENCY PARK	URBAN/TRANS	MIC	2U	1.003	5,720	0.090	515	1,440	1,440	0.36	С
770.3	STRAUBER MEMORIAL HWY	MOOG	TROUBLE CREEK	URBAN/TRANS	MAC	2U	1.755	2,506	0.090	226	1,440	1,440	0.16	С
2400	SUNCOAST PKWY	HILLSBOROUGH	S.R. 54	URBAN/TRANS	F	6F	1.301	79,618	0.090	7,166	10,060	11,100	0.71	С
2430	SUNCOAST PKWY	RIDGE RD EXT	S.R. 52	URBAN/TRANS	F	6F	3.361	50,521	0.095	4,799	10,060	11,100	0.48	В
2440	SUNCOAST PKWY	S.R. 52	HERNANDO	URBAN/TRANS	F	4F	8.784	32,619	0.095	3,099	6,700	7,190	0.46	В
5475	SUNCOAST PKWY	S.R. 54	TOWER RD	URBAN/TRANS	F	6F	6.406	52,049	0.095	4,945	10,060	11,100	0.49	В
5475.5	SUNCOAST PKWY	TOWER RD	RIDGE RD EXT	URBAN/TRANS	F	6F	6.406	56,433	0.095	5,361	10,060	11,100	0.53	В
3210.2	SUNLAKE BLVD	LONG LAKE RANCH RD A	S.R. 54	URBAN/TRANS	MAC	4D	0.833	22,104	0.090	1,989	3,222	3,222	0.62	С
3210.3	SUNLAKE BLVD	HILLSBOROUGH CO	HALF MILE N OF HILLS CO LINE	URBAN/TRANS	MAC	4D	0.528	15,811	0.090	1,423	3,222	3,222	0.44	С
3210.4		HALF MILE N OF HILLS CO LINE		URBAN/TRANS	MAC	4D	0.202	15,811	0.090	1,423	3,222	3,222	0.44	С
3300.1	SUNLAKE BLVD	S.R. 54	MENTMORE	URBAN/TRANS	MAC	4D	0.788	18,790	0.090	1,691	3,222	3,222	0.52	С
3300.2	SUNLAKE BLVD	MENTMORE	LAKE PATIENCE	URBAN/TRANS	MAC	4D	0.706	19,771	0.090	1,779	3,222	3,222	0.55	С
3310		LAKE PATIENCE	TOWER RD	URBAN/TRANS	MAC	4D	0.704	28,641	0.090	2,578	3,222	3,222	0.80	С
5050.3		ROADWAY "A"	BEXLEY RANCH BLVD	URBAN/TRANS	MAC	4D	1.065	23,306	0.090	2,098	3,222	3,222	0.65	С
5050.4		BEXLEY RANCH BLVD	NORTH COLLECTOR	URBAN/TRANS	MAC	4D	1.267	27,684	0.090	2,492	3,222	3,222	0.77	С
5050.5	SUNLAKE BLVD	NORTH COLLECTOR	PLEASANT PLAINS PKWY EXT	URBAN/TRANS	MAC	4D	2.053	30,324	0.090	2,729	3,222	3,222	0.85	C
5050.6		PLEASANT PLAINS PKWY EXT		URBAN/TRANS	MAC	4D	0.572	35,845	0.090	3,226	3,222	3,222	1.00	F
5050.9		RIDGE RD EXT	ROADWAY "B"	URBAN/TRANS	MAC	4D	5.268	35,605	0.090	3,204	3,222	3,222	0.99	D C
5051		ROADWAY "B" SUNLAKE BLVD	S.R. 52 S.R. 52	URBAN/TRANS	MAC	4D 4D	5.268	13,570	0.090	1,221	3,222	3,222	0.38	C
5053	SUNLAKE NW			URBAN/TRANS	MAC		5.268	19,963	0.090	1,797	3,222	3,222	0.56	
5054	SUNLAKE NW	S.R. 52	SHADY HILLS RD	URBAN/TRANS	MAC	4D	5.268	15,519	0.090	1,397	3,222	3,222	0.43	С
10044		SUNLAKE BLVD	U.S. 41	URBAN/TRANS	MIC	2U	1.293	2,948	0.090	265	1,440	1,440	0.18	С
120	SUNRAY DR	U.S. 19	DARLINGTON	URBAN/TRANS	MAC	2U	0.937	2,994	0.090	269	1,440	1,440	0.19	C
885	SUNRAY DR	DARLINGTON C.B. 570 (HANDCART)	C.R. 595 (GRAND BLVD)	URBAN/TRANS	MAC	2U	0.165	6,437	0.090	579	1,440	1,440	0.40	
5170.1	SUNSHINE RD	C.R. 579 (HANDCART)	DEAN DAIRY	URBAN/TRANS	MIC MIC	2U 2U	1.526	1,332	0.090	120	1,440 1,440	1,440 1,440	0.08	C
5170.2	SUNSHINE RD	DEAN DAIRY	C.R. 41 (FT KING HWY)	URBAN/TRANS			1.013	396	0.090	36	, .	, -		
9129	SUNSHINE RD	OVERPASS RD	C.R. 579 (HANDCART)	URBAN/TRANS	MIC	2U	0.888	1,529	0.090	138	1,440	1,440	0.10	С
9049		CONNERTON BLVD	ASBEL	URBAN/TRANS	MIC	2U	1.444	5,656	0.090	509	1,440	1,440	0.35	С
1800.5		BEXLEY RANCH BLVD	BALLANTRAE	URBAN/TRANS	MAC	4D	0.786	16,561	0.090	1,490	3,222	3,222	0.46	С
1800.6	TOWER RD	BALLANTRAE	LAKE PATIENCE	URBAN/TRANS	MAC	4D	0.717	13,141	0.090	1,183	3,222	3,222	0.37	С
2260	TOWER RD	SUNCOAST PKWY	BEXLEY RANCH BLVD	URBAN/TRANS	MAC	4D	0.689	21,075	0.090	1,897	3,222	3,222	0.59	С
2260.3	TOWER RD	DREXEL	U.S. 41	URBAN/TRANS	MAC	4D	1.236	11,684	0.090	1,052	3,222	3,222	0.33	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
2260.4	TOWER RD	SUNLAKE DR	ROADWAY A	URBAN/TRANS	MAC	4D	0.814	14,942	0.090	1,345	3,222	3,222	0.42	С
2260.5	TOWER RD	ROADWAY A	DREXEL	URBAN/TRANS	MAC	4D	0.948	14,942	0.090	1,345	3,222	3,222	0.42	С
2270.1	TOWER RD	U.S. 41	C.R. 583 (EHREN CUTOFF)	URBAN/TRANS	MAC	4D	1.472	8,710	0.090	784	3,222	3,222	0.24	С
2390.4	TOWER RD	RANGELAND BLVD (TOWER RD)	LEGACY RD	URBAN/TRANS	MAC	4D	0.583	17,242	0.090	1,552	3,222	3,222	0.48	С
2390.5	TOWER RD	LEGACY RD	SUNCOAST PKWY	URBAN/TRANS	MAC	4D	1.704	18,920	0.090	1,703	3,222	3,222	0.53	С
5180	TOWER RD	LAKE PATIENCE	SUNLAKE DR	URBAN/TRANS	MAC	4D	0.779	9,879	0.090	889	3,222	3,222	0.28	С
2370	TRINITY BLVD	PINELLAS CO	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	4D	0.527	25,480	0.090	2,293	3,222	3,222	0.71	С
2380.1	TRINITY BLVD	C.R. 1 (LITTLE RD)	TAMARIND BLVD	URBAN/TRANS	MA	4D	1.047	25,552	0.090	2,300	3,222	3,222	0.71	С
2380.3	TRINITY BLVD	TAMARIND BLVD	DUCK SLOUGH BLVD	URBAN/TRANS	MA	4D	0.822	25,167	0.090	2,265	3,222	3,222	0.70	С
2380.4	TRINITY BLVD	DUCK SLOUGH BLVD	S.R. 54	URBAN/TRANS	MA	4D	1.452	23,354	0.090	2,102	3,222	3,222	0.65	С
1	TRINITY OAKS BLVD	PERRINE RANCH	WELBILT BLVD	URBAN/TRANS	MIC	2U	1.447	1,148	0.090	103	1,440	1,440	0.07	С
1700	TROUBLE CR RD	VOORHEES	C.R. 77 (ROWAN)	URBAN/TRANS	MAC	2D	0.867	11,570	0.090	1,041	1,512	1,512	0.69	С
1710	TROUBLE CR RD	C.R. 77 (ROWAN)	CECIELA	URBAN/TRANS	MAC	4D	1.492	18,995	0.090	1,710	3,222	3,222	0.53	С
1710.1	TROUBLE CR RD	CECIELA	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	4D	0.166	21,417	0.090	1,928	3,222	3,222	0.60	С
1730	TROUBLE CR RD	STRAUBER MEMORIAL HWY	U.S. 19	URBAN/TRANS	MAC	2U	0.889	4,802	0.090	432	1,440	1,440	0.30	С
1740	TROUBLE CR RD	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.643	12,532	0.090	1,128	1,440	1,440	0.78	С
1750	TROUBLE CR RD	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.477	10,670	0.090	960	1,440	1,440	0.67	С
1760.1	TROUBLE CR RD	MADISON	THYS RD	URBAN/TRANS	MAC	2U	0.496	10,546	0.090	949	1,440	1,440	0.66	С
1760.2	TROUBLE CR RD	THYS RD	VOORHEES	URBAN/TRANS	MAC	2U	0.231	10,839	0.090	976	1,440	1,440	0.68	С
10065	TYNDALL ROAD	MCKENDREE RD	C.R. 577 (CURLEY RD)	URBAN/TRANS	MIC	2U	2.019	1,149	0.090	103	1,440	1,440	0.07	С
2730	U.S. 19	PINELLAS CO	FLORA AVE	URBAN/TRANS	PA	6D	0.255	62,916	0.090	5,662	5,390	5,390	1.05	F
2730.1	U.S. 19	FLORA AVE	ALT U.S. 19	URBAN/TRANS	PA	6D	0.380	63,605	0.090	5,724	5,390	5,390	1.06	F
2740	U.S. 19	ALT U.S. 19	C.R.595 (MILE STRETCH / GRAND)	URBAN/TRANS	PA	6D	0.367	74,038	0.090	6,663	5,390	5,390	1.24	F
2740.1	U.S. 19	C.R.595 (MILE STRETCH / GRAND)	DARLINGTON	URBAN/TRANS	PA	6D	0.506	70,117	0.090	6,311	5,390	5,390	1.17	F
2740.2	U.S. 19	DARLINGTON	SUNRAY	URBAN/TRANS	PA	6D	0.196	69,111	0.090	6,220	5,390	5,390	1.15	F
2740.3	U.S. 19	SUNRAY	GULF TRACE	URBAN/TRANS	PA	6D	0.251	73,877	0.090	6,649	5,390	5,390	1.23	F
2740.4	U.S. 19	GULF TRACE	MOOG	URBAN/TRANS	PA	6D	0.552	71,610	0.090	6,445	5,390	5,390	1.20	F
2740.5	U.S. 19	MOOG	S.R. 54	URBAN/TRANS	PA	6D	0.525	70,305	0.090	6,327	5,390	5,390	1.17	F
2750	U.S. 19	S.R. 54	TROUBLE CREEK	URBAN/TRANS	PA	6D	0.551	67,322	0.090	6,059	5,390	5,390	1.12	F
2750.1	U.S. 19	TROUBLE CREEK	CITY LIMITS(NEW PORT RICHEY)	URBAN/TRANS	PA	6D	0.226	70,118	0.090	6,311	5,390	5,390	1.17	F
2760	U.S. 19	CITY LIMITS(PORT RICHEY)	SALT SPRINGS (S)	URBAN/TRANS	PA	6D	0.453	63,682	0.090	5,731	5,390	5,390	1.06	F
2760.1	U.S. 19	SALT SPRINGS (S)	HOLIDAY HILLS BLVD	URBAN/TRANS	PA	6D	0.101	65,301	0.090	5,877	5,390	5,390	1.09	
2760.2	U.S. 19	HOLIDAY HILLS BLVD	EMBASSY	URBAN/TRANS	PA PA	6D 6D	0.271	65,298	0.090	5,877	5,390	5,390	1.09	F
2760.3	U.S. 19	EMBASSY	TACOMA	URBAN/TRANS		6D	0.112	65,194	0.090	5,867	5,390	5,390	1.09	
2760.4	U.S. 19	TACOMA	SCENIC	URBAN/TRANS	PA		0.188	65,194	0.090	5,867	5,390	5,390	1.09	F
2760.5	U.S. 19 U.S. 19	SCENIC FOX HOLLOW	FOX HOLLOW C.R. 77 (REGENCY)	URBAN/TRANS URBAN/TRANS	PA PA	6D 6D	0.357 0.314	66,361 64,276	0.090	5,972 5,785	5,390 5,390	5,390 5,390	1.11 1.07	F
2760.6	U.S. 19		JASMINE		PA	6D		68,501			5,390			F
2760.7 2765	U.S. 19	C.R. 77 (REGENCY) JASMINE	RANCH	URBAN/TRANS URBAN/TRANS	PA	6D	0.267 0.490		0.090	6,165 5,804	5,390	5,390 5,390	1.14 1.08	F
2765.1	U.S. 19	RANCH	S.R. 52	URBAN/TRANS	PA	6D	0.490	64,485 58,697	0.090	5,283	5,390	5,390	0.98	D
2765.1	U.S. 19	S.R. 52	BEACON WOODS	URBAN/TRANS	PA	6D	0.490	55,922	0.090	5,283	5,390	5,390	0.93	С
2705.2	U.S. 19	BEACON WOODS	CLARK	URBAN/TRANS	PA	6D	1.555	51,220	0.090	4,610	5,390	5,390	0.86	C
2770.1	U.S. 19	CLARK	HUDSON	URBAN/TRANS	PA	6D	0.317	42,776	0.090	3,850	5,390	5,390	0.86	C
2770.1	U.S. 19	HUDSON	RHODES	URBAN/TRANS	PA	6D	0.655	42,776	0.090	3,838	5,390	5,390	0.71	C
2780.1	U.S. 19	RHODES	NEW YORK	URBAN/TRANS	PA	6D	0.033	41,343	0.090	3,721	5,390	5,390	0.69	С
2780.1	U.S. 19	NEW YORK	DENTON	URBAN/TRANS	PA	6D	1.306	42,366	0.090	3,813	5,390	5,390	0.09	С
2780.2	U.S. 19	DENTON	LITTLE RD EXT	URBAN/TRANS	PA	6D	0.883	35,471	0.090	3,192	5,390	5,390	0.71	C
2780.4	U.S. 19	LITTLE RD EXT	C.R. 595A (ARIPEKA)	URBAN/TRANS	PA	6D	1.305	54,762	0.090	4,929	5,390	5,390	0.59	C
2780.4	U.S. 19	C.R. 595A (ARIPEKA)	HERNANDO CO	URBAN/TRANS	PA	6D	1.305	54,762	0.090	4,929	5,390	5,390	0.88	C
3020	U.S. 19	CITY LIMITS(NEW PORT RICHEY)	FLORAMAR	URBAN/TRANS	PA	6D	0.159	68,716	0.090	6,184	5,390	5,390	1.15	F
3020.1	U.S. 19	FLORAMAR	MARINE PKWY	URBAN/TRANS	PA	6D	0.159	67,280	0.090	6,055	5,390	5,390	1.13	F
3020.1	U.S. 19	MARINE PKWY	GULF	URBAN/TRANS	PA	6D	0.204	60,036	0.090	5,403	5,390	5,390	1.12	F
3030.1	U.S. 19	GULF	CROSS BAYOU	URBAN/TRANS	PA	6D	0.484	59,636	0.090	5,403	5,390	5,390	1.00	D
3030.1	U.S. 19	CROSS BAYOU	MAIN	URBAN/TRANS	PA	6D	0.196	60,291	0.090	5,367	5,390	5,390	1.00	F
3030.2	U.S. 19	MAIN	C.R. 595 (GRAND)	URBAN/TRANS	PA	6D	1.748	62,402	0.090	5,426	5,390	5,390	1.01	F
3030.3	U.S. 19	C.R. 595 (GRAND)	WASHINGTON	URBAN/TRANS	PA	6D	0.256	62,783	0.090	5,650	5,390	5,390	1.04	F
		WASHINGTON	BAY	URBAN/TRANS	PA	6D	0.256		0.090	6,004				F
3040.1	U.S. 19	WASHINGTON	DAI	UKDAN/TKANS	PA	עס	0.201	66,710	0.090	ზ,004	5,390	5,390	1.11	г

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
3040.2	U.S. 19	BAY	RIDGE	URBAN/TRANS	PA	6D	0.072	66,711	0.090	6,004	5,390	5,390	1.11	F
3050	U.S. 19	RIDGE	CITY LIMITS(PORT RICHEY)	URBAN/TRANS	PA	6D	0.216	63,682	0.090	5,731	5,390	5,390	1.06	F
2790	U.S. 301 (GALL BLVD)	HILLSBOROUGH CO	S.R. 56	URBAN/TRANS	PA	4D	1.649	26,009	0.090	2,341	5,390	5,390	0.43	С
	U.S. 301 (GALL BLVD)	S.R. 56	CHANCEY (Z.EAST)	URBAN/TRANS	PA	6D	1.427	18,865	0.090	1,698	5,390	5,390	0.32	С
2810	U.S. 301 (GALL BLVD)	CHANCEY (Z.EAST)	CRYSTAL SPRINGS	URBAN/TRANS	PA	6D	0.083	12,000	0.090	1,080	5,390	5,390	0.20	С
	U.S. 301 (GALL BLVD)	CRYSTAL SPRINGS	S.R. 39	URBAN/TRANS	PA	6D	0.634	12,799	0.090	1,152	5,390	5,390	0.21	С
2820	U.S. 301 (GALL BLVD)	S.R. 39	PALM GROVE RD	URBAN/TRANS	PA	6D	0.047	24,518	0.090	2,207	5,390	5,390	0.41	С
	U.S. 301 (GALL BLVD)	PALM GROVE RD	ALSTON AVE	URBAN/TRANS	PA	20	0.345	12,638	0.090	1,137	2,148	2,148	0.53	С
	U.S. 301 (GALL BLVD)	ALSTON AVE	SOUTH CITY LIMITS (ZEPHYRHILLS)	URBAN/TRANS	PA	20	0.166	12,787	0.090	1,151	2,148	2,148	0.54	С
2830	U.S. 301 (GALL BLVD)	` '		URBAN/TRANS	PA	6D	0.503	26,540	0.090	2,389	5,390	5,390	0.44	С
	U.S. 301 (GALL BLVD)	SOUTH CITY LIMITS (ZEPHYRHILLS)		URBAN/TRANS	PA	20	0.085	12,787	0.090	1,151	2,148	2,148	0.54	С
	U.S. 301 (GALL BLVD)	C AVE	B AVE	URBAN/TRANS	PA	20	0.073	12,141	0.090	1,093	2,148	2,148	0.51	С
	U.S. 301 (GALL BLVD)	B AVE	A AVE	URBAN/TRANS	PA	20	0.091	12,141	0.090	1,093	2,148	2,148	0.51	С
	U.S. 301 (GALL BLVD)	A AVE	SOUTH RD	URBAN/TRANS	PA	20	0.087	9,001	0.090	810	2,148	2,148	0.38	С
	U.S. 301 (GALL BLVD)	SOUTH RD	S.R. 54 (5TH AVE)	URBAN/TRANS	PA	20	0.262	10,190	0.090	917	2,148	2,148	0.43	С
	U.S. 301 (GALL BLVD)	S.R. 54 (5TH AVE)	12 TH AVE	URBAN/TRANS	PA	20	0.480	11,692	0.090	1,052	2,148	2,148	0.49	С
	U.S. 301 (GALL BLVD)	12 TH AVE	6TH ST	URBAN/TRANS	PA	20	0.325	11,029	0.090	993	2,148	2,148	0.46	С
	U.S. 301 (GALL BLVD)	6TH ST	GEIGER	URBAN/TRANS	PA	6D	0.092	22,685	0.090	2,042	5,390	5,390	0.38	С
	U.S. 301 (GALL BLVD)	GEIGER	C.R. 41 (FT KING HWY)	URBAN/TRANS	PA	6D	0.261	21,897	0.090	1,971	5,390	5,390	0.37	С
	U.S. 301 (GALL BLVD)	C.R. 41 (FT KING HWY)	EILAND BLVD	URBAN/TRANS	PA	6D	0.267	25,611	0.090	2,305	5,390	5,390	0.43	С
	U.S. 301 (GALL BLVD)	EILAND BLVD	DAUGHTRY	URBAN/TRANS	PA	6D	0.502	34,193	0.090	3,077	5,390	5,390	0.57	С
	U.S. 301 (GALL BLVD)	DAUGHTRY	TOWN VIEW	URBAN/TRANS	PA	6D	0.326	33,021	0.090	2,972	5,390	5,390	0.55	С
	U.S. 301 (GALL BLVD)	TOWN VIEW	NORTH CITY LIMITS (ZEPHYRHILLS)	URBAN/TRANS	PA	6D	0.177	31,437	0.090	2,829	5,390	5,390	0.52	С
	U.S. 301 (N)	C.R. 530 (KOSSIK RD)	BAILEY HILL RD	URBAN/TRANS	PA	4D	1.001	27,743	0.090	2,497	3,580	3,580	0.70	С
	U.S. 301 (N)	BAILEY HILL RD	WIRE RD	URBAN/TRANS	PA	4D	0.242	27,990	0.090	2,519	3,580	3,580	0.70	С
	U.S. 301 (N)	U.S. 98	CITY LIMITS (DADE)	URBAN/TRANS	PA	4D	0.146	29,298	0.090	2,637	3,580	3,580	0.74	С
	U.S. 301 (N)	WIRE RD	CENTENNIAL RD	URBAN/TRANS	PA	4D	0.799	27,737	0.090	2,496	3,580	3,580	0.70	С
	U.S. 301 (N)	CENTENNIAL RD	U.S. 98	URBAN/TRANS	PA	4D	1.444	29,461	0.090	2,651	3,580	3,580	0.74	С
	U.S. 301 (N)	CITY LIMITS	LOCK ST	URBAN/TRANS	PA	4D	0.074	22,086	0.090	1,988	3,580	3,580	0.56	С
	U.S. 301 (N)	FRAZEE HILL	CHRISTIAN RD	URBAN/TRANS	PA	4D	2.587	21,667	0.090	1,950	3,580	3,580	0.54	С
	U.S. 301 (N)	CHRISTIAN RD	U.S. 98 (N)	URBAN/TRANS	PA	4D	1.352	18,933	0.090	1,704	3,580	3,580	0.48	С
	U.S. 301 (N)	LOCK ST	LONG AVE	URBAN/TRANS	PA	4D	0.514	25,618	0.090	2,306	3,580	3,580	0.64	С
	U.S. 301 (N)	LONG AVE	FRAZEE HILL	URBAN/TRANS	PA	4D	1.022	24,421	0.090	2,198	3,580	3,580	0.61	С
	U.S. 301 (N)	U.S. 98 (N)	S.R. 575 (TRILBY RD)	URBAN/TRANS	PA	2U	0.717	4,874	0.090	439	1,600	1,600	0.27	С
	U.S. 301 (N)	S.R. 575 (TRILBY RD)	HERNANDO CO	URBAN/TRANS	PA	2U	1.036	4,610	0.090	415	1,600	1,600	0.26	С
	U.S. 301 (N)	CITY LIMITS (DADE)	C.R. 52A (CLINTON AVE)	URBAN/TRANS	PA	4D	0.138	29,298	0.090	2,637	3,580	3,580	0.74	С
	U.S. 301 (N)	C.R. 52A (CLINTON AVE)	MORNINGSIDE DR	URBAN/TRANS	PA	4D	1.009	22,467	0.090	2,022	3,580	3,580	0.56	С
	U.S. 301 (N)	MORNINGSIDE DR	U.S. 98 BYPASS S	URBAN/TRANS	PA	4D	0.810	20,310	0.090	1,828	3,580	3,580	0.51	С
	U.S. 301 (N)	U.S. 98 BYPASS S	CHURCH PASCO	URBAN/TRANS	MA MA	4D 4D	0.576	5,184	0.090	467	3,580	3,580	0.13	
	U.S. 301 (N)	CHURCH	S.R. 52 (MERIDIAN)	URBAN/TRANS URBAN/TRANS	MA	2U	0.062	3,530	0.090	318	3,580 1,600	3,580	0.09	C
	U.S. 301 (N)	PASCO	MARTIN LUTHER KING	URBAN/TRANS	MA	4D	0.053	3,530	0.090	318		1,600	0.20	C
	U.S. 301 (N)	S.R. 52 (MERIDIAN)					0.291	1,420		128	3,580	3,580		
	U.S. 301 (N) U.S. 301 (N)	MARTIN LUTHER KING U.S. 98 BYPASS N	U.S. 98 BYPASS N CITY LIMITS	URBAN/TRANS URBAN/TRANS	MA PA	4D 4D	0.388	1,061 22,086	0.090	95 1,988	3,580 3,580	3,580 3,580	0.03 0.56	C
	U.S. 41	WILLOW BEND PKWY	S.R.597 (DALE MABRY)	URBAN/TRANS	PA	4D 6D	1.041	47,750	0.090	4,298	5,390	5,390	0.80	C
	U.S. 41	S.R.597 (DALE MABRY)	S.R. 54	URBAN/TRANS	PA	8D	0.387	69,282	0.090		7,210	7,210	0.86	С
	U.S. 41	S.R. 54	BELL LAKE RD	URBAN/TRANS	PA	6D		47,314	0.090	6,235 4,258	5,390		0.86	C
	U.S. 41	BELL LAKE RD	HALE	URBAN/TRANS	PA	6D	1.903 0.561	44,774	0.090	4,236	5,390	5,390 5,390	0.79	C
2900.1	U.S. 41	HALE		URBAN/TRANS	PA	6D		44,774		3,911	-,	5,390	0.75	C
	U.S. 41	C.R.583 - EHREN CUTOFF	C.R.583 - EHREN CUTOFF HORTON RD	URBAN/TRANS	PA PA	6D	1.067 0.342	43,460	0.090	3,911	5,390 5,390	5,390	0.73	C
2900.10	U.S. 41	HORTON RD	TOWER RD	URBAN/TRANS	PA	6D	0.342	40,447	0.090					
	U.S. 41	TOWER RD	GATOR LN	URBAN/TRANS URBAN/TRANS	PA PA	6D	0.425	43,694	0.090	3,651 3,932	5,390 5,390	5,390 5,390	0.68	C
										,				
2900.8	U.S. 41	GATOR LN	PLEASANT PLAINS PKWY	URBAN/TRANS	PA	6D	0.866	42,164	0.090	3,795	5,390	5,390	0.70	С
	U.S. 41	PLEASANT PLAINS PKWY	CONNERTON BLVD	URBAN/TRANS	PA	6D	1.211	38,076	0.090	3,427	5,390	5,390	0.64	С
	U.S. 41	CONNERTON BLVD	S.R. 52	URBAN/TRANS	PA	6D	2.574	42,424	0.090	3,818	5,390	5,390	0.71	С
	U.S. 41	S.R. 52	HAMILTON EXT	URBAN/TRANS	PA	4D	2.797	20,428	0.090	1,839	3,580	3,580	0.51	С
2920.1	U.S. 41	HAMILTON EXT	C.R. 578 (COUNTY LINE RD NORTH)	URBAN/TRANS	PA	4D	5.712	18,756	0.090	1,688	3,580	3,580	0.47	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	AADT	к	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
2930	U.S. 98	C.R. 35A (OLD LAKELAND HWY)	C.R. 54	RURAL DEV/UNDEV	PA	4D	5.141	6,478	0.095	615	4,970	5,660	0.12	В
2930.5	U.S. 98	.5 M E OF US 301	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	PA	4D	2.571	4,068	0.090	366	5,900	6,530	0.06	В
2940	U.S. 98	U.S. 301	C.R. 575 (TRILBY RD)	URBAN/TRANS	PA	4D	0.781	13,402	0.095	1,273	3,580	3,580	0.36	С
2940.1	U.S. 98	C.R. 575 (TRILBY RD)	HERNANDO CO	URBAN/TRANS	PA	4D	1.065	14,993	0.095	1,424	3,580	3,580	0.40	С
3120	U.S. 98 (BYPASS)	U.S.301 (S)	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	PA	4D	0.556	15,444	0.090	1,390	3,580	3,580	0.39	С
3120.1	U.S. 98 (BYPASS)	C.R. 35A (OLD LAKELAND HWY)	S.R. 52 (MERIDIAN)	URBAN/TRANS	PA	4D	0.280	24,794	0.090	2,231	3,580	3,580	0.62	С
3130	U.S. 98 (BYPASS)	S.R. 52 (MERIDIAN)	MARTIN LUTHER KING	URBAN/TRANS	PA	4D	0.312	24,466	0.090	2,202	3,580	3,580	0.62	С
3130.1	U.S. 98 (BYPASS)	MARTIN LUTHER KING	U.S.301 (N)	URBAN/TRANS	PA	4D	0.447	22,202	0.090	1,998	3,580	3,580	0.56	С
17070	U.S. 98 REALIGNMENT	US 301	US 98	URBAN/TRANS	PA	4D	0.770	9,752	0.090	878	3,580	3,580	0.25	С
1770	VOORHEES RD	TROUBLE CR RD	CECIELIA	URBAN/TRANS	MAC	2U	0.494	3,203	0.090	288	1,440	1,440	0.20	С
1794	WASHINGTON	C.R.587 (MASS)	CITY LIMITS	URBAN/TRANS	MIC	2U	0.252	3,509	0.090	316	1,440	1,440	0.22	С
2244	WASHINGTON	CITY LIMITS	U.S. 19	URBAN/TRANS	MIC	2U	1.045	3,324	0.090	299	1,440	1,440	0.21	С
2	WELBILT BLVD	MITCHELL RANCH	MITCHELL BLVD	URBAN/TRANS	MIC	2U	1.406	10,280	0.090	925	1,440	1,440	0.64	С
3400	WELLS RD	BOYETTE RD	CURLEY RD	URBAN/TRANS	MIC	2U	1.337	7,401	0.090	666	1,440	1,440	0.46	С
5335	WELLS RD	SR 581 EXT	BOYETTE RD	URBAN/TRANS	MIC	2U	1.373	5,887	0.090	530	1,440	1,440	0.37	С
9099	WELLS RD	CURLEY RD	RIVER GLEN BLVD	URBAN/TRANS	MIC	2U	1.972	3,388	0.090	305	1,440	1,440	0.21	С
9109.1	WELLS RD	RIVER GLEN BLVD	Z. WEST EXT	URBAN/TRANS	MIC	2U	0.763	10,872	0.090	978	1,440	1,440	0.68	С
9109.2	WELLS RD	Z. WEST EXT	C.R. 579 (EILAND)	URBAN/TRANS	MIC	2U	0.894	8,228	0.090	741	1,440	1,440	0.51	С
340	WILLOW BEND PKWY	S.R. 597 (DALE MABRY)	U.S. 41	URBAN/TRANS	MAC	4D	0.763	17,241	0.090	1,552	3,222	3,222	0.48	С
350	WILLOW BEND PKWY	U.S. 41	COLLIER PKY	URBAN/TRANS	MIC	6D	1.653	22,825	0.090	2,054	4,857	4,857	0.42	С
5030	WILSON	S.R.54	LAKE PATIENCE	URBAN/TRANS	MIC	2U	1.758	2,338	0.090	210	1,440	1,440	0.15	С
1420	WIRE RD	CITY LIMITS	C.R. 530 (OTTIS ALLEN RD)	URBAN/TRANS	MAC	2U	0.500	364	0.090	33	1,440	1,440	0.02	С
1420.1	WIRE RD	C.R. 530 (OTTIS ALLEN RD)	U.S. 301	URBAN/TRANS	MAC	2U	1.461	1,344	0.090	121	1,440	1,440	0.08	С
2220	WIRE RD	C.R. 54	DAUGHTRY	URBAN/TRANS	MAC	2U	0.502	382	0.090	34	1,440	1,440	0.02	С
2220.1	WIRE RD	DAUGHTRY	CITY LIMITS	URBAN/TRANS	MAC	2U	0.501	501	0.090	45	1,440	1,440	0.03	С
3240.3	WIREGRASS RANCH RD	S.R. 56	N OF SR 56	URBAN/TRANS	MIC	4D	0.501	10,479	0.090	943	3,222	3,222	0.29	С
3240.4	WIREGRASS RANCH RD	N OF SR 56	CHANCEY EXT	URBAN/TRANS	MIC	4D	0.734	12,116	0.090	1,090	3,222	3,222	0.34	С
5320	WIREGRASS RANCH RD	CHANCEY EXT	S.R. 54	URBAN/TRANS	MIC	4D	1.880	13,288	0.090	1,196	3,222	3,222	0.37	С
5200.5	WISTERIA LP	BEXLEY RANCH RD	U.S.41	URBAN/TRANS	MIC	2U	0.642	4,687	0.090	422	1,440	1,440	0.29	С
16995.1	WYNDFIELDS BLVD	SR 56	CHANCEY RD EXT	URBAN/TRANS	MIC	4D	0.746	8,144	0.090	733	3,222	3,222	0.23	С
16995.2	WYNDFIELDS BLVD	CHANCEY RD EXT	SR 54	URBAN/TRANS	MIC	4D	1.139	2.954	0.090	266	3,222	3.222	0.08	С
17000.1	WYNDFIELDS BLVD	HILLSBOROUGH CL	OLDWOODS AVE	URBAN/TRANS	MIC	4D	0.989	1,478	0.090	133	3,222	3.222	0.04	С
	_	OLDWOODS AVE	SR 56	URBAN/TRANS	MIC	4D	0.744	5,732	0.090	516	3,222	3,222	0.16	С
		S.R. 54	CURLEY RD REALIGNMENT	URBAN/TRANS	MA	4D	0.514	17,530	0.090	1,578	3,222	3,222	0.49	C
	Z.WEST.EXT	WELLS RD	HANDCART	URBAN/TRANS	MA	4D	0.923	19,610	0.090	1,765	3,222	3,222	0.55	C
	Z.WEST.EXT	CURLEY RD REALIGNMENT	RIVER GLEN BLVD	URBAN/TRANS	MA	4D	1.723	18,320	0.090	1,649	3,222	3,222	0.51	С
1850.5	Z.WEST.EXT	RIVER GLEN BLVD	WELLS RD	URBAN/TRANS	MA	4D	0.640	16,946	0.090	1,525	3,222	3.222	0.47	C

Note: AADT is based on output from the TBRPM 9.0 2045 Needs 4.3.2 model output, dated August, 2019. Peak season model volumes were converted to AADT using the applicable model output correction factor provided in the most recent FDOT Peak Season Correction Report (2018). K factors and D factors provided by FDOT Florida Traffic Online 2018, and the FDOT 2013 Q/LOS Handbook. FDOT 2013 Q/LOS methodology used for AADT to Peak Hour, Peak Direction volume calculations.

Road Type code is the number of lanes (2-8) and type of road (F=Freeway, D=Divided, U=Undivided, O=Oneway

Functional Class code is F=Freeway, PA=Primary Arterial, MA=Minor Arterial, MAC=Major Collector, MIC=Minor Collector or local collector road.

Appendix 8.7

Roadway Capacity Needs Plan Cost Estimates

	1		Roadway	Capacity Ne	eas	T	•	T	1	1
Project Number	On Street	From	То	2023 E+C Number of Lanes	2045 Number of Lanes	Project Description	PD&E/PE (PDC)	ROW cost (PDC)	Construction cost (PDC) *includes CEI	Total Project Cost
3133	20th St	CR 54	Pretty Pond Rd	00	2U	New 2-lane roadway	\$519,182	\$3,246,643	\$7,985,557	\$11,751,382
3117	23rd St	North Ave	Otis Allen Rd	00	2U	New 2-lane roadway	\$1,034,524	\$6,469,280	\$15,912,067	\$23,415,871
3127	Ayers Rd Extension	Bowman Rd	County Line Rd (CR 578)	00	2U	New 2-lane roadway	\$693,526	\$4,336,883	\$10,667,150	\$15,697,559
3056	Bexley Ranch Rd	Tower Rd	US 41 (Land O' Lakes Blvd)	00	4D	New 4-lane roadway	\$5,340,510	\$33,371,700	\$82,090,230	\$120,802,440
3026	Blanton Rd	Lake Iola Rd	I-75	2U	4D	Expand to 4 lanes divided	\$360,859	\$2,257,042	\$5,551,555	\$8,169,456
3087	Bower Rd	US 301	SR 575	00	2U	New 2-lane roadway	\$750,999	\$4,687,720	\$11,534,287	\$16,973,006
3092	Boyette Road Realignment	SR 54	Boyette Rd	00	4D	Expand to 4 lanes divided	\$1,585,575	\$9,909,304	\$24,376,325	\$35,871,204
3106	Boyette Rd Ext	Overpass Rd	McKendree Rd	00	4D	New 4-lane roadway	\$2,541,630	\$15,882,100	\$39,067,990	\$57,491,720
3167	Boyette Rd	Boyette Rd Realignment	Overpass Rd	2U	4D	Expand to 4 lanes divided	\$636,026	\$3,974,946	\$9,778,143	\$14,389,115
3014	Bruce B Downs Loop Rd	SR 581	SR 54	00	4D	New 4-lane roadway	\$882,732	\$5,519,792	\$13,579,186	\$19,981,710
3054	Bulloch Blvd	Asbel Rd	SR 52	00	2U	New 2-lane roadway	\$4,004,935	\$25,044,400	\$61,600,083	\$90,649,418
3080	Chancey Rd / Ext	Mansfield Rd	Morris Bridge Rd	00	4D	New 4-lane roadway	\$3,089,670	\$19,319,940	\$47,528,790	\$69,938,400
3184	Chancey Rd	Morris Bridge Rd	US 301 / Gall Blvd	2U	4D	Expand to 4 lanes divided	\$1,906,210	\$11,902,645	\$29,281,923	\$43,090,778
3078	Chancey Rd	SR 39	CR 54	2U	4D	Expand to 4 lanes divided	\$1,950,648	\$12,200,580	\$30,009,272	\$44,160,500
3100a	Clinton Ave Ext (New SR 52)	Urdaco Pl	Fort King Rd	00	4D	New 4-lane divided	\$0	\$0	\$0	\$0
3100b	Clinton Ave Ext (New SR 52)	SR 52	Curley Rd	4D	6D	Expand to 6 lanes divided	\$6,160,756	\$0	\$28,001,303	\$34,162,059
3101b	Clinton Ave Ext (New SR 52)	Curley Rd	Prospect Rd / Happy Hill Rd	4D	6D	Expand to 6 lanes divided	\$7,980,190	\$0	\$36,270,828	\$44,251,018
3102b	Clinton Ave	Fort King Hwy	US 301	4D	6D	Expand to 6 lanes divided	\$3,516,420	\$0	\$15,982,510	\$19,498,930
3113	Coats Rd	Chancey Rd	Oldwoods Ave	00	2U	New 2-lane roadway	\$832,174	\$5,203,901	\$12,799,698	\$18,835,773
3067	Collier Parkway	S of Bell Lake Rd	Hale Rd	2U	4D	Expand to 4 lanes divided	\$435,200	\$2,717,450	\$16,902,738	\$20,055,388
3063	Collier Parkway / Ext	Parkway Blvd	Ehren Cutoff Rd	00	4D	New 4-lane roadway	\$1,131,520	\$7,065,370	\$42,629,917	\$50,826,807
3061	Collier Parkway Ext	Ehren Cutoff (S)	Ehren Cutoff (N)	00	4D	New 4-lane roadway	\$3,167,592	\$19,796,367	\$68,351,700	\$91,315,659
3123a	Collier Parkway Ext	SR 52	Bellamy Brothers Blvd	00	2U	New 2-lane roadway	\$2,093,850	\$13,093,650	\$32,205,600	\$47,393,100
3123b	Collier Parkway Ext	Bellamy Brothers Blvd	McKendree Rd	00	2U	New 2-lane roadway	\$1,768,140	\$11,056,860	\$27,195,840	\$40,020,840
3031	Colony Rd	SR 52	Kitten Trail	00	2U	New 2-lane roadway	\$1,223,274	\$7,649,603	\$18,815,231	\$27,688,108
3180	Commerce Center Drive	Pasco Rd	SR 52	00	2U	New 2-lane roadway	\$756,766	\$4,732,346	\$11,639,844	\$17,128,956
3059	Connerton Blvd	Flourish Drive	Ehren Cutoff Rd	00	4D	New 4-lane roadway	\$1,034,120	\$8,348,200	\$15,895,650	\$25,277,970
3069	County Line Rd	Dale Mabry	US 41 (Land O' Lakes Blvd)	2U	4D	Expand to 4 lanes divided	\$336,459	\$2,104,429	\$5,176,179	\$7,617,067
3010	County Line Rd	US 41 (Land O' Lakes Blvd)	SR 581	2U	4D	Expand to 4 lanes divided	\$3,126,426	\$19,554,634	\$48,097,742	\$70,778,802
3152	CR 539 Ext (Overpass Rd / Kossik Rd)	CR 579 (Handcart Rd)	US 301	00	4D	New 4-lane roadway	\$2,350,000	\$2,444,000	\$27,025,000	\$31,819,000
3145	CR 54	23rd St	Chancey Rd / Old Lakeland Hwy	2U	4D	Expand to 4 lanes divided	\$650,240	\$4,060,190	\$9,988,550	\$14,698,980
3185	CR 54	Chancey Rd	US 98	2U	4D	Expand to 4 lanes divided	\$2,266,134	\$14,150,060	\$34,810,830	\$51,227,024
3028	CR 578 (County Line Rd)	East Rd	W of Suncoast Parkway	2U	4D	Expand to 4 lanes divided	\$2,803,680	\$17,535,980	\$43,132,540	\$63,472,200
3108	CR 579 (Handcart Rd) Ext	Prospect Rd	SR 52	00	2U	New 2-lane roadway	\$989,158	\$4,121,491	\$4,121,491	\$9,232,140
3032		Ridge Rd	S of SR 52	2U	4D	Expand to 4 lanes divided	\$0	\$2,000,000	\$53,768,895	\$55,768,895
3099	Curley Rd	Meadow Pointe Blvd Ext.	Overpass Rd	2U	4D	Expand to 4 lanes divided	\$684,000	\$396,000	\$11,643,206	\$12,723,206
3103	Curley Rd	Overpass Rd	Clinton Ave Ext	2U	4D	Expand to 4 lanes divided	\$3,116,000	\$1,804,000	\$55,909,091	\$60,829,091
3098	Curley Rd (Realignment)	SR 54	Curley Rd	00	4D	New 4-lane roadway	\$1,168,264	\$7,301,250	\$17,960,659	\$26,430,173
3173	Daughtry Rd ext	Wire Rd	Old Lakeland Highway	00	2U	New 2-lane roadway	\$1,107,133	\$6,923,329	\$17,028,863	\$25,059,325
3110	Dean Dairy	Eiland Blvd	Prospect Rd	00	2U	New 2-lane roadway	\$1,749,854	\$10,922,557	\$26,875,307	\$39,547,718

Project Number	On Street	From	To	2023 E+C Number of Lanes	2045 Number of Lanes	Project Description	PD&E/PE (PDC)	ROW cost (PDC)	Construction cost (PDC) *includes CEI	Total Project Cost
2205	Decubellis Road (II)	Starkey Blvd	Town Center	2U	4D	Expand to 4 lanes divided		\$215,000	\$10,000,116	\$10,215,116
	Decubellis Road (III)	Little Road	Starkey Blvd	2U	4D 4D	Expand to 4 lanes divided	\$250,000	\$358,378	\$10,000,116	\$10,706,802
	Drexel Rd	Lake Patience Rd	Tower Rd	00	2U	New 2-lane roadway	\$905,418	\$5,661,930	\$10,098,424	\$10,700,802
	Drexel Rd	Tower Rd	Bexley Rd	00	2U	New 2-lane roadway				\$20,493,029
	Eiland Blvd		Fort King Hwy	2U	4D	Expand to 4 lanes divided	\$635,855	\$3,976,244	\$9,780,109	\$14,392,208
	Eiland Blvd	Fort King Hwy	Gall Blvd	+	4D 4D	Expand to 4 lanes divided	\$1,866,601	\$11,655,317	\$28,673,464	\$42,193,382
			SR 39	2U	6D	'	\$100,722	\$628,923	\$1,547,226	
	Gall Blvd (US 301)			2U		Expand to 6 lanes divided	\$7,795,203	\$0	\$58,997,272	\$66,792,475
	Greenslope Dr Ext		Bailey Hill Rd	00	2U	New 2-lane roadway	\$344,947	\$2,153,156	\$5,297,909	\$7,796,012
	Gunn Hwy		SR 54	2U	4D	Expand to 4 lanes divided	\$230,400	\$1,438,650	\$3,539,250	\$5,208,300
	Handcart Rd		Prospect Rd	2U	4D	Expand to 4 lanes divided	\$2,135,040	\$13,331,490	\$32,797,050	\$48,263,580
	Handcart Rd /Happyhill Rd	Clinton Ave	Schrader Memorial Hwy	2U	4D	Expand to 4 lanes divided	\$136,088	\$849,756	\$2,090,500	\$3,076,344
	Hicks Rd	Denton Ave	New York Ave	00	2U	New 2-lane roadway	\$519,254	\$3,247,092	\$7,986,662	\$11,753,008
3021			Pasco / Hernando County Line	6F	8F	Expand to 8-lane freeway	\$3,127,742	\$7,318,049	\$317,823,000	\$328,268,791
3022		/ '	SR 52	6F	8F	Expand to 8-lane freeway	\$11,587,317	\$5,091,220	\$126,068,948	\$142,747,485
3023			Wesley Chapel Blvd	8F	10F	Expand to 10-lane freeway	\$7,754,194	\$0	\$124,921,000	\$132,675,194
3024		Hillsborough / Pasco County Li		8F	10F	Expand to 10-lane freeway	\$0	\$0	\$63,965,000	\$63,965,000
	I-75 / I-275	,	SR 56			Interchange Modification	\$7,582,999	\$2,189,100	\$69,809,191	\$79,581,290
	Keefer Rd	Curley Rd	Fort King Rd	00	2U	New 2-lane roadway	\$2,354,825	\$14,725,625	\$36,219,662	\$53,300,112
	Keefer Rd ext / Bailey Hill Rd	Fort King Rd	Gall Blvd	00	2U	New 2-lane roadway	\$533,471	\$3,335,997	\$8,205,334	\$12,074,802
	Lake Iola Rd		Pasco/Hernando County Line	2U	4D	Expand to 4 lanes divided	\$424,563	\$2,655,487	\$6,531,592	\$9,611,642
	Lake Patience Rd		US 41 (Land O' Lakes Blvd)	2U	4D	Expand to 4 lanes divided	\$1,826,572	\$11,405,370	\$28,058,566	\$41,290,508
3003	Little Rd	Old County Rd 54	Decubellis Rd	4D	6D	Expand to 6 lanes divided	\$1,757,990	\$10,981,246	\$27,010,522	\$39,749,758
3207	Little Road	Trinity Blvd	S of SR 54	4D	6D	Expand to 6 lanes divided	\$211,361	\$0	\$5,872,388	\$6,083,749
3068	Livingston Rd Ext	SR 54	Collier Parkway	00	2U	New 2-lane roadway	\$819,726	\$5,123,008	\$12,602,309	\$18,545,043
3125	Mansfield Blvd	County Line Rd	Beardsley Dr	00	2U	New 2-lane roadway	\$186,137	\$1,163,985	\$2,862,978	\$4,213,100
3122	Massey Rd	Geiger Rd	CR 54	00	2U	New 2-lane roadway	\$258,318	\$1,615,360	\$3,973,196	\$5,846,874
3104	McKendree Rd / Kenton Rd Ext	Overpass Rd	SR 52	00	4D	New 4-lane roadway	\$3,892,543	\$24,357,942	\$59,832,943	\$88,083,428
3144a	Meadow Pointe Blvd	Hillsborough / Pasco County Li	SR-56	2U	4D	Expand to 4 lanes divided	\$686,080	\$0	\$10,539,100	\$11,225,180
3097	Meadow Pointe Blvd	SR 56	SR 54	2U	4D	Expand to 4 lanes divided	\$1,599,050	\$9,984,693	\$24,563,532	\$36,147,275
3052	Meadowbrook Drive	SR 54	Mentmore Blvd	2U	4D	Expand to 4 lanes divided	\$281,600	\$1,758,350	\$4,325,750	\$6,365,700
3164	Mirada Blvd	SR 52	Curley Rd	00	2U	New 2-lane roadway		\$7,204,361	\$17,720,099	\$24,924,460
3163	Morgan Rd / Hunt Rd	SR 54	US 41 (Land O' Lakes Blvd)	00	2U	New 2-lane roadway	\$449,227	\$2,809,192	\$6,909,587	\$10,168,006
3088	Morningside Drive	Fort King Rd	US 301	00	2U	New 2-lane roadway	\$570,838	\$3,569,670	\$8,780,086	\$12,920,594
3107a	Morris Bridge Rd/Eiland Blvd	SR 56	Handcart Rd	2U	4D	Expand to 4 lanes divided	\$1,920,000	\$11,988,750	\$29,493,750	\$43,402,500
	New Collector "A"	Ridge Rd	SunLake Blvd Ext / New rd	00	2U	New 2-lane roadway	\$1,273,865	\$7,965,966	\$19,593,368	\$28,833,199
3157	New Collector west of US 41		US 41 (Land O' Lakes Blvd)	00	2U	New 2-lane roadway	\$668,783	\$4,182,158	\$10,286,582	\$15,137,523
3055	New Connector	Sunlake Blvd	Rdway "A"	00	2U	New 2-lane roadway	\$501,291	\$3,134,763	\$7,710,373	\$11,346,427
3074	New Connector	Ehren Cutoff	SR 52	00	2U	New 2-lane roadway	\$2,184,710	\$13,661,834	\$33,603,125	\$49,449,669
	New Ext of SunLake Blvd		SR 52	00	2U	New 2-lane roadway	\$1,063,856	\$6,652,704	\$16,363,222	\$24,079,782
	New River Rd		SR 56	00	2U	New 2-lane roadway	\$413,640	\$2,586,649	\$6,362,212	\$9,362,501

Number Project On Street From To Number of Zuo-S Number Project Description Project Descriptio			1	Roadway	Capacity Ne	eas	Г			T =	<u> </u>
13118 North Ave		On Street	From	То			Project Description	_		Construction cost (PDC) *includes CEI	Total Project Cost
3030 Old Divise Hwy New York Ave Anpeka Rd O. 2U New 2-lane roadway S515,230 S3,847.270 S39,802	3118 [North Ave	21ct St	23rd St	+	211	New 2-lane roadway	\$124.420	\$940.590		\$3,042,520
3073 Old Lakeland Hwy					+		· ·				\$3,042,320
3172 Old Peace Rd		<u>-</u>		•			,				\$91,980,900
3124 Old Pasco Rd Ext		·			 		·				\$79,455,229
3112 Oldwoods Are			, ,				<u>'</u>			. , ,	\$9,616,779
3033 Osteen Rd					+		· ·				\$63,798,634
3120 Oris Allen Rd							,				\$16,045,533
3114 Oils Allen Rd ext					 		,				
3017b Overpass Rd					-		·				\$24,066,494
3017b Overpass Rd Ext					+		,				\$32,454,226
3017c Overpass Rd Ext Epperson Blvd Sunshine Rd 2D 4D Expand to 4 lanes divided \$1,157,120 \$7,225,220 \$17,774		<u> </u>		-	_		·			\$70,143,298	\$79,543,435
3017d Overpass Rd Ext Sunshine Rd Handcart Rd O0 4D New 4-lane roadway \$1,325,000 \$1,378,000 \$15,237 3165 Pasco Towne Center Drive McKendree Rd Ext SR 52 O0 2U New 2-lane roadway \$1,032,002 \$7,273,948 \$17,891 3038 Perrine Ranch Rd Extn 7 Spring Blvd Trinity Oaks Blvd O0 2U New 2-lane roadway \$92,610 \$578,070 \$1,422 3134 Pretty Pond Rd Wire Rd 23rd St O0 2U New 2-lane roadway \$396,395 \$2,478,818 \$6,096 3172 Pretty Pond Rd ext 23rd St Olid Lakeland Highway O0 2U New 2-lane roadway \$396,395 \$2,478,818 \$6,096 3172 Pretty Pond Rd ext 23rd St Olid Lakeland Highway O0 2U New 2-lane roadway \$590,921 \$3,695,255 \$9,088 3171 Prospect Rd Highland Blvd Clinton Ave Ext O0 2U New 2-lane roadway \$590,921 \$3,695,255 \$9,088 3185 Radge Rd Ext Suncoast Pkwy US 41 (Land O' Lakes Blvd) O0 4D New 4-lane roadway \$318,990 \$1,991,130 \$48,899 3186 Ridge Rd Ext Suncoast Pkwy US 41 (Land O' Lakes Blvd) O0 4D New 4-lane roadway \$0 \$2,000,000 \$46,233 3186 Ridge Rd Gard Suncoast Pkwy US 41 (Land O' Lakes Blvd) O0 4D New 4-lane roadway \$0,000 \$2,000,000 \$46,233 3186 Ridge Rd Gard Suncoast Pkwy US 41 (Land O' Lakes Blvd) O0 4D New 4-lane roadway \$6,707,196 \$4,190,1018 \$1,000 3038 River Glein Blvd Ywinfelids Blvd Hillsborough County Line Overpass Rd Ext O0 4D New 4-lane roadway \$731,134 \$4,572,060 \$11,254 3140 S 215t St Thomas Jefferson Rd / Stadium Werldina Ave 2U 4D Expand to 4 lanes divided \$3,488,348 \$2,163,0552 \$53,204 3161 South Branch Ranch Rd SR 54 Tower Rd Ext O0 4D New 4-lane roadway \$70,000,001 \$6,683,346,013 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,400 \$7,247,4		·					•			\$15,237,500	\$17,940,500
3165 Pasco Towne Center Drive McKendree Rd Ext SR 52 00 2U New 2-lane roadway \$1,163,202 \$7,273,948 \$17,891 \$1338 Perrine Ranch Rd Extn 7 5pring Blvd Trinity Oaks Blvd 00 2U New 2-lane roadway \$396,310 \$578,070 \$1,422, \$13134 Pretty Pond Rd Wire Rd 23rd St 00 2U New 2-lane roadway \$396,310 \$22,478,818 \$6,098, \$13172 Pretty Pond Rd ext 23rd St Old Lakeland Highway 00 2U New 2-lane roadway \$590,921 \$3,695,255 \$9,088, \$1317 Prospect Rd Highland Blvd Clinton Ave Ext 00 2U New 2-lane roadway \$590,921 \$3,695,255 \$9,088, \$1315 Racetrack Rd US 19 Old Dike Hwy (3030) 00 2U New 2-lane roadway \$318,99 \$1,991,130 \$4,899, \$1,391,130 \$4		·			+		•			\$17,774,900	\$26,157,240
3038 Perrine Ranch Rd Extn 7. Spring Blvd Trinity Oaks Blvd 00 2U New 2-lane roadway \$92,610 \$578,070 \$1,422,		·			-		· ·			\$15,237,500	\$17,940,500
3134 Pretty Pond Rd							,			\$17,891,256	\$26,328,406
3172 Pretty Pond Rd ext 23rd St Old Lakeland Highway O0 2U New 2-lane roadway \$590,921 \$3,695,255 \$9,088, 3211 Prospect Rd Highland Blvd Clinton Ave Ext O0 2U New 2-lane roadway \$989,158 \$0 \$4,121, 3155 Racetrack Rd US 19 Old Dixie Hwy (3030) O0 2U New 2-lane roadway \$318,900 \$1,991,130 \$4,899, 3053 Ridge Rd Ext Suncoast Pkwy US 41 (Land O' Lakes Blvd) O0 4D New 4-lane roadway \$0 \$2,000,000 \$46,233 3186 Ridge Rd/Overpass Rd Ext Ehren Cutoff Old Pasco Rd / I-75 O0 4D New 4-lane roadway \$4,705,933 \$29,410,478 \$72,348 3202 Ridge Road @ Suncoast Pkwy US 41 (Land O' Lakes Blvd) O0 4D New 4-lane roadway \$4,705,933 \$29,410,478 \$72,348 3202 Ridge Road @ Suncoast Pkwy US 41 (Land O' Lakes Blvd) O0 4D New 4-lane roadway \$6,707,196 \$41,910,018 \$103,099 3058 Roach's Run Rdway "A" US 41 (Land O' Lakes Blvd) O0 2U New 2-lane roadway \$731,134 \$4,572,060 \$11,245 \$1340 \$2151 \$1 Thomas Jefferson Rd / Stadium W Meridian Ave 2U 4D Expand to 4 lanes divided \$1,594,019 \$7,247,140 \$7,247, 40 \$7,247								\$92,610	\$578,070	\$1,422,360	\$2,093,040
3211 Prospect Rd		•			_				\$2,478,818	\$6,096,988	\$8,972,202
3155 Racetrack Rd	3172 F	Pretty Pond Rd ext		Old Lakeland Highway	00	2U	New 2-lane roadway	\$590,921	\$3,695,255	\$9,088,978	\$13,375,154
3053 Ridge Rd Ext	3211 F	Prospect Rd	Highland Blvd	Clinton Ave Ext	00	2U	New 2-lane roadway	\$989,158	\$0	\$4,121,491	\$5,110,649
3186 Ridge Rd/Overpass Rd Ext	3155 F	Racetrack Rd	US 19	Old Dixie Hwy (3030)	00	2U	New 2-lane roadway	\$318,990	\$1,991,130	\$4,899,240	\$7,209,360
3202 Ridge Road @ Suncoast Pkwy Sincoast Pkwy New Interchange \$0 \$0 \$12,654	3053 F	Ridge Rd Ext	Suncoast Pkwy	US 41 (Land O' Lakes Blvd)	00	4D	New 4-lane roadway	\$0	\$2,000,000	\$46,233,892	\$48,233,892
3083 River Glen Blvd / Wynfields Blvd Hillsborough County Line Overpass Rd Ext O0 4D New 4-lane roadway \$6,707,196 \$41,910,018 \$103,094 \$105,09	3186 F	Ridge Rd/Overpass Rd Ext	Ehren Cutoff	Old Pasco Rd / I-75	00	4D	New 4-lane roadway	\$4,705,933	\$29,410,478	\$72,348,107	\$106,464,518
3058 Roach's Run Rdway "A" US 41 (Land O' Lakes Blvd) 00 2U New 2-lane roadway \$731,134 \$4,572,060 \$11,245 \$140 \$215t St Thomas Jefferson Rd / Stadium W Meridian Ave 2U 4D Expand to 4 lanes divided \$1,594,019 \$7,247,140 \$7,247, \$1048 \$140 \$	3202 [Ridge Road @ Suncoast Pkwy					New Interchange	\$0	\$0	\$12,654,973	\$12,654,973
3140 S 21St St	3083 [River Glen Blvd / Wynfields Blvd	Hillsborough County Line	Overpass Rd Ext	00	4D	New 4-lane roadway	\$6,707,196	\$41,910,018	\$103,094,022	\$151,711,236
3048 Shady Hills Rd SR 52 Pasco / Hernando County Line 2U 4D Expand to 4 lanes divided \$3,458,343 \$21,630,652 \$53,204 \$3161 South Branch Ranch Rd SR 54 Tower Rd Ext 00 4D New 4-lane roadway \$1,069,061 \$6,681,268 \$16,435 \$3178 SR 39 Hillsborough County Line US 301 / Gall Blvd 2U 4D Expand to 4 lanes divided \$7,610,603 \$34,601,289 \$34,601 \$3201 SR 52 US 41 (Land O' Lakes Blvd) CR 581/Bellamy Brothers 2U 4D Expand to 4 lanes divided \$0 \$23,592,360 \$108,433 \$3005 SR 52 US 41 (Land O' Lakes Blvd) Old Pasco Rd / I-75 4D 6D Expand to 6 lanes divided \$34,995,779 \$0 \$159,055 \$3007 SR 52 Urdaco Pl Clinton Ave Ext 4D 6D Expand to 6 lanes divided \$1,809,420 \$8,224, \$3008 SR 52 Clinton Ave Ext Curley St / Rd 2U 4D Expand to 4 lanes divided \$4,239,300 \$19,273,800 \$19,273 \$3139 SR 52 (Schrader Memorial Hwy) Handcart Rd / Happy Hill Rd Thomas Jefferson Rd / Stadium Dr 2U 4D Expand to 4 lanes divided \$5,183,571 \$23,566,890 \$23,566 \$3188 SR 54 US 41 Intersection Interchange Modification \$8,505,130 \$28,615,500 \$189,925 \$3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 \$3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773	3058 [Roach's Run	Rdway "A"	US 41 (Land O' Lakes Blvd)	00	2U	New 2-lane roadway	\$731,134	\$4,572,060	\$11,245,598	\$16,548,792
3161 South Branch Ranch Rd SR 54 Tower Rd Ext D0 4D New 4-lane roadway \$1,069,061 \$6,681,268 \$16,435 \$178 \$R 39 Hillsborough County Line US 301 / Gall Blvd 2U 4D Expand to 4 lanes divided \$7,610,603 \$34,601,289 \$34,601 \$3201 \$R 52 US 41 (Land O' Lakes Blvd) CR 581/Bellamy Brothers 2U 4D Expand to 4 lanes divided \$0 \$23,592,360 \$108,433 \$3005 \$R 52 US 41 (Land O' Lakes Blvd) Old Pasco Rd / I-75 4D 6D Expand to 6 lanes divided \$34,995,779 \$0 \$159,055 \$3007 \$R 52 Urdaco Pl Clinton Ave Ext 4D 6D Expand to 6 lanes divided \$1,809,420 \$8,224, \$3008 \$R 52 Clinton Ave Ext Curley St / Rd 2U 4D Expand to 4 lanes divided \$4,239,300 \$19,273,800 \$19,273 \$3139 \$R 52 (Schrader Memorial Hwy) Handcart Rd / Happy Hill Rd Thomas Jefferson Rd / Stadium Dr 2U 4D Expand to 4 lanes divided \$5,183,571 \$23,566,890 \$23,566 \$3188 \$R 54 US 41 Intersection Interchange Modification \$8,505,130 \$28,615,500 \$189,925 \$3190 \$R 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 \$3076 \$R 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358	3140 9	S 21St St	Thomas Jefferson Rd / Stadium	W Meridian Ave	2U	4D	Expand to 4 lanes divided	\$1,594,019	\$7,247,140	\$7,247,140	\$16,088,299
3178 SR 39	3048 5	Shady Hills Rd	SR 52	Pasco / Hernando County Line	2U	4D	Expand to 4 lanes divided	\$3,458,343	\$21,630,652	\$53,204,039	\$78,293,034
3178 SR 39	3161 5	South Branch Ranch Rd	SR 54	Tower Rd Ext	00	4D	New 4-lane roadway	\$1,069,061	\$6,681,268	\$16,435,540	\$24,185,869
3201 SR 52 US 41 (Land O' Lakes Blvd) CR 581/Bellamy Brothers 2U 4D Expand to 4 lanes divided \$0 \$23,592,360 \$108,433 \$3005 SR 52 US 41 (Land O' Lakes Blvd) Old Pasco Rd / I-75 4D 6D Expand to 6 lanes divided \$34,995,779 \$0 \$159,055 \$3007 SR 52 Urdaco Pl Clinton Ave Ext 4D 6D Expand to 6 lanes divided \$1,809,420 \$8,224 \$3008 SR 52 Clinton Ave Ext Curley St / Rd 2U 4D Expand to 4 lanes divided \$4,239,300 \$19,273,800 \$19,273,800 \$19,273 \$3139 SR 52 (Schrader Memorial Hwy) Handcart Rd / Happy Hill Rd Thomas Jefferson Rd / Stadium Dr 2U 4D Expand to 4 lanes divided \$5,183,571 \$23,566,890 \$23,566 \$3188 SR 54 US 41 Intersection Interchange Modification \$8,505,130 \$28,615,500 \$189,925 \$3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 \$3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773 \$23,773,358 \$53,773,358	3178 5	SR 39	Hillsborough County Line	US 301 / Gall Blvd	2U	4D	Expand to 4 lanes divided			\$34,601,289	\$76,813,181
3005 SR 52 US 41 (Land O' Lakes Blvd) Old Pasco Rd / I-75 4D 6D Expand to 6 lanes divided \$34,995,779 \$0 \$159,055 3007 SR 52 Urdaco Pl Clinton Ave Ext 4D 6D Expand to 6 lanes divided \$1,809,420 \$8,224, 3008 SR 52 Clinton Ave Ext Curley St / Rd 2U 4D Expand to 4 lanes divided \$4,239,300 \$19,273,800 \$19,273 3139 SR 52 (Schrader Memorial Hwy) Handcart Rd / Happy Hill Rd Thomas Jefferson Rd / Stadium Dr 2U 4D Expand to 4 lanes divided \$5,183,571 \$23,566,890 \$23,566 3188 SR 54 US 41 Intersection Interchange Modification \$8,505,130 \$28,615,500 \$189,922 3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773	3201 5	SR 52		CR 581/Bellamy Brothers		4D	Expand to 4 lanes divided			\$108,433,928	\$132,026,288
3007 SR 52 Urdaco PI Clinton Ave Ext 4D 6D Expand to 6 lanes divided \$1,809,420 \$8,224, 3008 SR 52 Clinton Ave Ext Curley St / Rd 2U 4D Expand to 4 lanes divided \$4,239,300 \$19,273,800 \$19,273 3139 SR 52 (Schrader Memorial Hwy) Handcart Rd / Happy Hill Rd Thomas Jefferson Rd / Stadium Dr 2U 4D Expand to 4 lanes divided \$5,183,571 \$23,566,890 \$23,566 3188 SR 54 US 41 Intersection Interchange Modification \$8,505,130 \$28,615,500 \$189,925 3189 SR 54 Collier Pkwy Interchange Modification \$15,000,000 \$30,000,000 \$182,855 3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773	3005 5	SR 52	US 41 (Land O' Lakes Blvd)	Old Pasco Rd / I-75	4D	6D	Expand to 6 lanes divided			\$159,059,607	\$194,055,386
3008 SR 52 Clinton Ave Ext Curley St / Rd 2U 4D Expand to 4 lanes divided \$4,239,300 \$19,273,800 \$19,273 3139 SR 52 (Schrader Memorial Hwy) Handcart Rd / Happy Hill Rd Thomas Jefferson Rd / Stadium Dr 2U 4D Expand to 4 lanes divided \$5,183,571 \$23,566,890 \$23,566 3188 SR 54 US 41 Intersection Interchange Modification \$8,505,130 \$28,615,500 \$189,922 3189 SR 54 Collier Pkwy Interchange Modification \$15,000,000 \$30,000,000 \$182,855 3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773			` '	•	-				·	\$8,224,010	\$10,033,430
3139 SR 52 (Schrader Memorial Hwy) Handcart Rd / Happy Hill Rd Thomas Jefferson Rd / Stadium Dr 2U 4D Expand to 4 lanes divided \$5,183,571 \$23,566,890 \$23,566 3188 SR 54 US 41 Intersection Interchange Modification \$8,505,130 \$28,615,500 \$189,923 3189 SR 54 Collier Pkwy Interchange Modification \$15,000,000 \$30,000,000 \$182,857 3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773					!				\$19,273,800	\$19,273,800	\$42,786,900
3188 SR 54 US 41 Intersection Interchange Modification \$8,505,130 \$28,615,500 \$189,927 3189 SR 54 Collier Pkwy Interchange Modification \$15,000,000 \$30,000,000 \$182,857 3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773				-			'			\$23,566,890	\$52,317,351
3189 SR 54 Collier Pkwy Interchange Modification \$15,000,000 \$30,000,000 \$182,857 3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773				,			'			\$189,921,952	\$227,042,582
3190 SR 54/56 Future Corridor Improvements from US 19 to US 301 Corridor Improvements \$88,059 3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773										\$182,857,143	\$227,857,143
3076 SR 54 Morris Bridge Rd US 301 2U 4D Expand to 4 lanes divided \$11,828,956 \$53,773,358 \$53,773			•	from US 19 to US 301			, and the second	+==,==,==	+00,000,000	\$88,059,629	\$88,059,629
		<u> </u>	· ·		21,1	4D		\$11.828.956	\$53,773,358	\$53,773,358	\$119,375,672
E COCATOLO INTERCACIONI DI TOLI DO LA COMUNICACIONI DE LA COLORIA DE LA			, , ,		 		·			\$32,366,592	\$39,487,784
							·			\$79,969,043	\$97,565,275
					 		'			\$30,192,192	\$67,026,002

1		T	Roadway	Capacity No	eus	T	1		1 .	1
Project	On Street	From	То	2023 E+C Number of	2045 Number	Project Description	PD&E/PE	ROW cost	Construction cost (PDC)	Total Project
Number				Lanes	of Lanes		(PDC)	(PDC)	*includes CEI	Cost
3036	Starkey Blvd Extn	SR 54	Little Rd	00	4D	New 4-lane roadway	\$1,001,364	\$6,261,604	\$15,404,108	\$22,667,076
3034	Starkey Blvd	Tower Road	De Cubellis Rd	2U	4D	Expand to 4 lanes divided	\$3,332,842	\$0	\$41,006,600	\$44,339,442
3020	Suncoast Pkwy	Hillsborough / Pasco County Li	SR 52	4F	6F	Expand to 6-lane freeway	\$23,750,000	\$0	\$43,000,000	\$66,750,000
3066	Sunlake Blvd	Mentmore Blvd	Lake Patience Rd	2U	4D	Expand to 4 lanes divided	\$582,955	\$0	\$8,962,235	\$9,545,190
3154	Sunlake Blvd	Lake Patience Rd	Tower Rd	2U	4D	Expand to 4 lanes divided	\$218,348	\$0	\$3,354,109	\$3,572,457
3049a	SunLake Blvd	Tower Rd Ext	Bexley Ranch Blvd	00	4D	New 4-lane roadway	\$1,136,150	\$12,055,900	\$17,466,950	\$30,659,000
3049c	SunLake Blvd	Bexley Ranch Blvd	New Collector Road "A"	00	2U	New 2-lane roadway	\$1,178,760	\$27,213,101	\$18,130,560	\$46,522,421
3049b	SunLake Blvd	New Collector Road "A"	SR 52	00	4D	New 4-lane roadway	\$2,880,690	\$0	\$44,287,170	\$47,167,860
3109a	Sunshine Rd	Overpass Rd	Handcart Rd	00	2U	New 2-lane roadway			\$7,077,280	\$7,077,280
3109b	Sunshine Rd	Handcart Rd	Ft. King Rd	00	2U	New 2-lane roadway	\$1,308,010	\$8,179,490	\$20,118,560	\$29,606,060
3057b	Symphony Drive	Connerton Blvd	Central Blvd	00	2U	New 2-lane roadway	\$856,219	\$5,354,268	\$13,169,544	\$19,380,031
3057a	Symphony Drive (Asbel Dr. Ext)	Central Blvd	US 41 (Land O' Lakes Blvd)	00	2U	New 2-lane roadway				\$0
3210	Tower Rd	Starkey Blvd	Long Spur	2D	4D	Expand to 4 lanes divided	\$691,200	\$0	\$10,617,750	\$11,308,950
3051	Tower Rd	Gunn Hwy	Bexley Ranch Blvd	00	4D	New 4-lane roadway	\$1,909,760	\$11,924,810	\$29,336,450	\$43,171,020
3040a	Tower Rd	East of Ballantrae Blvd	Lake Patience Rd	00	2U	New 2-lane roadway	\$382,580	\$3,389,940	\$5,884,480	\$9,657,000
3040b	Tower Rd	Bexley Ranch Blvd	Lake Patience Rd	2U	4D	Expand to 4 lanes divided	\$936,960	\$0	\$14,392,950	\$15,329,910
3141a	Tower Rd	Lake Patience Rd	Sunlake Blvd	00	4D	New 4-lane roadway	\$293,200	\$12,869,589	\$4,507,600	\$17,670,389
3141b	Tower Rd	Sunlake Blvd	Drexel Rd	00	2U	New 2-lane roadway	\$423,940	\$0	\$6,520,640	\$6,944,580
3141c	Tower Rd	Drexel Rd	Land O Lakes Blvd (US 41)	00	2U	New 2-lane roadway	\$1,152,910	\$7,209,590	\$17,732,960	\$26,095,460
3142a	Tower Rd Ext / Caliente Blvd	Land O Lakes Blvd (US 41)	Ehren Cutoff	00	2U	New 2-lane roadway	\$785,840	\$0	\$12,087,040	\$12,872,880
3142b	Tower Rd Ext / Caliente Blvd	Land O Lakes Blvd (US 41)	Collier Parkway Ext	2U	4D	Expand to 4 lanes divided	\$2,519,813	\$0	\$38,707,671	\$41,227,484
3187	Tower Road @ Suncoast Pkwy					New Interchange	\$0	\$0	\$200,000,000	\$200,000,000
3166	Tyndall Rd	McKendree Rd Ext	Curley Rd / St	00	2U	New 2-lane roadway	\$532,591	\$3,330,496	\$8,191,804	\$12,054,890
3203	US 19	Pinellas County Line	Hernando County Line			Corridor Improvements	\$645,161	\$0	\$413,438,000	\$414,083,161
3116	US 301	Beardsley Dr Ext	SR 56	2U	4D	Expand to 4 lanes divided	\$0	\$10,218,638	\$20,437,275	\$30,655,913
3077	US 301 (6th, 7th, Gall)	SR 39	CR 54	30	20	Redesigned One-way Pair	\$0	\$0	\$45,139,989	\$45,139,989
3019	US 301	S of CR 54/Eiland	Kossik Rd	4D	6D	Expand to 6 lanes divided	\$0	\$0	\$19,872,217	\$19,872,217
3009a	US 41 (Land O Lakes Blvd)	Horton Rd	SR 52	4D	6D	Expand to 6 lanes divided	\$20,403,083	\$0	\$92,734,222	\$113,137,305
3136	US 41 (Land O Lakes Blvd)	SR 52	Pasco / Hernando County Line	2U	4D	Expand to 4 lanes divided	\$18,470,826	\$83,976,837	\$83,976,837	\$186,424,500
3146	US 98	CR 54	Old Lakeland Highway	2U	4D	Expand to 4 lanes divided	\$2,223,613	\$13,907,879	\$34,208,646	\$50,340,138
3084	US 98	Old Lakeland Highway	US 301	2U	4D	Expand to 4 lanes divided	\$1,326,080	\$8,280,230	\$20,370,350	\$29,976,660
3086	US 98	US 301	Hernando County Line	2U	4D	Expand to 4 lanes divided	\$945,792	\$5,905,661	\$14,528,627	\$21,380,080
3209	US 98 Realignment	@ Clinton Ave		00	2U	New 2-lane alignment	\$382,580	\$2,392,420	\$5,884,480	\$8,659,480
3160	Welbilt Blvd	Mitchell Blvd	Mitchell Ranch Rd	00	2U	New 2-lane roadway	\$175,780	\$1,099,220	\$2,703,680	\$3,978,680
3128	Wells Rd (Realignment)	Boyette Rd	Curley Rd	00	2U	New 2-lane roadway	\$692,780	\$4,332,220	\$10,655,680	\$15,680,680
3093	Wells Rd Ext	SR 581 Ext	Boyette Rd	00	2U	New 2-lane roadway	\$518,470	\$3,242,193	\$7,974,610	\$11,735,273
3096	Wells Rd Ext	Curley Rd	Eiland Blvd	00	2U	New 2-lane roadway	\$1,874,582	\$11,722,485	\$28,833,035	\$42,430,102
3071	Wesley Chapel Blvd	County Line Rd	SR 54	00	4D	New 4-lane roadway	\$1,386,973	\$8,666,896	\$21,319,484	\$31,373,353
3011	Wesley Chapel Blvd	SR 54/56	Magnolia Blvd	4D	6D	Expand to 6 lanes divided	\$0	\$0	\$36,645,282	\$36,645,282
3012	Wesley Chapel Blvd		N of Oakley Blvd	4D	6D	Expand to 6 lanes divided	\$0	\$0	\$11,387,338	\$11,387,338

Project Number	On Street	From	То	2023 E+C Number of Lanes	2045 Number of Lanes	Project Description	PD&E/PE (PDC)	ROW cost (PDC)	Construction cost (PDC) *includes CEI	Total Project Cost
3064	Wilson Rd	SR 54	Lake Patience Rd	00	2U	New 2-lane roadway	\$923,855	\$5,777,223	\$14,209,859	\$20,910,937
3091	Wiregrass Ranch Blvd Ext.	Chancey RD	SR 54	00	4D	Expand to 4 lanes divided	\$1,385,370	\$8,658,090	\$21,298,410	\$31,341,870
3094	Z West Ext	SR 54	Handcart Rd	00	4D	Expand to 4 lanes divided	\$2,788,905	\$17,429,703	\$42,876,079	\$63,094,687
							\$408,693,992	\$1,305,176,294	\$5,596,290,263	\$7,310,160,549

Appendix 9.1

2045 Revenue Forecast Pasco County MPO

2045 REVENUE FORECAST PASCO COUNTY MPO

WITH STATEWIDE, DISTRICTWIDE AND COUNTY-SPECIFIC PROJECTIONS

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that "flow through" the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO¹) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida's 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act²) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department's work program for FYs 2018 through 2022, (2) the impact of the department's objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not "flow through" the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida's Transportation Tax Sources: A Primer*, and the *Local Government Financial Information Handbook.*³

¹ In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA and MTPO.

² Fixing America's Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

³ FDOT's tax source primer is available at http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at http://edr.state.fl.us/Content/local-government/reports/lgfih17.pdf.

This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.⁴ Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)

The 2045 Revenue Forecast is the result of a three-step process:

- 1. State and federal revenues from current sources were estimated.
- 2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
- 3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues

The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were <u>not</u> added). The forecast estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. In this forecast, Surplus Toll Revenue is only projected for Miami-

⁴ Formerly known as the Systems Planning Office.

Dade County, but that category may apply to more counties in future Revenue Forecasts. Assumptions about revenue growth are shown in Table 1:

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes,	2019-2028	Florida REC Estimates; these average in the range
tourism-driven sources,		from 2.5% to 3.0% per year
vehicle-related taxes and	2029-2045	Annual 1.93% increase in 2029, gradually decreasing
documentary stamp taxes)		to -0.44% in 2045
Federal Distributions	2018-2027	FDOT Federal Aid Forecast
(Total Obligating Authority)	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing
		to -0.44% in 2045

^{*} Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The 2045 Revenue Forecast Guidebook contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 2
Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)

(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

Major						
Revenue Sources	2020¹	2021-2025 ¹	2026-2030	2031-2035	2036-2045	26-Year Total ² 2020-2045
Federal	2,353	10,884	11,878	12,108	24,217	61,440
	28%	24%	23%	21%	20%	22%
State	5,270	27,366	34,128	38,264	80,719	185,748
	62%	61%	65%	66%	66%	65%
Turnpike	814	6,572	6,688	7,861	16,518	38,453
	10%	15%	13%	14%	14%	13%
Total ²	8,437	44,823	52,694	58,233	121,454	285,641

¹ Based on the FDOT Adopted Work Program for 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. \$285 billion is forecast for the entire state transportation program from 2020 through 2045; about \$149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State's 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.⁵ For planning purposes, transit program funds were divided between Districts and counties according to population.

⁵ The statutory formula is 50% population and 50% motor fuel tax collections.

TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
<u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deepwater ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
SUN Trail – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW

Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs		26-Year Total ²				
	2020¹	2021-25 ¹	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	892	6,538	8,006	8,650	18,103	42,188
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
Total Capacity Programs	4,075	24,786	27,372	30,200	63,004	149,438
Statewide Total Forecast	8,437	44,823	52,694	58,233	121,454	285,641

¹ Based on the FDOT Tentative Work Program for FYs 2018 through 2022.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Estimates for the Pasco County Metropolitan Planning Organization

	Time Perio	26-Year Total				
Capacity Programs*	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	19.87	145.77	177.06	191.03	397.49	931.22
Transit	9.31	51.72	65.22	71.42	148.79	346.46
Total - Main Programs	29.18	197.49	242.27	262.45	546.28	1,277.67

^{*} Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

² Columns and rows sometimes do not equal the totals due to rounding.

[#] Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).

[^] Transit estimates do not include projected funding for the Florida New Starts program.

Table 6
Transportation Management Area (TMA) Funds Estimates
(Known as SU Funds in FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Pasco Metropolitan Area (Defined as Pasco County)		26 Year Total				
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA / SU Funds	6.22	31.12	31.12	31.12	62.25	161.84

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as "funded" in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as "illustrative" projects.⁶ If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District		26-Year Total ²				
1 DOI DISTRICT	2020¹	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	168.8
District 2	2.5	17.6	26.3	29.2	59.9	135.5
District 3	1.6	11.6	17.3	19.2	39.3	89.0
District 4	4.1	28.9	43.1	47.9	98.2	222.3
District 5	4.7	32.8	49.0	54.4	111.7	252.6
District 6	2.8	19.7	29.4	32.7	67.0	151.6
District 7	3.3	23.2	34.6	38.4	78.8	178.2
Statewide Total Forecast	22.2	155.8	232.3	258.2	529.5	1,197.9

¹ Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

² Columns and rows sometimes do not equal the totals due to rounding.

⁶ Other projects for which funding is uncertain may also be included as illustrative projects.

Table 8

Transit - Florida New Starts Program Estimates

State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program		26-Year Total				
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Pasco Metropolitan Area (Defined		26 Year Total ¹				
as Pasco County)	2020 ¹	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (Urban); Funds for TMA	0.44	2.22	2.22	2.22	4.43	11.53
TALL (<200,000 population); Entire FDOT District	0.37	1.86	1.86	1.86	3.71	9.65
TALT (Any Area); Entire FDOT District	3.67	18.33	18.33	18.33	36.66	95.32

¹ Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in LRTPs as "illustrative" projects.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- Operations and maintenance program: Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each District and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each

TABLE 10
Major Non-Capacity Programs Included in the 2045 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration and Other - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About \$136 billion (48% of total revenues) is forecast for non-capacity programs.

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Categories		Time Periods (Fiscal Years)						
Wajor Categories	2020	2021-25	2026-30	2031-35	2036-45	2020-2045		
Safety	141	820	826	825	1,659	4,271		
Resurfacing	633	4,354	4,150	4,241	8,756	22,135		
Bridge	1,035	1,051	2,403	2,946	6,122	13,556		
Product Support	1,302	6,576	6,709	7,096	14,614	36,299		
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	45,523		
Administration and Other	429	2,770	2,891	2,819	5,559	14,468		
Statewide Total Forecast	4,923	23,013	25,576	27,089	55,650	136,251		

¹ Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs		Time Periods (Fiscal Years)					
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045	
District 1	457	1,922	2,267	2,446	5,060	12,151	
District 2	606	2,551	3,009	3,247	6,716	16,129	
District 3	495	2,084	2,458	2,652	5,487	13,176	
District 4	410	1,728	2,038	2,199	4,549	10,924	
District 5	561	2,362	2,785	3,006	6,217	14,931	
District 6	203	854	1,007	1,087	2,248	5,399	
District 7	319	1,345	1,586	1,712	3,541	8,503	
Statewide Total Forecast	3,051	12,847	15,150	16,348	33,817	81,214	

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

¹ Columns and rows sometimes do not equal the totals due to rounding.

Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.

REVENUE FORECAST FOR THE PASCO COUNTY MPO LONG RANGE PLAN UPDATE

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Appendix 10.1

Project Prioritization Criteria

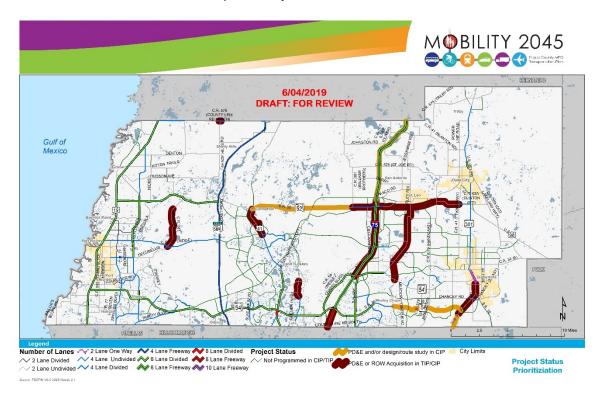
Appendix A. Project Prioritization Criteria

Roadway Project Prioritization

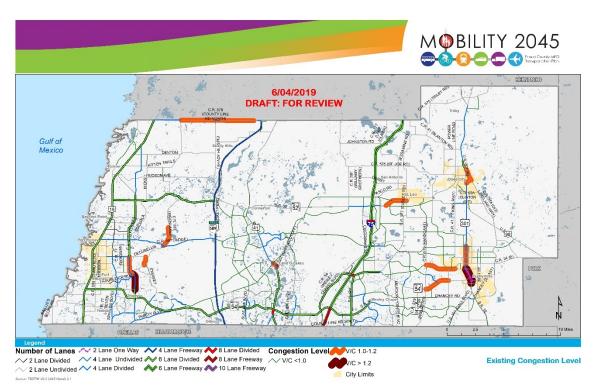
Table A-1: Roadway Project Prioritization Criteria and Scoring

Evaluation Criteria	Weighting	Scoring
Project Status	15%	
Not programmed in CIP/TIP		0
PD&E and/or design/route study phase programmed in 15 year CIP		5
PD&E or ROW acquisition programmed in TIP or 15 year CIP		10
(including construction)		10
Existing Congestion Level	15%	
V/C <1.0		0
V/C 1.0 - 1.2		5
V/C > 1.2		10
Safety	20%	
Project not on list of top 50 crash corridors		0
Project on list of top 50 crash corridors (fatalities & Serious Injuries)		5
Project on list of top 25 crash corridors (fatalities & Serious Injuries)		10
Multimodal Connectivity	10%	
Roadway does not have planned transit service		0
Roadway has planned local transit service		5
Roadway has planned premium (regional, express or BRT) transit service		10
Sociocultural effects/Environmental Justice/Environmental Impact	10%	
Project has potential negative impact or does not benefit EJ area		0
Project does not have identified negative environmental impacts AND		5
provide access to EJ area		Э
Project does not have identified negative environmental impacts AND		10
provides direct benefit to EJ area		10
Emergency Evacuation Routes	5%	
Not an evacuation		0
Collector or Arterial evacuation route		5
Interstate/Expressway evacuation route		10
CCC Regional Road Network	5%	
Project not on Regional Roadway Network		0
Project on CCC Regional Roadway Network		5
Project on SIS or high Tri-County TMA Priority		10
Access to Major Activity Centers	20%	
No direct access to major activity centers		0
Direct access to non-employment activity center		5
Direct access to employment based activity center		10

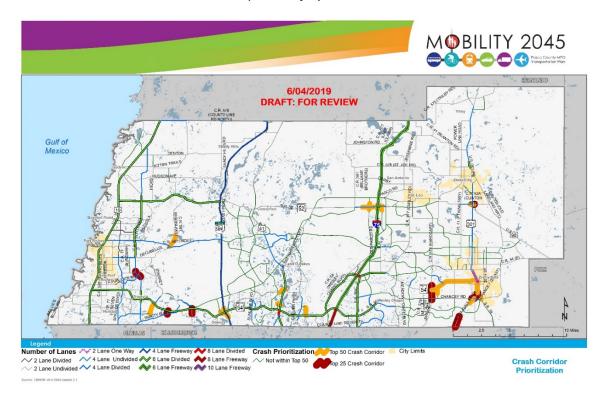
Map A-1: Project Status Criterion



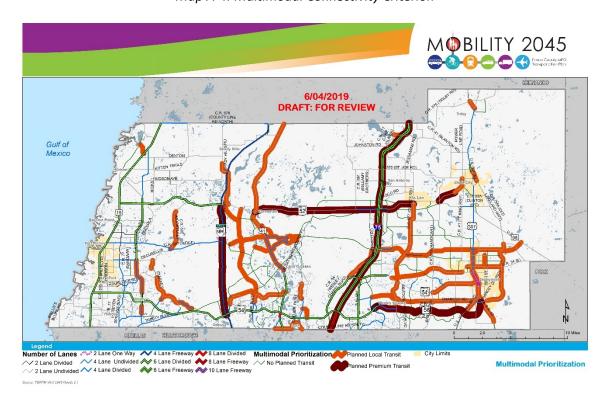
Map A-2:Existing Congestion Level Criterion



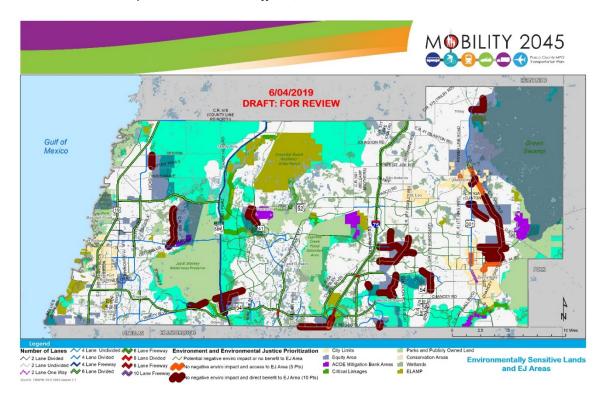
Map A-3: Safety Criterion



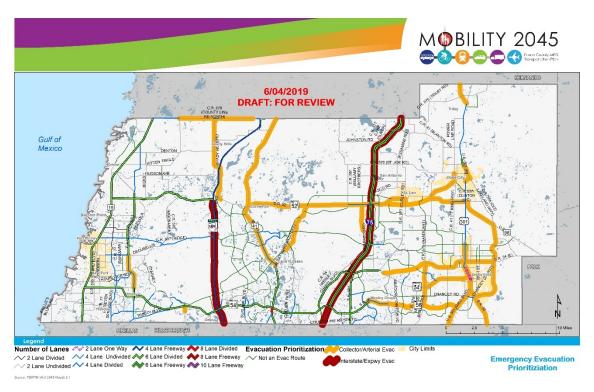
Map A-4: Multimodal Connectivity Criterion



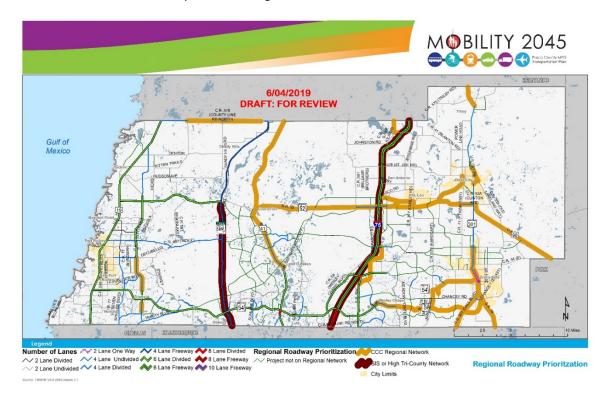
Map A-5: Sociocultural effects/ Environmental Justice Criterion



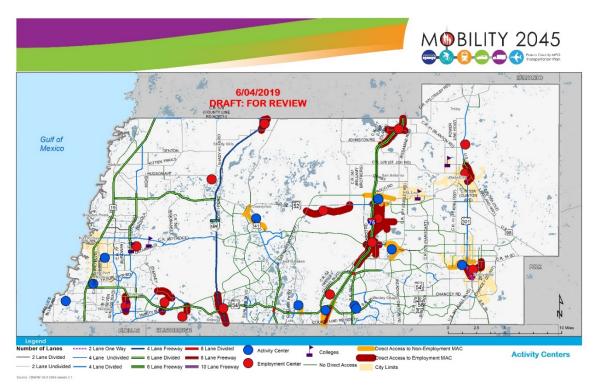
Map A-6: Emergency Evacuation Routes Criterion



Map A-7: CCC Regional Road Network Criterion



Map A-8: Access to Major Activity Center Criterion



Transit Project Prioritization

Public Outreach

An extensive public outreach process was conducted to support MOBILITY 2045, which resulted in numerous opinions and suggestions on transit services from transit users, non-users, operators, and business, academic, social, and medical organizations. In addition, the public outreach process also included discussions with elected officials and MPO advisory committees to gauge their views on the role that transit should play in Pasco County. Based on an in-depth review of input from this public outreach effort, interest on a particular improvement was categorized as "Low," "Moderate," "High," or "Very High" in the alternatives evaluation process.

Transit Markets

For the evaluation of alternatives, three transit markets were identified:

- **Traditional Market** This refers to existing population segments that historically have had a higher propensity to use transit and/or are dependent on transit for their transportation needs.
- **Discretionary Market** This refers to potential riders living in higher-density areas of the county that may choose to use transit as a commuting or transportation alternative.
- **Urban/Regional Market** Each potential route was assessed for potential urban and/or regional connectivity. Routes connecting major urban markets within Pasco County or serving key areas outside of the county were considered. Intra-county routes connecting major local urban markets or inter-county routes having connections to adjacent counties were scored higher.

Productivity and Efficiency

Productivity is generally measured in terms of ridership. Service efficiency is used by transit agencies to gauge how well they are using their existing resources. Each measure is critical to the success of the agency, and services performing well in terms of their productivity and efficiency should receive a higher priority. Measures included in this analysis include the following:

- Ridership Productivity This is measured in terms of daily passenger trips per revenue hour of service. To normalize for ridership productivity, ridership (passenger trips) was projected using the regional travel demand model and revenue hours were calculated based on operating characteristics for each service alternative.
- **Cost Efficiency** This is evaluated for each alternative using a standard transit industry efficiency measure, operating cost per passenger trip. The latest operating cost per trip for PCPT was used along with ridership from the regional travel demand model.

Each criterion was assigned a weight so reflect the relative importance of each categories of the evaluation. For each criterion, a scoring methodology was developed to facilitate the comparison of service alternatives. Following is a summary of the scoring methodology used in the evaluation process, including measures, scoring thresholds, and score values.

Transit Projects Scoring Methodology

Weighting the criteria affords the opportunity to measure the relative importance of each criterion. For each transit alternative, a score was determined either through the computation of the selected measure of effectiveness or through the educated judgment of the analyst. Scores were assigned to each service alternatives to facilitate a comparative evaluation. A higher score is consistent with a higher ranking for a given alternative for the criterion being evaluated.

The thresholds for computation-based criteria (traditional market, discretionary market, trips per hour, operating cost per trip) were determined using the average of the entire data set and one standard deviation above or below the average. Table A-2 shows the thresholds and scoring for each criterion used in the alternatives evaluation.

Table A-2: Transit Project Prioritization Scoring Methodology

Criteria	Range	Score
	Low	1
Public Input –	Moderate	3
Interest in Improvement	High	5
	Very High	7
Traditional Market Potential	Less than (Average – 1 standard deviation)	1
	Between (Average – 1 standard deviation) and Average	3
(% serving traditional market)	Between Average and (Average + 1 standard deviation)	5
market)	More than (Average + 1 standard deviation)	7
Discustianam, Manhat	Less than (Average – 1 standard deviation)	1
Discretionary Market	Between (Average – 1 standard deviation) and Average	3
Potential (% serving	Between Average and (Average + 1 standard deviation)	5
discretionary market)	More than (Average + 1 standard deviation)	7
Urban/Regional Market	No	0
Connectivity	Yes	7
	Less than (Average – 1 standard deviation)	1
Tring non Hour	Between (Average – 1 standard deviation) and Average	3
Trips per Hour	Between Average and (Average + 1 standard deviation)	5
	More than (Average + 1 standard deviation)	7
	More than (Average + 1 standard deviation)	1
Operating Cost per Tric	Between Average and (Average + 1 standard deviation)	3
Operating Cost per Trip	Between (Average – 1 standard deviation) and Average	5
	Less than (Average – 1 standard deviation)	7

Appendix 10.2

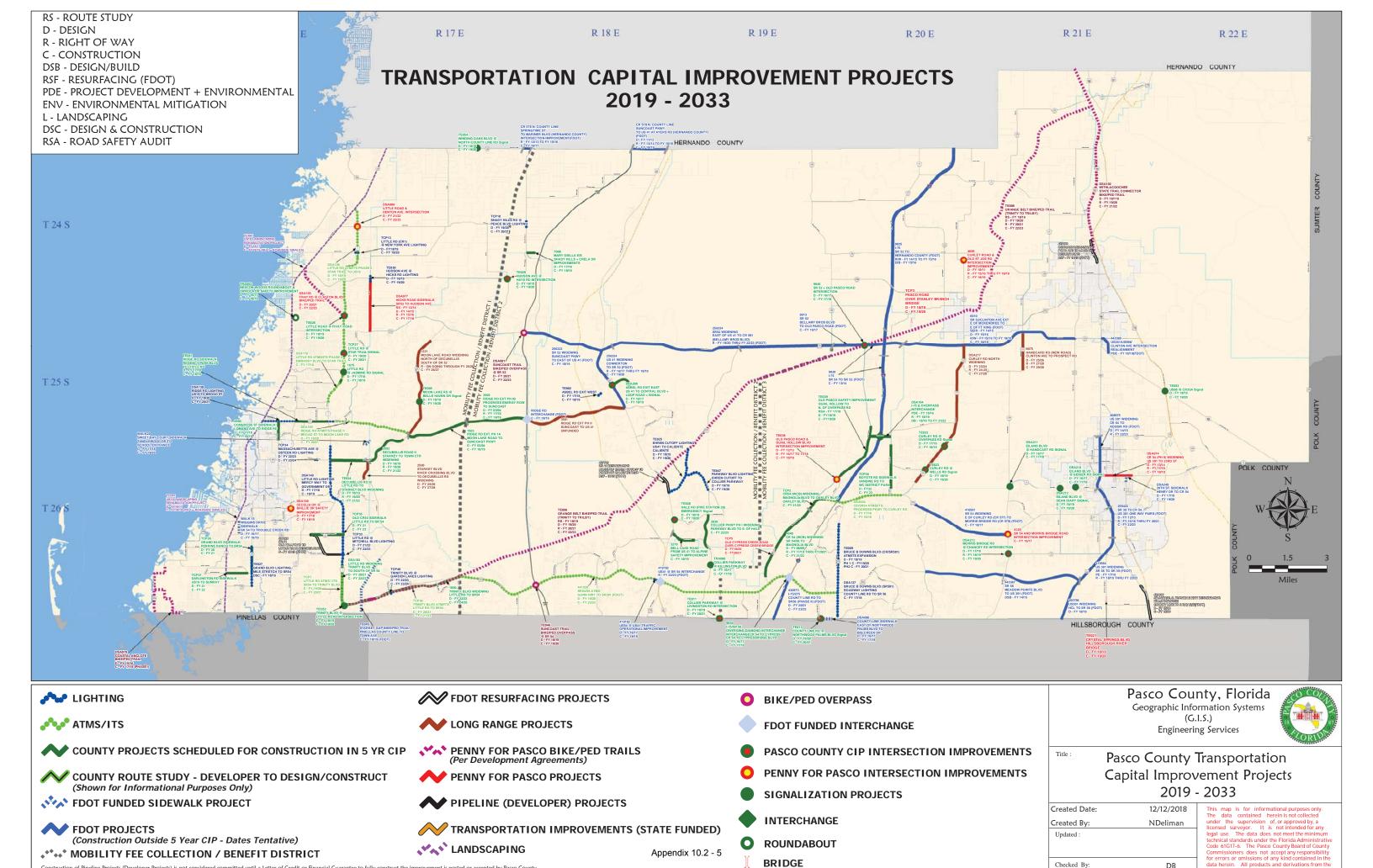
MOBILITY 2045 Cost Affordable Roadway Projects

			and the second				ı							ı f					
		1	renue Balancing (YOE)							County Revenue B				,				enue Balancing (YOE)	
	2025	2026-2030	2031-2035		2036-2045	Total	1		2025	2026-2030	2031-2035	2036-2045	Total	ı	D l	2025	2026-2030	2031-2035	2036-2045
	SIS \$0	\$259,731,14	\$62,867,000		\$525,234,344	\$847,832,487	1	County Funds	\$75,246,126	\$410,631,659	\$487,419,248	\$1,224,290,632	\$2,197,587,666	ı	Developer Revenues	536.484.210	0 \$399,308,774	\$632,004,211	\$678,136,900
spe	ent \$0	\$259,731,14	\$62,867,000		\$525,234,344	\$847,832,487	1	Spent	\$71,323,103	\$425,312,336	\$498,327,798	\$1,202,282,431	\$2,197,245,668	i	spent	t \$36,484,210	0 \$399,308,774	\$632,004,211	\$678,136,900
remain	ning \$0	\$6	\$0 \$0		\$0	\$0	1	Remaining	\$3,923,023	-\$14,680,677	-\$10,908,549	\$22,008,201	\$341,998	ı	remaining	š \$ 1	\$0	\$0	\$0
							-	r											
							1	County Mobility Fee Revenues	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200	ı					
OA	RC \$23,320,000	\$136,648,000	\$147,824,000		\$307,992,000	\$615,784,000	1	Reveilues	34,110,600	\$19,039,100	\$19,815,900	357,388,000	\$81,554,200	ı					
	\$23,320,000	\$136,648,00	\$147,824,000		\$307,992,000	\$615,784,000	1	spent	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200	1		Discr	etionary/Competi	tive Revenue Balancing	g (YOE)
	\$25,525,500	\$ \$150,0 to,000.	Ç117,621,666		\$307,332,000	Ç013), 0 1,000	1	Spend	\$ 1,120,000	\$13,033,100	\$15,015,500	\$37,500,000		'	TDU				
remain	ning \$0	\$(50 \$0		\$0	\$0	i	remaining	\$0	\$0	\$0	\$0	\$0	ı	TRIP	\$740,000	0 \$5,500,000	\$6,100,000	\$12,520,000
															spent	t \$740,000	0 \$5,500,000	\$6,100,000	\$12,520,000
							1	County VOPH Available	\$1,230,000	\$7,430,000	\$9,720,000	\$27,240,000	\$45,620,000	ı				. 1	
OA	\$5,128,000 \$0	\$31,160,000	00 \$33,624,000 00 \$2,804,601		\$69,960,000 \$24,249,360	\$139,872,000 \$27,053,961	1	Revenues spent	\$471,240	\$6,905,688	\$8,524,211	\$0	\$15,901,140	ı	remaining	, \$0	\$01	\$0	\$0
remain	ing \$5,128,000	\$31,160,000			\$45,710,640	\$112,818,039	1	remaining	\$758,760	\$524,312	\$1,195,789	\$27,240,000	\$29,718,860	i					
	47 007 000	407.400.00			4.4 === 0.00	4101 005 000	1		440.440.000	104	40	101	*** *** ***	1					
TT spe	V3/023/000	\$27,160,000 \$24,715,09			\$41,750,000 \$39,909,169	\$101,005,000 \$89,624,260	1	Other (TBD) Revenues Spent	\$10,448,302 \$10,448,302	\$0 \$0	\$0 \$0	\$0 \$0	7-0,,	ı					
remain					\$1,840,831		1	Remaining	\$0	\$0		\$0		ı					
Project Priority	On Street	From	То	Jurisdiction	E+C Lanes	2045 Needs Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost	Construction cost (PDC) *includes	Source	Timing	CST Cost (YOE) To	(otal Cost (YOE)
Number Score	911 511 661	110111		3411341611011	E · C Eunes	20 13 1100 43 241103	. 502). 2 (. 50)	Source	8	. 5 0.2, 1.2 (1.0.2,	now cost (i be)	Sou. de	g	(YOE)	CEI	Source .			ota:
SIS Roadway																			
3200 High		S of County Line Road	SR 56	State	0	Interchange Mod.	\$7,582,999	SIS	Committed	\$7,582,999	\$2,189,100	SIS	Committed	\$2,189,100		SIS	2026 - 2030	\$69,809,191	. , ,
3022 High 3024 High		Wesley Chapel Blvd Hillsborough / Pasco County Line	SR 52 SR 56	State State	6F 8F	8F 10F	\$11,587,317 \$0	SIS	2036 - 2045 Unfunded	\$23,754,000	\$5,091,220 \$0	SIS	2036 - 2045 Unfunded	\$10,437,000 \$0		SIS	2036 - 2045 Unfunded	\$258,441,344 \$0	\$292,632,344
3021 Mediur		SR 52	Pasco / Hernando County Line	State	6F	8F	\$3,127,742	SIS	2031 - 2035	\$4,848,000	\$7,318,049	SIS	2036 - 2045	\$15,002,000			Unfunded		\$19,850,000
	m I-75	SR 56	Wesley Chapel Blvd	State	8F	10F	\$7,754,194	SIS	2031 - 2035	\$12,019,000	\$0		Unfunded		\$124,921,000		Unfunded		\$12,019,000
	m Suncoast Pkwy	Hillsborough / Pasco County Line	SR 52	State	4F	6F	\$23,750,000	SIS	Committed	\$23,750,000	\$0		Unfunded	\$0	\$43,000,000		Unfunded	\$0	\$23,750,000
State Interch	m Ridge Road @ Suncoast Pkwy			State			\$0		Completed	103	\$0		Completed	60	\$12,654,973	CIC	Committed	\$12,654,973	\$12.6E4.072
	m Tower Road @ Suncoast Pkwy			State			\$0		Unfunded	\$0 \$0	\$0		Completed Unfunded		\$200,000,000	SIS	Committed	\$12,634,973	\$12,634,973
State Roadw																			
	·	SR 39	CR 54	State	30	20	\$0		Committed	\$7,032,239			Committed	\$15,979,630	\$45,139,989	OARC	2031 - 2035	\$69,966,983	\$92,978,852
3019 Mediur	m US 301	S of CR 54/Eiland	Kossik Rd	State	4D	6D	0		Committed	\$3,885,108		OARC	2025	\$11,375,900		OARC	2026 - 2030		\$28,545,585
3201 Low		US 41 (Land O' Lakes Blvd)	CR 581/Bellamy Brothers	State	2U	4D	\$0		Completed	\$0	\$23,592,360	OARC	Committed	\$23,592,360	\$9,936,108 \$108,433,928	TMA OARC	2026 - 2030 2026 - 2030	\$13,284,577 \$109,078,089	\$13,284,577
	m Gall Blvd (US 301)	SR 56	SR 39	State	2U	4D	30		Committed	\$3,146,468	\$23,392,300	OARC	Committed	\$20,625,740	\$23,567,231	OARC	2031 - 2035		\$60,301,416
3209 Mediur	m US 98 Realignment	@ Clinton Ave		State	00	2U	\$382,580	TMA	2026 - 2030	\$505,006	\$2,392,420	TMA	2026 - 2030	\$3,157,994	\$5,884,480	TMA	2026 - 2030	\$7,767,514	. , ,
3111 Low	SR 56 Extension	US 301	SR 39	State	00	4D	\$6,641,618	OARC	2025	\$7,903,525	\$9,677,419 \$20,514,773	TMA OARC	2031 - 2035 2031 - 2035	\$15,000,000 \$31,797,898	\$30,192,192	OARC	2036 - 2045		\$15,000,000 \$101,595,417
3007 Mediur	m SR 52	Urdaco Pl	Clinton Ave Ext	State	4D	6D	\$1,809,420	OARC	2031 - 2035	\$2,804,601	320,314,773	OARC	Completed	\$0	\$8,224,010	OARC	2036 - 2045		\$19,663,822
3076 Medium	SR 54	Morris Bridge Rd	US 301	State	2U	4D	\$11,828,956	OAPE	2036 - 2045	\$24,249,360	\$53,773,358	OARC	2036 - 2045	\$110,235,384		OARC	2036 - 2045		\$244,720,128
3001 Low 3008 Mediur	SR 56 m SR 52	Mansfield Rd Clinton Ave Ext	Meadow Pointe Blvd Curley St / Rd	State State	4D 2U	6D 4D	\$7,121,192 \$4,239,300		Unfunded Unfunded	\$0 \$0	\$0 \$19,273,800		Completed Unfunded	\$0 \$0	\$32,366,592 \$19,273,800		Unfunded Unfunded	\$0 \$0	\$0 \$0
	m Clinton Ave Ext (New SR 52)	Curley Rd	Prospect Rd / Happy Hill Rd	State	4D	6D	\$4,239,300		Unfunded	\$0	\$19,273,800		Completed		\$36,270,828	_	Unfunded	\$0	\$0
3102b Low	Clinton Ave	Fort King Hwy	US 301	State	4D	6D	\$3,516,420		Unfunded	\$0	\$0		Unfunded	\$0	\$15,982,510		Unfunded	\$0	\$0
	m Clinton Ave Ext (New SR 52)	Urdaco Pl	Fort King Rd	State	00	4D	\$0		Completed	\$0			Completed	\$0			Committed	\$0	\$0
	m Clinton Ave Ext (New SR 52) SR 52 (Schrader Memorial Hwy)	SR 52 Handcart Rd / Happy Hill Rd	Curley Rd Thomas Jefferson Rd / Stadium Dr	State State	4D 2U	6D 4D	\$6,160,756 \$5,183,571		Unfunded Unfunded	\$0 \$0			Unfunded Unfunded		\$28,001,303 \$23,566,890		Unfunded Unfunded	\$0 \$0	\$0 \$0
3136 Low	US 41 (Land O Lakes Blvd)	SR 52	Pasco / Hernando County Line	State	2U	4D	\$18,470,826		Unfunded	\$0	\$83,976,837		Unfunded	\$0	\$83,976,837		Unfunded	\$0	\$0
	m Gall Blvd (US 301)	SR 56	SR 39	State	4D	6D	\$7,795,203		Unfunded	\$0			Completed		\$35,430,041		Unfunded	\$0	\$0
	m US 41 (Land O Lakes Blvd) m SR 56	Horton Rd Meadow Pointe Blvd	SR 52 US 301	State State	4D 4D	6D 6D	\$20,403,083 \$17,596,232		Unfunded Unfunded	\$0 \$0	\$0 \$0		Unfunded Completed		\$92,734,222 \$79,969,043		Unfunded Unfunded	\$0 \$0	\$0 \$0
3140 Low		Thomas Jefferson Rd / Stadium Dr	W Meridian Ave	State	2U	4D	\$1,594,019		Unfunded	\$0			Unfunded	\$0			Unfunded	\$0	\$0
	SR 39	Hillsborough County Line	US 301 / Gall Blvd	State	2U	4D	\$7,610,603		Unfunded	\$0	\$34,601,289		Unfunded		\$34,601,289		Unfunded	\$0	\$0
	m SR 52 m US 301	US 41 (Land O' Lakes Blvd) Beardsley Dr Ext	Old Pasco Rd / I-75 SR 56	State State	4D 2U	6D 4D	\$34,995,779 \$0		Unfunded Committed	\$0 \$0			Completed Unfunded		\$159,059,607 \$20,437,275		Unfunded Unfunded	\$0 \$0	\$0 \$0
	US 98	US 301	Hernando County Line	State	2U	4D	\$945,792		Unfunded	\$0			Unfunded		\$14,528,627		Unfunded	\$0	\$0
	US 98	CR 54	Old Lakeland Highway	State	2U	4D	\$2,223,613		Unfunded	\$0			Unfunded		\$34,208,646		Unfunded	\$0	\$0
	m US 98	Old Lakeland Highway	US 301	State	2U	4D	\$1,326,080		Unfunded	\$0	\$8,280,230		Unfunded	\$0	\$20,370,350		Unfunded	\$0	\$0
	rridor Improvements from US						60.505.455	1 6:5	Committee 1	60 505 465	620 645 565	SIC	Comp iii I	620.645.555	6490 024 052	510	2026 2021	6100 001 055	6227.042.502
	SR 54 SR 54	US 41 Intersection Collier Pkwy		State			\$8,505,130 \$15,000,000	SIS SIS	Committed 2031 - 2035	\$8,505,130 \$15,000,000		SIS	Committed 2031 - 2035	\$28,615,500 \$30,000,000		SIS	2026 - 2030 2036 - 2045	\$189,921,952 \$217,600,000	
- Ingii		[==:		Juice			710,000,000	5.5	2001 2003	\$15,500,000	\$50,000,000		1001 2000	\$30,000,000	\$3,454,286	CoMF	2025		
															\$14,878,106	CoMF	2026 - 2030		\$19,639,100
	Future Corridor Improvements														\$12,784,452 \$6,451,613	CoMF TMA	2031 - 2035 2031 - 2035		\$19,815,900 \$10,000,000
		a salse di di													\$6,451,613	OARC	2031 - 2035		\$8,768,018
		R 54/56 corridor will be evaluated as part cessarily be limited to, premium transit in													\$6,148,330	OARC	2031 - 2035	\$9,529,911	\$9,529,911
		tion designs. In addition, future corridor													\$10,822,223	OARC	2026 - 2030		\$14,285,334
		e improvements to the SR 54/56 corridor								$\overline{}$				<u>'</u>	\$3,395,441 \$2,439,024	OARC TMA	2025 2036 - 2045		\$4,040,575 \$5,000,000
															\$3,395,441 \$2,439,024 \$4,878,049	_	2025 2036 - 2045 2036 - 2045	\$5,000,000	\$5,000,000 \$10,000,000

		State / Federal Reve	nue Balancing (YOE)							County Revenue	Balancing (YOE)						Developer Reve	nue Balancing (YOE)	
	2025	2026-2030	2031-2035		2036-2045	Total	_		2025	2026-2030	2031-2035	2036-2045	Total			2025	2026-2030	2031-2035	2036-2045
cic	ćo	¢250 724 142	\$62,867,000		ĆE3E 334 344	¢047.022.407	,	Samuel Consider	\$75,246,126	\$410,631,659	\$487,419,248	\$1,224,290,632	\$2,197,587,666		Developer	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
spent	\$0 \$0	\$259,731,143 \$259,731,143	\$62,867,000		\$525,234,344 \$525,234,344	\$847,832,487 \$847,832,487	1	County Funds	\$71,323,103	\$425,312,336	\$498,327,798	\$1,202,282,431	\$2,197,245,668		Revenues	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
remaining	\$0	\$0	\$0		\$0	\$0		Remaining	\$3,923,023	-\$14,680,677	-\$10,908,549	\$22,008,201	\$341,998		remaining	\$0	\$0	\$0	\$0
					• •			0	, ,,, ,,,	, ,,	1 22 2 2 2	, ,,,,,,	, . ,		-1				
								County Mobility Fee	64.440.600	£40,520,400	640.045.000	¢27.000.000	¢04 554 300						
OA RC	\$23,320,000	\$136,648,000	\$147,824,000		\$307,992,000	\$615,784,000		Revenues	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200						
	\$23,320,000	\$136,648,000	\$147,824,000		\$307,992,000	\$615,784,000		spent	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200			Discre	tionary/Competiti	ve Revenue Balancir	ng (YOE)
															TRIP		4	4	
remaining	\$0	\$0	\$0		\$0	\$0		remaining	\$0	\$0	\$0	\$0	\$0			\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
Γ		T			1		1	County VODII Available	Г	1		I			spent	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
OA PE	\$5,128,000	\$31,160,000	\$33,624,000		\$69,960,000	\$139,872,000	'	County VOPH Available Revenues	\$1,230,000	\$7,430,000	\$9,720,000	\$27,240,000	\$45,620,000		remaining	\$0	\$0	\$0	\$0
	\$0 \$5,128,000	\$0	\$2,804,601 \$30,819,399		\$24,249,360 \$45,710,640	\$27,053,961 \$112,818,039		spent	\$471,240 \$758,760	\$6,905,688 \$524,312	\$8,524,211 \$1,195,789	\$0 \$27,240,000	\$15,901,140 \$29,718,860						
remaining	\$5,128,000	\$31,160,000	\$30,813,333		\$45,710,640	\$112,818,039		remaining	\$758,760	\$524,312	\$1,195,789	\$27,240,000	\$29,/18,860						
TMA spent	\$5,625,000	\$27,160,000 \$24,715,091	\$26,470,000 \$25,000,000		\$41,750,000 \$39,909,169	\$101,005,000 \$89,624,260		Other (TBD) Revenues Spent	\$10,448,302 \$10,448,302	\$0 \$0	\$0 \$0	\$0 \$0	\$10,448,302 \$10,448,302						
remaining	\$5,62 5,000	1 1 1	\$1,470,000		\$1,840,831	\$11,380,740		Remaining	\$10,448,302	\$0 \$0	\$0 \$0	\$0 \$0	\$10,448,302						
															Construction cost				
Project Priority Number Score	On Street	From	То	Jurisdiction	E+C Lanes	2045 Needs Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	(PDC) *includes	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
Number Score														(TOE)	CEI				
LIS 19 Corridor	Improvements from Pinells	as County to Hernando Cour	ntv																
				St. 1		Corridor / Int.	0045.464	SIS	2024 2025	Ć4 000 000	40			đo.	\$443.430.000			40	44 000 000
3203 Medium	US 19	Pinellas County Line	Hernando County Line	State		Improvements	\$645,161	SIS	2031 - 2035	\$1,000,000	\$0		Unfunded	\$0	\$413,438,000		Unfunded	\$0	\$1,000,000
County Roads	C.III. D. I. S.I.	51 0 1 15 (6)	51		00	211	62.467.502		2024 2025	64.000.750	440 705 257		2024 2025	620 COA 2CO	624.252.024		2024 2025	452.252.020	600.050.075
3061a Low 3061b Low	Collier Parkway Ext Collier Parkway Ext	` '	Ehren Cutoff (N) Ehren Cutoff (N)	County	00 2U	2U 4D	\$3,167,592 \$0	Dev	2031 - 2035 Unfunded	\$4,909,768 \$0	\$19,796,367 \$0	Dev	2031 - 2035 Completed	\$30,684,369 \$0	\$34,363,831 \$33,987,869	Dev	2031 - 2035 Unfunded	\$53,263,938 \$0	\$88,858,075
3032 Medium	CR 587 (Moon Lake)	Ridge Rd	S of SR 52	County	2U	4D	\$0		Completed	\$0	\$2,000,000	CoGen	Committed	\$2,000,000	\$53,768,895	CoGen	2026 - 2030	\$70,974,942	\$72,974,942
3103 Medium	Curley Rd	•	Clinton Ave Ext	County	2U	4D	\$3,116,000	CoGen	Committed	\$3,116,000	\$1,804,000	CoGen	2025	\$2,146,760	\$55,909,091	CoGen	2026 - 2030	\$73,800,000	\$79,062,760
3099 Medium 3099 Medium	Curley Rd Curley Rd		Overpass Rd Overpass Rd	County	2U 2U	4D 4D	\$684,000	CoGen	Committed	\$684,000	\$396,000	CoVOPH	2025	\$471,240	\$8,030,303 \$3,612,903	CoGen CoVOPH	2026 - 2030 2026 - 2030	\$10,600,000 \$5,600,000	\$11,755,240 \$5.600.000
3017b Medium	Overpass Rd Ext	Mckendree Rd/Kenton Rd Ext	Epperson Blvd	County	00	4D	\$1,325,000	CoGen	Committed	\$1,325,000	\$1,378,000	CoGen	2025	\$1,639,820	\$15,237,500	CoGen	2025	\$18,132,625	\$21,097,445
3017c Medium 3017d Medium	Overpass Rd Ext Overpass Rd Ext	1	Sunshine Rd Handcart Rd	County	2D 00	4D 4D	\$1,157,120 \$1,325,000	CoGen CoGen	Committed Committed	\$1,157,120 \$1,325,000	\$7,225,220 \$1,378,000	CoGen CoVOPH	2025 2031 - 2035	\$8,598,012 \$2,135,900	\$17,774,900 \$15,237,500	CoGen CoGen	2025 2031 - 2035	\$21,152,131 \$23,618,125	\$30,907,263
3034a Low	Starkey Blvd		River Crossing Blvd	County	2U	4D 4D	\$1,454,080	CoGen	2031 - 2035	\$2,253,824	\$1,378,000	COVOPH	Completed	\$2,133,900	\$22,336,600	CoGen	2031 - 2035	\$34,621,730	\$36,875,554
3034b Low	Starkey Blvd	Ŭ .	De Cubellis Rd	County	2U	4D	\$1,878,762	CoGen	Committed	\$1,878,762	\$0		Completed	\$0	\$18,670,000	CoGen	2026 - 2030	\$24,644,400	\$26,523,162
3108 Low 3152a Low	CR 579 (Handcart Rd) Ext CR 539 Ext (Overpass Rd / Kossik Rd)		SR 52 US 301	County	00	2U 2U	\$989,158 \$1,175,000	CoVOPH CoGen	Unfunded 2031 - 2035	\$0 \$1,821,250	\$4,121,491 \$1,222,000	CoGen CoGen	Unfunded 2031 - 2035	\$0 \$1,894,100	\$4,121,491 \$13,512,500	CoVOPH CoGen	Unfunded 2031 - 2035	\$0 \$20,944,375	\$0 \$24,659,725
3152b Low	CR 539 Ext (Overpass Rd / Kossik Rd)		US 301	County	2U	4D	\$1,175,000	CoGen	2031 - 2035	\$1,821,250	\$1,222,000	CoGen	2031 - 2035	\$1,894,100	\$13,512,500	CoGen	2036 - 2045	\$27,700,625	\$31,415,975
3161 Low 3049a Low	South Branch Ranch Rd SunLake Blvd	SR 54 Tower Rd Ext	Tower Rd Ext Bexley Ranch Blvd	County Developer	00	4D 4D	\$1,069,061 \$1,136,150	Dev Dev	Committed 2025	\$1,069,061 \$1,352,019	\$6,681,268 \$12,055,900	Dev Dev	Committed 2025	\$6,681,268 \$14,346,521	\$16,435,540 \$17,466,950	Dev Dev	Committed 2025	\$16,435,540 \$20,785,671	\$24,185,869 \$36,484,210
3049a Low 3049b Low	Suntake Blvd		New Collector Road "A"	County	00	4D 4D	\$2,880,690	CoGen	2025	\$3,428,021	\$12,055,900	Dev	Completed	\$14,346,521	\$44,287,170	CoGen	2025	\$58,459,064	\$61,887,086
3036 Low	Starkey Blvd Extn		Little Rd	County	00	4D	\$1,001,364	CoGen	2031 - 2035	\$1,552,114	\$6,261,604	CoGen	2031 - 2035	\$9,705,486	\$15,404,108	CoGen	2031 - 2035	\$23,876,367	\$35,133,968
3069 Low 3003 Medium	County Line Rd Little Rd	•	US 41 (Land O' Lakes Blvd) Decubellis Rd	County	2U 4D	4D 6D	\$336,459 \$1,757,990	CoGen CoGen	2031 - 2035 2031 - 2035	\$521,511 \$2,724,885	\$2,104,429 \$10,981,246	CoGen CoGen	2031 - 2035 2031 - 2035	\$3,261,865 \$17,020,931	\$5,176,179 \$27,010,522	CoGen CoGen	2036 - 2045 2031 - 2035	\$10,611,167 \$41,866,309	\$14,394,543 \$61,612,125
3167 Medium	Boyette Rd	Boyette Rd Realignment	Overpass Rd	County	2U	4D	\$636,026	CoGen	2036 - 2045	\$1,303,853	\$3,974,946	CoGen	2036 - 2045	40	\$9,778,143		2036 - 2045	400 010 100	\$29,497,686
3128 Low 3179 Low	Wells Rd (Realignment) Hicks Rd	,	Curley Rd New York Ave	County County	00	2U 2U	\$692,780 \$519,254	CoGen	Unfunded 2026 - 2030	\$0 \$685,415	\$4,332,220 \$3,247,092	CoGen	Unfunded 2031 - 2035	\$0 \$5,032,993	\$10,655,680 \$7,986,662	CoGen	Unfunded 2031 - 2035	\$0 \$12,379,326	\$0 \$18,097,734
	McKendree Rd / Kenton Rd Ext		SR 52	County	00	2U	\$1,943,286	Dev	2031 - 2035	\$3,012,093	\$19,345,366	Dev	2031 - 2035	\$29,985,317	\$29,889,771	Dev	2031 - 2035	\$46,329,145	\$79,326,556
	McKendree Rd / Kenton Rd Ext	Overpass Rd	Tyndall Rd	County	2U	4D	\$1,146,492	CoGen	Unfunded	\$0	\$0	0	Completed	\$0	\$17,611,638	CoGen	Unfunded	\$0	\$0
3104c Medium 3049c Low	McKendree Rd SunLake Blvd	· ·	SR 52 Bexley Ranch Blvd	County	2U 00	4D 2U	\$802,765 \$1,178,760	CoVOPH Dev	Unfunded 2026 - 2030	\$0 \$1,555,963	\$5,012,576 \$27,213,101	CoVOPH Dev	Unfunded 2026 - 2030	\$0 \$35,921,293	\$12,331,534 \$18,130,560	CoVOPH Dev	Unfunded 2026 - 2030	\$0 \$23,932,339	\$0 \$61,409,596
3098 Medium	Curley Rd (Realignment)	SR 54	Curley Rd	County	00	4D	\$1,168,264	CoGen	2025	\$1,390,234	\$7,301,250	CoGen	2025	\$8,688,488	\$17,960,659	CoGen	2031 - 2035	\$27,839,021	\$37,917,743
3094 Low 3095 Medium	Z West Ext Eiland Blvd		Handcart Rd Fort King Hwy	County County	00 2U	4D 4D	\$2,788,905 \$1,866,601	CoGen CoGen	2031 - 2035 2031 - 2035	\$4,322,803 \$2,893,232	\$17,429,703 \$11,655,317	CoGen CoGen	2031 - 2035 2036 - 2045	\$27,016,040 \$23,893,400	\$42,876,079 \$28,673,464	CoGen CoGen	2036 - 2045 2036 - 2045	\$87,895,962 \$58,780,601	\$119,234,804 \$85,567,233
3010 Low	County Line Rd		SR 581	County	2U 2U	4D 4D	\$3,126,426	CoGen	2031 - 2035	\$4,845,960	\$11,655,317	CoGen	2036 - 2045	\$23,893,400	\$48,097,742	CoGen	2036 - 2045	\$119,100,371	\$154,256,014
3031 Low	Colony Rd		Kitten Trail	County	00	2U	\$1,223,274	CoGen	Unfunded	\$0	\$7,649,603	CoGen	Unfunded	\$0	\$18,815,231	CoGen	Unfunded	\$0	\$0
3097 Low 3075 Low	Meadow Pointe Blvd Old Pasco Rd		SR 54 SR 52	County	2U 2U	4D 4D	\$1,599,050 \$3,037,449	CoGen CoGen	2031 - 2035 2025	\$2,478,528 \$3,614,564	\$9,984,693 \$21,947,327	CoGen CoGen	2026 - 2030	\$9,984,693 \$28,970,472	\$24,563,532 \$50,444,647	CoGen CoGen	2036 - 2045 2026 - 2030	\$50,355,241 \$66,586,934	\$62,818,461 \$99,171,969
3075 Low	Old Pasco Rd	Wesley Chapel Blvd	SR 52	County	2U	4D	\$477,419	TRIP	2025	\$740,000					\$3,548,387	TRIP	2026 - 2030	\$5,500,000	\$6,240,000
3088 Low	Morningside Drive	Ü	US 301 Boyette Rd	County	00 00	2U 4D	\$570,838 \$1.585.575	CoGen	Committed 2036 - 2045	\$570,838 \$3,250,429	\$3,569,670 \$9,909,304	CoGen	Committed	\$3,569,670	. , ,	Other (TBD)	2025	\$10,448,302	\$14,588,810
3092 Low 3048 Low	Boyette Road Realignment Shady Hills Rd		Pasco / Hernando County Line	County County	2U	4D 4D	\$1,585,575 \$3,458,343	CoGen CoGen	2036 - 2045	\$3,250,429 \$7,089,603	\$9,909,304	CoGen CoGen	2036 - 2045 2036 - 2045	\$20,314,073 \$44,342,837	\$24,376,325 \$53,204,039	CoGen CoGen	2036 - 2045 2036 - 2045	\$49,971,466 \$109,068,280	\$73,535,968 \$160,500,720
3068 Medium	Livingston Rd Ext	SR 54	Collier Parkway	County	00	2U	\$819,726	CoGen	Unfunded	\$0	\$5,123,008	CoGen	Unfunded	\$0	\$12,602,309	CoGen	Unfunded	\$0	\$0
3065 Low 3039 Low	Lake Patience Rd Osteen Rd		US 41 (Land O' Lakes Blvd) De Cubellis Rd	County	2U 00	4D 2U	\$1,826,572 \$708,899	CoGen CoGen	Unfunded 2036 - 2045	\$0 \$1,453,243	\$11,405,370 \$4,433,021	CoGen CoGen	Unfunded 2036 - 2045	\$9,087,693	\$28,058,566 \$10,903,613	CoGen CoGen	Unfunded 2036 - 2045	\$0 \$22,352,407	\$0 \$32,893,343
3028b Low	CR 578 (County Line Rd)		W of Suncoast Parkway	County	2U	4D	\$1,378,080	COGEII	Unfunded	\$0	\$8,619,380	COGEII	Unfunded	\$0	\$21,200,740	COGEII	Unfunded	\$0	\$0
3080 Low	Chancey Rd / Ext		Morris Bridge Rd	County	0	4D	\$3,089,670	CoGen	2036 - 2045	\$6,333,824	\$19,319,940	CoGen	2036 - 2045	\$39,605,877	\$47,528,790	CoGen	2036 - 2045	\$97,434,020	\$143,373,720
3053 Low 3012 Low	Ridge Rd Ext Wesley Chapel Blvd		US 41 (Land O' Lakes Blvd) N of Oakley Blvd	County	00 4D	4D 6D	\$0 \$0		Completed Completed	\$0 \$0	\$2,000,000 \$0	CoGen	Committed Completed	\$2,000,000 \$0	\$46,233,892 \$11,387,338	CoGen CoGen	Committed Committed	\$46,233,892 \$11,387,338	\$48,233,892 \$11,387,338
3015a Medium	Overpass Rd	Old Pasco Rd	Boyette Rd	County	2U	4D	\$2,670,466	CoGen	Committed	\$2,670,466	\$6,253,687	CoGen	Committed	\$6,253,687	\$62,830,072	CoGen	Committed	\$62,830,072	\$71,754,225
3015b Medium	Overpass Rd		Boyette Rd	County	4D 4D	6D 6D	\$475,984	CoGen	2036 - 2045	\$975,767	\$0 \$0		Completed	\$0	\$7,313,226	CoGen	2036 - 2045 Committed	\$14,992,113	\$15,967,881
3207 Low 3206 Low	Little Road Decubellis Road (III)	•	S of SR 54 Starkey Blvd	County	4D 2U	4D	\$211,361 \$250,000	CoGen	Committed Committed	\$211,361 \$250,000	\$0 \$358,378	CoGen	Completed Committed	\$0 \$358,378	\$5,872,388 \$10,098,424	CoGen CoGen	Committed	\$5,872,388 \$10,098,424	\$6,083,749 \$10,706,802
	Decubellis Road (II)		Town Center	County	2U	4D	,,,,,,		Completed	,	\$215,000	CoGen	Committed	\$215,000		CoGen	Committed	\$10,000,116	\$10,215,116

		State / Federal Reven	ue Balancing (YOE)							County Revenue	Balancing (YOE)						Developer Reve	enue Balancing (YOE)	
	2025	2026-2030	2031-2035		2036-2045	Total			2025	2026-2030	2031-2035	2036-2045	Total			2025	2026-2030	2031-2035	2036-2045
SIS	ėo.	£250 724 442	¢62.067.000		¢525 224 244	¢047.022.407		Court Fords	\$75,246,126	\$410,631,659	\$487,419,248	\$1,224,290,632	\$2,197,587,666		Developer	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
spent	\$0 \$0	\$259,731,143 \$259,731,143	\$62,867,000 \$62,867,000		\$525,234,344 \$525,234,344	\$847,832,487 \$847,832,487		County Funds Spent	\$71,323,103	\$425,312,336	\$498,327,798	\$1,202,282,431	\$2,197,245,668		Revenues	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
remaining	\$ 0	\$0	\$0		\$0	\$0		Remaining	\$3,923,023	-\$14,680,677	-\$10,908,549	\$22,008,201	\$341,998		remaining	\$0	\$0	\$0	\$0
- -	·	• •	•		- 1	·													
								County Mobility Fee	\$4,110,600	\$10,630,100	¢10.915.000	\$37,988,600	¢91 EE4 300						
OA RC	\$23,320,000	\$136,648,000	\$147,824,000		\$307,992,000	\$615,784,000		Revenues	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,000	\$81,554,200						
	\$23,320,000	\$136,648,000	\$147,824,000		\$307,992,000	\$615,784,000		spent	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200			Discre	tionary/Competit	ive Revenue Balancin	ng (YOE)
	60	ćo	ćo		ćo	ćo			ćo	ćo	ćo	ćo	ćo		TRIP	Ć740.000	\$5,500,000	¢c 100 000	¢12 F20 000
remaining	\$0	Ş0 <u> </u>	Ş0 -		ŞU	\$0		remaining	\$0	ŞU	ŞU	ŞU	\$0			\$740,000		\$6,100,000	\$12,520,000
Γ								County VOPH Available		. 1					spent	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
OA PE	\$5,128,000	\$31,160,000	\$33,624,000		\$69,960,000	\$139,872,000		Revenues	\$1,230,000	\$7,430,000	\$9,720,000	\$27,240,000	\$45,620,000		remaining	\$0	\$0	\$0	\$0
remaining	\$0 \$5,128,000	\$0 \$31,160,000	\$2,804,601 \$30,819,399		\$24,249,360 \$45,710,640	\$27,053,961 \$112,818,039		spent remaining	\$471,240 \$758,760	\$6,905,688 \$524,312	\$8,524,211 \$1,195,789	\$0 \$27,240,000	\$15,901,140 \$29,718,860						
F	45.005.000	407.400.000	400 400 000	'	***	************	İ	(===)=	********	40	40	40	4.0.1.0.000						
TMA spent	\$5,625,000 \$0	\$27,160,000 \$24,715,091	\$26,470,000 \$25,000,000		\$41,750,000 \$39,909,169	\$101,005,000 \$89,624,260		Other (TBD) Revenues Spent	\$10,448,302 \$10,448,302	\$0 \$0	\$0 \$0	\$0 \$0	\$10,448,302 \$10,448,302						
remaining	\$5,625,000	\$2,444,909	\$1,470,000		\$1,840,831	\$11,380,740		Remaining	\$0	\$0	\$0	\$0	\$0						
Duningt Dunington														DOW Cost	Construction cost				
Number Score	On Street	From	То	Jurisdiction	E+C Lanes	2045 Needs Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	(PDC) *includes CEI	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
															CLI				
3011 Low 1	Vesley Chapel Blvd Collier Parkway		Magnolia Blvd Parkwav Blvd	County County	4D 2U	6D 4D	\$0 \$435,200	CoGen	Completed Completed	\$0 \$0	\$0 \$2,717,450	CoGen	Completed Completed	\$0 \$0	\$36,645,282 \$6.685.250	CoGen CoGen	Committed Committed	\$36,645,282 \$6.685.250	\$36,645,282 \$6.685,250
3067a Medium			Hale Rd	County	4D	4D	\$0	CoGen	Completed	\$0	\$0	CoGen	Completed	\$0	\$10,217,488	CoGen	Committed	\$10,217,488	\$10,217,488
3051 Medium 3051 Medium	Tower Rd	•	Bexley Ranch Blvd Bexley Ranch Blvd	County	00	4D 4D	\$1,909,760	CoGen	2025	\$2,272,614	\$11,924,810	CoGen	2026 - 2030	\$15,740,749	\$24,715,238 \$4,621,212	CoGen TRIP	2031 - 2035	\$44,369,119 \$6,100,000	\$62,382,482 \$6,100,000
3051 Medium 3040a Medium	Tower Rd	•	Lake Patience Rd	County Developer	00	2U	\$382,580	Dev	2026 - 2030	\$505,006	\$3,389,940	Dev	2026 - 2030	\$4,474,721	\$5,884,480	Dev	2031 - 2035 2026 - 2030	\$7,767,514	\$12,747,240
3040b Medium			Lake Patience Rd	County	2U	4D	\$936,960	CoGen	2026 - 2030	\$1,236,787	\$0		Completed	\$0	\$14,392,950	CoGen	2026 - 2030	\$18,998,694	\$20,235,481
3142a Low 3 3142b Low	Tower Rd Ext / Caliente Blvd Tower Rd Ext / Caliente Blvd		Ehren Cutoff Collier Parkway Ext	County County	00 2U	2U 4D	\$785,840 \$2,519,813	CoGen	2031 - 2035 Unfunded	\$1,218,052 \$0	\$0 \$0		Completed Completed	\$0 \$0	\$12,087,040 \$38,707,671	CoGen	2031 - 2035 Unfunded	\$18,734,912 \$0	\$19,952,964 \$0
3141b Low	Fower Rd		Drexel Rd	County	0	2U	\$423,940	CoGen	2026 - 2030	\$559,601	\$0	CoGen	2026 - 2030	\$0	\$6,520,640	CoGen	2031 - 2035	\$10,106,992	\$10,666,593
3154 Low 5 3059b Low	Sunlake Blvd Connerton Blvd		Tower Rd Ehren Cutoff Rd	County	2U 2U	4D 4D	\$218,348 \$517,120	CoGen	2025 Unfunded	\$259,834 \$0	\$0 \$0		Completed Completed	\$0 \$0	\$3,354,109 \$7,943,650	CoGen	2026 - 2030 Unfunded	\$4,427,424	\$4,687,258 \$0
3063a Low	Collier Parkway / Ext	Parkway Blvd	Ehren Cutoff Rd	County	00	2U	\$0		Unfunded	\$0	\$0		Unfunded	\$0	\$25,248,267		Unfunded	\$0	\$0
3063b Low (3014a Low			Ehren Cutoff Rd Wiregrass Ranch Blvd	County County	2U 00	4D 4D	\$1,131,520 \$458,614	CoGen	Unfunded 2026 - 2030	\$0 \$605,370	\$7,065,370 \$2.867.748	CoGen	Unfunded 2026 - 2030	\$0 \$3,785,427	\$17,381,650 \$7,054,918	CoGen	Unfunded 2026 - 2030	\$0 \$9,312,492	\$0 \$13,703,290
3014b Low			SR 54	County	00	4D	\$424,118	CoGen	2036 - 2045	\$869,442	\$2,652,044	CoGen	2036 - 2045	\$5,436,690	\$6,524,268	CoGen	2036 - 2045	\$13,374,749	\$19,680,882
3210 Low 3122 Low	Tower Rd Massey Rd		Long Spur CR 54	County County	2D 00	4D 2U	\$691,200 \$258,318	CoGen	Unfunded Unfunded	\$0 \$0	\$0 \$1,615,360		Completed Unfunded	\$0 \$0	\$10,617,750 \$3,973,196	CoGen	Unfunded Unfunded	\$0 \$0	\$0 \$0
3066 Low !	•		Lake Patience Rd	County	2U	4D	\$582,955	CoGen	2026 - 2030	\$769,501	\$0		Completed	\$0 \$0	\$8,962,235	CoGen	2026 - 2030	\$11,830,150	\$12,599,651
3028a Low	` '		Shady Hills Rd	County	2U	4D 4D	\$1,425,600	CoGen	2036 - 2045	\$2,922,480	\$8,916,600	CoGen	2036 - 2045	\$18,279,030	\$15,824,483	CoGen TRIP	2036 - 2045	\$32,440,190	\$53,641,700
3028a Low (CR 578 (County Line Rd) Otis Allen Rd ext		Shady Hills Rd US 98	County County	2U 00	4D 4D	\$1,434,538		Unfunded	\$0	\$8,965,375		Unfunded	\$0 \$0	\$6,107,317 \$22,054,313	IRIP	2036 - 2045 Unfunded	\$12,520,000 \$0	\$12,520,000 \$0
3107b Low I			Prospect Rd	County	2U	4D	\$2,135,040		Unfunded	\$0	\$13,331,490		Unfunded	\$0	\$32,797,050		Unfunded	\$0	\$0
3107a Low 3184 Low	Morris Bridge Rd/Eiland Blvd Chancey Rd		Handcart Rd US 301 / Gall Blvd	County County	2U 2U	4D 4D	\$1,920,000 \$1,906,210		Unfunded Unfunded	\$0 \$0	\$11,988,750 \$11,902,645		Unfunded Unfunded	\$0 \$0	\$29,493,750 \$29,281,923		Unfunded Unfunded	\$0 \$0	\$0 \$0
			SR 54	County	2U	4D	\$690,117		Unfunded	\$0	\$0	0.0	Completed	\$0	\$10,601,109		Unfunded	\$0	\$0
3106b Medium 3120 Low		· ·	McKendree Rd Chancey Rd / Old Lakeland Hwy	County County	2U 2U	4D 4D	\$1,264,640 \$1,064,631	CoGen	Unfunded Unfunded	\$0 \$0	\$7,896,590 \$6,647,709	CoGen	Unfunded Unfunded	\$0 \$0	\$19,426,550 \$16,354,154	CoGen	Unfunded Unfunded	\$0 \$0	\$0 \$0
3052 Low	Meadowbrook Drive	SR 54	Mentmore Blvd	County	2U	4D	\$281,600		Unfunded	\$0	\$1,758,350		Unfunded	\$0	\$4,325,750		Unfunded	\$0	\$0
3038 Low 3173 Low			Trinity Oaks Blvd Old Lakeland Highway	County County	00 00	2U 2U	\$92,610 \$1,107,133	CoGen CoGen	2036 - 2045 2036 - 2045	\$189,851 \$2,269,623	\$578,070 \$6,923,329	CoGen CoGen	2036 - 2045 2036 - 2045	\$1,185,044 \$14,192,824	\$1,422,360 \$17,028,863	CoGen TMA	2036 - 2045 2036 - 2045	\$2,915,838 \$34,909,169	\$4,290,732 \$51,371,616
3163 Low I	Morgan Rd / Hunt Rd	SR 54	US 41 (Land O' Lakes Blvd)	County	00	2U	\$449,227	CoGen	2036 - 2045	\$920,915	\$2,809,192	CoGen	2036 - 2045	\$5,758,844	\$6,909,587	CoGen	2036 - 2045	\$14,164,653	\$20,844,412
3078 Low (3117 Low (CR 54 Otis Allen Rd	County County	2U 00	4D 2U	\$1,950,648 \$1,034,524	CoGen	Unfunded 2036 - 2045	\$0 \$2,120,774	\$12,200,580 \$6,469,280	CoGen	Unfunded 2036 - 2045	\$0 \$13,262,024	\$30,009,272 \$15,912,067	CoGen	Unfunded 2036 - 2045	\$0 \$32,619,737	\$0 \$48,002,536
3133 Low 2	20th St	CR 54	Pretty Pond Rd	County	00	2U	\$519,182	CoGen	2036 - 2045	\$1,064,323	\$3,246,643	CoGen	2036 - 2045	\$6,655,618	\$7,985,557	CoGen	2036 - 2045	\$16,370,392	\$24,090,333
3045 High (3079 Medium (,		SR 54 Gaddis Street	County County	2U 2U	4D 4D	\$230,400 \$4,062,960		Unfunded Unfunded	\$0 \$n	\$1,438,650 \$25,412,310		Unfunded Unfunded	\$0 \$n	\$3,539,250 \$62,505,630		Unfunded Unfunded	\$0 \$0	\$0 \$0
3145 Low	CR 54	23rd St	Chancey Rd / Old Lakeland Hwy	County	2U	4D	\$650,240		Unfunded	\$0	\$4,060,190		Unfunded	\$0	\$9,988,550		Unfunded	\$0	\$0
3172 Low 3118 Medium			Old Lakeland Highway 23rd St	County County	00	2U 2U	\$590,921 \$134,420	CoGen	Unfunded 2036 - 2045	\$0 \$275,561	\$3,695,255 \$840,580	CoGen	Unfunded 2036 - 2045	\$0 \$1,723,189	\$9,088,978 \$2,067,520	CoGen	Unfunded 2036 - 2045	\$0 \$4,238,416	\$0 \$6,237,166
3118 Medium A	Ayers Rd Extension		County Line Rd (CR 578)	County	00	2U 2U	\$693,526	Codeil	Unfunded	\$0	\$4,336,883	Codeii	Unfunded	\$0	\$2,067,520	coden	Unfunded	\$0	\$6,237,166
3137 Medium 3180 Low		<u> </u>	Gall Blvd SR 52	County	2U 00	4D 2U	\$100,722 \$756,766	CoGen	2036 - 2045 Unfunded	\$206,480 \$0	\$628,923 \$4,732,346	CoGen	2036 - 2045 Unfunded	\$1,289,292 \$0	\$1,547,226 \$11,639,844	CoGen	2036 - 2045 Unfunded	\$3,171,813 \$0	\$4,667,586 \$0
3180 Low 0			SR 575	County County	00	2U 2U	\$756,766		Unfunded	\$0 \$0	\$4,732,346		Unfunded	\$0 \$0	\$11,639,844 \$11,534,287		Unfunded	\$0	\$0 \$0
3148 Low I	' '''		Schrader Memorial Hwy	County	2U	4D	\$136,088		Unfunded	\$0	\$849,756		Unfunded	\$0	\$2,090,500		Unfunded	\$0	\$0
3025 Low 3185 Low	ake Iola Rd CR 54		Pasco/Hernando County Line US 98	County County	2U 2U	4D 4D	\$424,563 \$2,266,134		Unfunded Unfunded	\$0 \$0	\$2,655,487 \$14,150,060		Unfunded Unfunded	\$0 \$0	\$6,531,592 \$34,810,830		Unfunded Unfunded	\$0 \$0	\$0 \$0
3171 Low I	Keefer Rd ext / Bailey Hill Rd	Fort King Rd	Gall Blvd	County	00	2U	\$533,471	CoGen	2036 - 2045	\$1,093,616	\$3,335,997	CoGen	2036 - 2045	\$6,838,794	\$8,205,334	CoGen	2036 - 2045	\$16,820,935	\$24,753,344
3026 Medium I 3144a Low	Blanton Rd Meadow Pointe Blvd		I-75 Oldwoods Ave	County County	2U 2U	4D 4D	\$360,859 \$471,040	CoGen	Unfunded 2031 - 2035	\$0 \$730,112	\$2,257,042 \$0		Unfunded Completed	\$0 \$0	\$5,551,555 \$7,235,800	CoGen	Unfunded 2031 - 2035	\$0 \$11,215,490	\$0 \$11,945,602
3144b Low I	Meadow Pointe Blvd	Oldwoods Ave	SR-56	County	2U	4D	\$215,040	CoGen	2031 - 2035	\$333,312	\$0		Completed	\$0	\$3,303,300	CoGen	2031 - 2035	\$5,120,115	\$5,453,427
3125 Low 3170 Low			Beardsley Dr Bailey Hill Rd	County County	00	2U 2U	\$186,137 \$344,947	CoGen	Unfunded 2031 - 2035	\$0 \$534,668	\$1,163,985 \$2,153,156	CoGen	Unfunded 2031 - 2035	\$0 \$3,337,392	\$2,862,978 \$5,297,909	CoGen	Unfunded 2031 - 2035	\$0 \$8,211,759	\$0 \$12,083,819
3134 Low			23rd St	County	00	2U 2U	\$396,396	Codell	Unfunded	\$334,008 \$0	\$2,478,818	Coden	Unfunded	\$0,557,592 \$0	\$6,096,988	Coden	Unfunded	\$0	\$12,083,819
3132 Low I	Keefer Rd	Curley Rd	Fort King Rd	County	00	2U	\$2,354,825	CoGen	2036 - 2045	\$4,827,391	\$14,725,625	CoGen	2036 - 2045	\$30,187,531	\$36,219,662	CoGen	2036 - 2045	\$74,250,307	\$109,265,230

		State / Federal Reve	enue Balancing (YOE)							County Revenue	Balancing (YOE)						Developer Reve	enue Balancing (YOE)	
												****				****			
	2025	2026-2030	2031-2035		2036-2045	Total			2025	2026-2030	2031-2035	2036-2045	Total		Davidana	2025	2026-2030	2031-2035	2036-2045
SIS	\$0	\$259,731,143	\$62,867,000		\$525,234,344	\$847,832,487		County Funds	\$75,246,126	\$410,631,659	\$487,419,248	\$1,224,290,632	\$2,197,587,666		Developer Revenues	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
spent	t \$0	\$259,731,143	\$62,867,000		\$525,234,344	\$847,832,487		Spent	\$71,323,103	\$425,312,336	\$498,327,798	\$1,202,282,431	\$2,197,245,668		spent	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
remaining	so so	\$1	\$0		\$0	\$0		Remaining	\$3,923,023	-\$14,680,677	-\$10,908,549	\$22,008,201	\$341,998		remaining	\$c	so so	ŚO	\$n
remaining	5	, T	, 40		70	Ψo		Kemaning	\$3,523,023	-\$14,000,077	710,500,545	722,000,201	4341,330			Ŷ(, ,0	70	40
								County Mobility Fee											
								Revenues	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200						
OA RC	\$23,320,000	\$136,648,000	\$147,824,000		\$307,992,000	\$615,784,000													
	\$23,320,000	\$136,648,000	\$147,824,000		\$307,992,000	\$615,784,000		spent	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200			Discr	etionary/Competit	ive Revenue Balancin	ing (YOE)
								·							TOID				
remaining	\$0	\$0	\$0		\$0	\$0		remaining	\$0	\$0	\$0	\$0	\$0		TRIP	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
															spent	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
								County VOPH Available	\$1,230,000	\$7,430,000	\$9,720,000	\$27,240,000	\$45,620,000						
OA PE	\$5,128,000				\$69,960,000	\$139,872,000		Revenues				\$27,240,000			remaining	\$0	\$0	\$0	\$0
	\$0	\$0	+-//		\$24,249,360	\$27,053,961		spent	\$471,240	\$6,905,688	\$8,524,211	\$0	Ţ = 0,0 0 = ,= . 0						
remaining	\$5,128,000	\$31,160,000	\$30,819,399		\$45,710,640	\$112,818,039		remaining	\$758,760	\$524,312	\$1,195,789	\$27,240,000	\$29,718,860						
TMA	\$5,625,000	\$27,160,000	\$26,470,000		\$41,750,000	\$101,005,000		Other (TBD) Revenues	\$10,448,302	\$0	\$0	\$0	\$10,448,302						
spent	t\$0	\$24,715,091			\$39,909,169	\$89,624,260		Spent	\$10,448,302	\$0	\$0	\$0							
remaining	\$5,625,000	\$2,444,909	\$1,470,000		\$1,840,831	\$11,380,740		Remaining	\$0	\$0	\$0	\$0	\$0						
															Construction cost				
Project Priority	On Street	From	То	Jurisdiction	E+C Lanes	2045 Needs Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost	(PDC) *includes	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
Number Score											` ′			(YOE)	CEI				
	Ridge Rd/Overpass Rd Ext	Ehren Cutoff	Old Pasco Rd / I-75	County	00	4D	\$4,705,933		Unfunded	\$0	\$29,410,478		Unfunded	\$0	T//		Unfunded	\$0	ΨÜ
3113 Low	Coats Rd	Chancey Rd	Oldwoods Ave Overpass Rd Ext	County	00	2U 4D	\$832,174	CoGen	2031 - 2035	\$1,289,870	\$5,203,901	CoGen	2031 - 2035	\$8,066,047		CoGen	2036 - 2045 Unfunded	\$26,239,381	
3083b Low 3106a Medium	River Glen Blvd / Wynfields Blvd Boyette Rd Ext	Hillsborough County Line Overpass Rd	McKendree Rd	County	2U 00	2U	\$3,532,816 \$1,276,990	CoGen	Unfunded 2031 - 2035	\$1,979,335	\$0 \$7,985,510	CoGen	Completed 2031 - 2035	\$12,377,541	\$54,268,742 \$19,641,440	CoGen	2031 - 2035	\$30,444,232	
3141c Low	Tower Rd	Drexel Rd	Land O Lakes Blvd (US 41)	County	0	2U	\$1,152,910	CoGen	2031 - 2035	\$1,787,011	\$7,209,590	CoGen	2031 - 2035	\$4,469,946	\$17,732,960	CoGen	2031 - 2035	\$27,486,088	\$33,743,044
3141a Low	Tower Rd	Lake Patience Rd	Sunlake Blvd	County	00	4D	\$293,200	CoGen	2026 - 2030	\$387,024	\$12,869,589	CoGen	2026 - 2030	\$16,987,857	\$4,507,600	CoGen	2026 - 2030	. , ,	\$23,324,913
3211 Low	Prospect Rd	Highland Blvd	Clinton Ave Ext	County	0	2U	\$989,158	CoVOPH	2026 - 2030	\$1,305,688	\$0	CoGen	2026 - 2030	\$0	\$4,121,491	CoVOPH	2031 - 2035	\$6,388,311	\$7,694,000
Developer Roa	ads (Developer and County I	Funded)																	
3160 Medium	Welbilt Blvd	Mitchell Blvd	Mitchell Ranch Rd	Developer	00	2U	\$175,780	Dev	2026 - 2030	\$232,030	\$1,099,220	Dev	2026 - 2030	\$1,450,970	\$2,703,680	Dev	2026 - 2030	\$3,568,858	\$5,251,858
3056a Low	Bexley Ranch Rd	Tower Rd	Sunlake Blvd	Developer	00	2U	\$1,421,750	Dev	2026 - 2030	\$1,876,710	\$17,682,500	Dev	2026 - 2030	\$23,340,900		Dev	2026 - 2030	\$28,865,760	1 - / /
3056c Low	Bexley Ranch Rd	Tower Rd	Sunlake Blvd	Developer	2U	4D	\$1,408,000		Unfunded	\$0	\$0		Completed	\$0	\$21,628,750	CoGen	Unfunded	\$0	ΨÜ
3083a Low 3096 Low	River Glen Blvd / Wynfields Blvd Wells Rd Ext	Hillsborough County Line Curley Rd	Overpass Rd Ext Eiland Blvd	Developer Developer	00	2U 2U	\$3,174,380 \$1,874,582	Dev Dev	2026 - 2030 2031 - 2035	\$4,190,182 \$2,905,602	\$41,910,018 \$11,722,485	Dev Dev	2026 - 2030 2031 - 2035	\$55,321,224 \$18,169,852	\$48,825,280	Dev Dev	2026 - 2030 2031 - 2035	\$64,449,370 \$44.691.204	, -,,
3093 Low	Wells Rd Ext	SR 581 Ext	Boyette Rd	Developer	00	2U	\$518,470	Dev	2031 - 2035	\$803,629	\$3,242,193	Dev	2031 - 2035	\$5,025,399	\$7,974,610	Dev	2031 - 2035	, , , , , ,	, , ,
3155 Low	Racetrack Rd	US 19	Old Dixie Hwy (3030)	Developer	0	2U	\$318,990	Dev	2031 - 2035	\$494,435	\$1,991,130	Dev	2031 - 2035	\$3,086,252	\$4,899,240	Dev	2031 - 2035	\$7,593,822	\$11,174,508
3030 Low	Old Dixie Hwy	New York Ave	Aripeka Rd	Developer	00	2U	\$615,230	Dev	2031 - 2035	\$953,607	\$3,847,270	Dev	2031 - 2035	\$5,963,269	\$9,462,880	Dev	2031 - 2035		\$21,584,339
3055 Low	New Connector	Sunlake Blvd	Rdway "A"	Developer	00	2U	\$501,291	Dev	2036 - 2045	\$1,027,647	\$3,134,763	Dev	2036 - 2045	\$6,426,264		Dev	2036 - 2045		
3158 Low	New Collector "A" Bulloch Blvd	Ridge Rd Asbel Rd	SunLake Blvd Ext / New rd SR 52	Developer	00	2U 2U	\$1,273,865	Dev Dev	2036 - 2045 2026 - 2030	\$2,611,423 \$5,286,514	\$7,965,966 \$25,044,400	Dev	2036 - 2045 2026 - 2030	\$16,330,230	\$19,593,368 \$61,600,083	Dev Dev	2036 - 2045	. , ,	
3054 Low 3110 Low	Dean Dairy	Eiland Blvd	Prospect Rd	Developer Developer	00	2U	\$1,749,854	Dev	2036 - 2045	\$3,587,201	\$10,922,557	Dev	2036 - 2045	\$22,391,242	\$26,875,307	Dev	2026 - 2030 2036 - 2045	\$55,094,379	\$119,657,232 \$81,072,822
3156 Low	New Ext of SunLake Blvd	SunLake Blvd Ext	SR 52	Developer	00	2U	\$1,063,856	Dev	2036 - 2045	\$2,180,905	\$6,652,704	Dev	2036 - 2045	\$13,638,043	\$16,363,222	Dev	2036 - 2045	\$33,544,605	\$49,363,553
3091 Low	Wiregrass Ranch Blvd Ext.	Chancey RD	SR 54	Developer	00	4D	\$1,385,370	Dev	Completed	\$0	\$8,658,090	CoGen	Completed	\$0	\$21,298,410	Dev	Committed	\$21,298,410	\$21,298,410
3074 Medium	New Connector	Ehren Cutoff	SR 52	Developer	00	2U	\$2,184,710	Dev	2036 - 2045	\$4,478,656	\$13,661,834	Dev	2036 - 2045	\$28,006,760	\$33,603,125	Dev	2036 - 2045		
	Symphony Drive (Asbel Dr. Ext)	Central Blvd	US 41 (Land O' Lakes Blvd)	Developer	00	2U	Ć0EC 240	D	Completed	\$0	ČE 254 260	Do	Completed	\$10,076,046	612.100.544	D	Committed	\$460,463	\$460,463
	Symphony Drive Collier Parkway Ext	SR 52	Central Blvd Bellamy Brothers Blvd	Developer Developer	00	2U 2U	\$856,219	Dev Dev	2036 - 2045 2036 - 2045	\$1,755,249 \$4,292,393	\$5,354,268 \$13,093,650	Dev Dev	2036 - 2045 2036 - 2045	\$10,976,249		Dev Dev	2036 - 2045 2036 - 2045	\$26,997,565	\$39,729,064 \$97,155,855
	Bexley Ranch Rd	Sunlake Blvd	US 41 (Land O' Lakes Blvd)	Developer	00	2U	\$1,261,480	Dev	2031 - 2035	\$1,955,294		Dev	2031 - 2035	\$24,318,260		Dev	2036 - 2045		\$56,348,018
	Bexley Ranch Rd	Sunlake Blvd	US 41 (Land O' Lakes Blvd)	Developer	2U	4D	\$1,249,280		Unfunded	\$0	\$0		Unfunded	\$0	\$19,190,600		Unfunded	\$0	\$0
	Drexel Rd	Lake Patience Rd	Tower Rd	Developer	00	2U	\$905,418	Dev	2031 - 2035	\$1,403,398	\$5,661,930	Dev	2031 - 2035	\$8,775,992		Dev	2031 - 2035		\$31,765,125
	New River Rd	Chancey Rd	SR 56	Developer	00	2U	\$413,640	Dev	2036 - 2045	\$847,962	\$2,586,649	Dev	2036 - 2045	\$5,302,630		Dev	2036 - 2045		
3112 Low 3162 Low	Oldwoods Ave Drexel Rd	Meadow Pointe Blvd Tower Rd	Coats Rd Bexley Rd	Developer	00	2U 2U	\$2,818,654 \$635,855	Dev Dev	2031 - 2035 2031 - 2035	\$4,368,914 \$985,575	\$17,626,131 \$3,976,244	Dev Dev	2031 - 2035 2031 - 2035	\$27,320,503 \$6,163,178		Dev Dev	2031 - 2035 2031 - 2035		\$98,887,883 \$22,307,922
	New Collector west of US 41	Sunlake Blvd Ext	US 41 (Land O' Lakes Blvd)	Developer Developer	00	2U 2U	\$635,855	Dev	2031 - 2035	\$985,575	\$3,976,244	Dev	2031 - 2035	\$8,573,424		Dev	2031 - 2035		\$22,307,922
	Wesley Chapel Blvd	County Line Rd	SR 54	Developer	00	2U	\$696,856	Dev	2036 - 2045	\$1,428,555	\$8,666,896	Dev	2036 - 2045	\$17,767,137		Dev	2036 - 2045		\$41,168,360
3059a Low	Connerton Blvd	Flourish Drive	Ehren Cutoff Rd	Developer	00	2U	\$517,000	Dev	2026 - 2030	\$682,440		Dev	2026 - 2030	\$11,019,624		Dev	2026 - 2030		\$22,198,704
3109a Low	Sunshine Rd	Overpass Rd	Handcart Rd	Developer	00	2U			Completed	\$0			Completed	\$0	ψ.,σ.,, <u>2</u> .σσ	Dev	Committed	\$7,077,280	
3164 Low	Mirada Blvd	SR 52	Curley Rd	Developer	00	2U	4		Completed	\$0	\$7,204,361	Dev	Committed	\$7,204,361		Dev	Committed	\$17,720,099	\$24,924,460
3058 Low	Roach's Run	Rdway "A"	US 41 (Land O' Lakes Blvd)	Developer	00	2U	\$731,134	Dev	2036 - 2045	\$1,498,825 \$3,624,687	\$4,572,060	Dev	2036 - 2045	\$9,372,723		Dev	2036 - 2045		
	Collier Parkway Ext Old Pasco Rd Ext	Bellamy Brothers Blvd SR 52	McKendree Rd Collier Parkway Ext	Developer Developer	00	2U 2U	\$1,768,140 \$424,874	Dev Dev	2036 - 2045 2036 - 2045	\$3,624,687	\$11,056,860 \$2,656,900	Dev Dev	2036 - 2045 2036 - 2045	\$22,666,563 \$5,446,645		Dev Dev	2036 - 2045 2036 - 2045		
3166 Low	Tyndall Rd	McKendree Rd Ext	Curley Rd / St	Developer	00	2U	\$532,591	Dev	2031 - 2035	\$825,516	\$3,330,496	Dev	2031 - 2035	\$5,162,268		Dev	2031 - 2035		
														,					
	Pasco Towne Center Drive	McKendree Rd Ext	SR 52	Developer	00	2U	\$1,163,202	Dev	2031 - 2035	\$1,802,963	\$7,273,948	Dev	2031 - 2035	\$11,274,619	\$17,891,256	Dev	2031 - 2035	\$27,731,447	\$40,809,029
3165 Medium 3064 Low		McKendree Rd Ext SR 54 Handcart Rd		Developer Developer Developer	00 00 00	2U 2U 2U	\$1,163,202 \$923,855 \$1,308,010	Dev Dev Dev	2031 - 2035 2031 - 2035 2031 - 2035	\$1,802,963 \$1,431,975 \$2,027,416	\$7,273,948 \$5,777,223 \$8,179,490	Dev Dev Dev	2031 - 2035 2031 - 2035 2031 - 2035	\$11,274,619 \$8,954,696 \$12,678,210	\$14,209,859	Dev Dev Dev	2031 - 2035 2031 - 2035 2031 - 2035	\$22,025,281	



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Appendix 10.3

MOBILITY 2045 Cost Affordable Roadway Level-of-Service

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
10	20TH ST	CITY LIMITS(Z)	C.R. 54	URBAN/TRANS	MIC	2U	0.501		1,615	15,930	0.090	145	1440	1440	0.10	С
1900 1900.1	20TH ST 20TH ST	SOUTH AVE C AVE	CITY LIMITS(Z) SOUTH AVE	URBAN/TRANS URBAN/TRANS	MIC MIC	2U 2U	1.008 0.250		3,459 1,262	15,930 15,930	0.090	311 114	1440 1440	1440 1440	0.22	C
1900.1	20TH ST	TUCKER	CITY LIMITS	URBAN/TRANS	MIC	2U	0.250		1,202	15,930	0.090	110	1440	1440	0.08	C
1900.3	20TH ST	CHANCEY (Z.EAST)	TUCKER	URBAN/TRANS	MIC	2U	0.133		1,224	15,930	0.090	110	1440	1440	0.08	Č
1900.4	20TH ST	CITY LIMITS	ALSTON AVE	URBAN/TRANS	MIC	2U	0.327		1,224	15,930	0.090	110	1440	1440	0.08	Č
1900.6	20TH ST	ALSTON AVE	C AVE	URBAN/TRANS	MIC	2U	0.276		1,336	15,930	0.090	120	1440	1440	0.08	C
5435	20TH ST	C.R. 54	PRETTY POND RD	URBAN/TRANS	MIC	2U	1.003	Yes	1,736	15,930	0.090	156	1440	1440	0.11	C
1900.7	23RD ST	OTIS ALLEN RD	C.R. 54	URBAN/TRANS	MIC	2U	1.498	Yes	482	15,930	0.090	43	1440	1440	0.03	C
1900.8	23RD ST	C.R. 54	NORTH AVE	URBAN/TRANS	MIC	2U	0.501	Yes	5,144	15,930	0.090	463	1440	1440	0.32	č
1894	6TH ST	A AVE	SOUTH AVE	URBAN/TRANS	MA	20	0.087	Yes	11,283	21,492	0.090	1,015	2,148	2,148	0.47	Č
1894.1	6TH ST	SOUTH AVE	S.R. 54 (5TH AVE)	URBAN/TRANS	MA	20	0.233	Yes	12,246	21,492	0.090	1,102	2.148	2,148	0.51	Č
1894.2	6TH ST	S.R. 54 (5TH AVE)	12 AVE	URBAN/TRANS	MA	20	0.480	Yes	14,570	21,492	0.090	1,311	2,148	2,148	0.61	С
1894.3	6TH ST	12 AVE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	20	0.317	Yes	15,195	21,492	0.090	1,368	2,148	2,148	0.64	С
1915	6TH ST	U.S. 301 (GALL BLVD)	A AVE	URBAN/TRANS	MA	20	0.718	Yes	12,016	21,492	0.090	1,081	2,148	2,148	0.50	С
1895.2	7TH ST	U.S. 301 (GALL BLVD)	7TH ST EXT	URBAN/TRANS	MAC	2U	0.053		1,661	15,930	0.090	149	1440	1440	0.10	С
1895.3	7TH ST	7TH ST EXT	SOUTH AVE	URBAN/TRANS	MAC	2U	0.066		1,661	15,930	0.090	149	1440	1440	0.10	С
1895.4	7TH ST	SOUTH AVE	S.R. 54 (5TH AVE)	URBAN/TRANS	MAC	2U	0.289		5,065	15,930	0.090	456	1440	1440	0.32	С
1895.5	7TH ST	S.R. 54 (5TH AVE)	12TH AVE	URBAN/TRANS	MAC	2U	0.479		3,511	15,930	0.090	316	1440	1440	0.22	С
1895.6	7TH ST	12TH AVE	NORTH AVE	URBAN/TRANS	MAC	2U	0.337		5,703	15,930	0.090	513	1440	1440	0.36	С
1896	7TH ST	NORTH AVE	U.S.301 (GALL BLVD)	URBAN/TRANS	MAC	2U	0.302		5,719	15,930	0.090	515	1440	1440	0.36	С
30	ALICO PASS	RIVER CROSSING BLVD	STARKEY	URBAN/TRANS	MIC	2U	1.213		2,350	15,930	0.090	212	1440	1440	0.15	С
2250	ALT U.S.19	ANCLOTE BLVD	HOLIDAY LAKES	URBAN/TRANS	MA	2U	0.214		19,004	17,700	0.090	1,710	1600	1600	1.07	F
2250.1	ALT U.S.19	HOLIDAY LAKES	U.S. 19	URBAN/TRANS	MA	2U	0.690		16,942	17,700	0.090	1,525	1600	1600	0.95	D
16960	ALTAMONT LN	HILLSBOROUGH CL	SR 54	URBAN/TRANS	MIC	2U	0.841		11,361	15,930	0.090	1,022	1440	1440	0.71	С
20	ANCLOTE BLVD	IRISH AVE	SWEETBRIAR	URBAN/TRANS	MAC	2U	0.547		1,523	15,930	0.090	137	1440	1440	0.10	С
20.1	ANCLOTE BLVD	SWEETBRIAR	ALT U.S. 19	URBAN/TRANS	MAC	2U	1.424		14,055	15,930	0.090	1,265	1440	1440	0.88	С
3320.5	ASBEL	PLEASANT PLAINS PKWY	RIDGE RD EXT	URBAN/TRANS	MAC	2U	0.831	Yes	5,670	15,930	0.090	510	1440	1440	0.35	С
5120	ASBEL	BULLOCH BLVD	U.S.41	URBAN/TRANS	MIC	2U	0.434	Yes	5,362	15,930	0.090	483	1440	1440	0.34	С
9014	ASBEL	RIDGE RD EXT	BULLOCH BLVD	URBAN/TRANS	MIC	2U	0.889	Yes	6,101	15,930	0.090	549	1440	1440	0.38	С
9044	ASBEL EXT	U.S.41	SYMPHONY PKWY	URBAN/TRANS	MIC	2U	0.225		15,176	15,930	0.090	1,366	1440	1440	0.95	D
130	AUTUMN PALM	TUCKER	C AVE	URBAN/TRANS	MIC	2U	0.750		2,770	15,930	0.090	249	1440	1440	0.17	С
130.1	AUTUMN PALM	CHANCEY	TUCKER	URBAN/TRANS	MIC	2U	0.506		1,890	15,930	0.090	170	1440	1440	0.12	С
17022	BAILEY HILL ROAD	C.R. 41 (FT KING HWY)	U.S. 301 (N)	URBAN/TRANS	MIC	2U	1.014	Yes	772	15,930	0.090	69	1440	1440	0.05	С
1960.3	BAILLE	CECELIA	C.R.77 (ROWAN)	URBAN/TRANS	MAC	2U	0.514		1,994	15,930	0.090	179	1440	1440	0.12	С
770	BAILLIE'S BLUFF RD	ANCLOTE BLVD	IRISH AVE	URBAN/TRANS	MAC	2U	2.048		3,934	15,930	0.090	354	1440	1440	0.25	С
770.1	BAILLIE'S BLUFF RD	IRISH AVE	GULF TRACE	URBAN/TRANS	MAC	2U	1.299		3,950	15,930	0.090	356	1440	1440	0.25	С
770.2	BAILLIE'S BLUFF RD	GULF TRACE	MOOG	URBAN/TRANS	MAC	2U	0.496		5,455	15,930	0.090	491	1440	1440	0.34	С
5010.1	BALLANTRAE	S.R.54	MENTMORE	URBAN/TRANS	MIC	2U	0.760		9,964	15,930	0.090	897	1440	1440	0.62	С
5010.2	BALLANTRAE	MENTMORE	TOWER RD	URBAN/TRANS	MIC	2U	0.722		8,124	15,930	0.090	731	1440	1440	0.51	С
1090.2	BEARDSLEY DR	MANSFIELD BLVD	MEADOW POINTE BLVD	URBAN/TRANS	MAC	2U	1.673		6,596	15,930	0.090	594	1440	1440	0.41	С
1810.4	BELL LAKE RD	U.S. 41	ALPINE RD	URBAN/TRANS	MIC	2U	0.985		12,340	15,930	0.090	1,111	1440	1440	0.77	С
	BELL LAKE RD	ALPINE RD	COLLIER PKWY	URBAN/TRANS	MIC	2U	0.416		7,739	15,930	0.090	697	1440	1440	0.48	С
	BEXLEY RANCH BLVD	S.R. 54 MENTMORE	MENTMORE TOWER RD	URBAN/TRANS	MIC MIC	4D	0.816		23,066	35,820	0.090	2,076	3,222	3,222	0.64	C F
1800.4 5200.1	BEXLEY RANCH BLVD BEXLEY RANCH BLVD		ROADWAY "A"	URBAN/TRANS URBAN/TRANS	MIC	2D	0.606 0.813	Vee	18,128 6,649	16,726	0.090	1,632 598	1512 1440	1512 1440	1.08	C
5200.1	BEXLEY RANCH BLVD	SUNLAKE BLVD ROADWAY "A"	WISTERIA LOOP	URBAN/TRANS	MIC	2U 2U	1.641	Yes Yes	4,112	15,930 15,930	0.090	370	1440	1440	0.42	C
5200.2	BEXLEY RANCH BLVD	DREXEL	WISTERIA LOOP	URBAN/TRANS	MIC	2U	0.499	Yes	2,348	15,930	0.090	211	1440	1440	0.26	C
9084	BEXLEY RANCH BLVD	TOWER RD	SUNLAKE BLVD	URBAN/TRANS	MIC	2U	2.725	Yes	14,105	15,930	0.090	1,269	1440	1440	0.13	Č
	BOSLEY DR	LAWLESS RD	SHADY HILLS RD	URBAN/TRANS	MIC	2U	2.018	163	14,103	15,930	0.090	1,209	1440	1440	0.00	Č
6005	BOWMAN RD	CAUFIELD RD	U.S. 41	URBAN/TRANS	MIC	2U	1.960		0	15,930	0.090	1	1440	1440	0.00	C
90.2	BOYETTE CONNECTOR	WELLS RD	BOYETTE RD	URBAN/TRANS	MIC	4D	1.992	Yes	7,772	35,820	0.090	699	3,222	3,222	0.00	Č
90.2	BOYETTE RD	S.R. 54	WELLS RD	URBAN/TRANS	MIC	2U	1.027	169	4,642	15,930	0.090	418	1440	1440	0.22	C
90.1	BOYETTE RD	WELLS RD	OVERPASS RD EXT	URBAN/TRANS	MIC	4D	1.027	Yes	15,260	35,820	0.090	1,373	3,222	3,222	0.43	Č
5275	BOYETTE RD EXT	OVERPASS RD EXT	ELAM RD	URBAN/TRANS	MIC	2U	0.211	Yes	11,452	15,930	0.090	1,031	1440	1440	0.43	C
	BOYETTE RD EXT	OVERPASS RD EXT	ELAM RD	URBAN/TRANS	MIC	4D	0.211	. 55	11,452	35,820	0.090	1,031	3,222	3.222	0.72	C
17015	BOYETTE RD EXT	ELAM RD	MCKENDREE REALIGNMENT	URBAN/TRANS	MIC	2U	2.243	Yes	5,019	15,930	0.090	452	1440	1440	0.32	C
16985	BULLOCH BLVD	ASBEL	SR 52	URBAN/TRANS	MIC	2U	1.666	Yes	2,340	15,930	0.090	211	1440	1440	0.15	C
	C AVE	COURT ST	CITY LIMITS	URBAN/TRANS	MIC	2U	0.208	100	1.954	15,930	0.090	176	1440	1440	0.13	Č
10	C AVE	CITY LIMITS	6TH ST EXT	URBAN/TRANS	MIC	2U	0.489		3.030	15,930	0.090	273	1440	1440	0.12	Č
40 1930						2U	0.063		4,071	15,930	0.090	366	1440	1440	0.15	č
1930		6TH ST EXT	U.S.301 (GALL BLVD)	URBAN/TRANS	IVIII.											
1930 1930.1	C AVE	0TH ST EXT U.S.301 (GALL BLVD)	U.S.301 (GALL BLVD) 7TH ST	URBAN/TRANS URBAN/TRANS	MIC MIC											
1930 1930.1 1940	C AVE	U.S.301 (GALL BLVD)	7TH ST	URBAN/TRANS	MIC	2U	0.045		2,558	15,930	0.090	230	1440	1440	0.16	С
1930 1930.1	C AVE															

Appendix 10.3 - 2

AFT (4-20	· -,			IF. 2043 COSt Allo												
Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
380.3	C.R. 1 (LITTLE RD)	S.R. 52	CRICKET ST	URBAN/TRANS	MA	6D	0.271		23,544	53,910	0.090	2,119	4,857	4,857	0.44	С
380.4	C.R. 1 (LITTLE RD)	CRICKET ST	FIVAY	URBAN/TRANS	MA	6D	0.242		25,155	53,910	0.090	2,264	4,857	4,857	0.47	С
390	C.R. 1 (LITTLE RD)	JASMINE DR	TIMBER OAKS	URBAN/TRANS	MA	6D	0.389		33,746	53,910	0.090	3,037	4,857	4,857	0.63	С
390.1	C.R. 1 (LITTLE RD)	FOX HOLLOW	JASMINE DR	URBAN/TRANS	MA	6D	0.609		36,937	53,910	0.090	3,324	4,857	4,857	0.68	С
390.2	C.R. 1 (LITTLE RD)	EMBASSY	FOX HOLLOW	URBAN/TRANS	MA	6D	0.712		38,768	53,910	0.090	3,489	4,857	4,857	0.72	С
390.3	C.R. 1 (LITTLE RD)	SAN MIGUEL	EMBASSY	URBAN/TRANS	MA	6D	0.261		42,102	53,910	0.090	3,789	4,857	4,857	0.78	С
390.4 400	C.R. 1 (LITTLE RD) C.R. 1 (LITTLE RD)	C.R. 587 (RIDGE) SHOPPING CENTER	SAN MIGUEL C.R. 587 (RIDGE)	URBAN/TRANS URBAN/TRANS	MA MA	6D 6D	0.505 0.205		43,638 43,348	53,910 53,910	0.090	3,927 3,901	4,857 4,857	4,857 4,857	0.81	C
400.1	C.R. 1 (LITTLE RD)	ORCHID LAKE DR	SHOPPING CENTER	URBAN/TRANS	MA	6D	0.203		44,145	53,910	0.090	3,973	4,857	4,857	0.82	C
400.1	C.R. 1 (LITTLE RD)	CITIZENS	ORCHID LAKE DR	URBAN/TRANS	MA	6D	0.355		43,763	53,910	0.090	3,939	4,857	4,857	0.82	C
400.3	C.R. 1 (LITTLE RD)	GOVERNMENT	CITIZENS	URBAN/TRANS	MA	6D	0.102		43,344	53,910	0.090	3,901	4,857	4.857	0.80	C
400.4	C.R. 1 (LITTLE RD)	C.R. 587 (MASS)	GOVERNMENT	URBAN/TRANS	MA	6D	0.543		43,344	53,910	0.090	3,901	4,857	4,857	0.80	Č
410.1	C.R. 1 (LITTLE RD)	PLATHE	DUSTY LANE	URBAN/TRANS	MA	6D	0.844	Yes	45,658	53,910	0.090	4,109	4,857	4,857	0.85	C
410.2	C.R. 1 (LITTLE RD)	DUSTY LANE	C.R. 587 (MASS)	URBAN/TRANS	MA	6D	0.370	Yes	45,360	53,910	0.090	4,082	4,857	4,857	0.84	С
420	C.R. 1 (LITTLE RD)	TROUBLE CREEK RD	PLATHE	URBAN/TRANS	MA	6D	0.399	Yes	47,380	53,910	0.090	4,264	4,857	4,857	0.88	С
420.1	C.R. 1 (LITTLE RD)	RANCHO DEL RIO	TROUBLE CREEK RD	URBAN/TRANS	MA	6D	0.283	Yes	44,429	53,910	0.090	3,999	4,857	4,857	0.82	С
420.2	C.R. 1 (LITTLE RD)	HERITAGE LAKE	RANCHO DEL RIO	URBAN/TRANS	MA	6D	0.476	Yes	44,429	53,910	0.090	3,999	4,857	4,857	0.82	С
420.4	C.R. 1 (LITTLE RD)	OLD C.R. 54	ST LAWRENCE DR	URBAN/TRANS	MA	6D	0.294	Yes	47,145	53,910	0.090	4,243	4,857	4,857	0.87	С
420.5	C.R. 1 (LITTLE RD)	ST LAWRENCE DR	HERITAGE LAKE	URBAN/TRANS	MA	6D	0.438	Yes	47,475	53,910	0.090	4,273	4,857	4,857	0.88	С
425.1	C.R. 1 (LITTLE RD)	TRINITY BLVD	MITCHELL BLVD	URBAN/TRANS	MA	6D	0.663		30,065	53,910	0.090	2,706	4,857	4,857	0.56	С
425.4	C.R. 1 (LITTLE RD)	MITCHELL BLVD	MERCY WAY	URBAN/TRANS	MA	6D	0.923		36,003	53,910	0.090	3,240	4,857	4,857	0.67	С
425.5 1240	C.R. 1 (LITTLE RD) C.R. 1 (LITTLE RD)	MERCY WAY DENTON	S.R. 54 U.S. 19	URBAN/TRANS URBAN/TRANS	MA MA	6D 4D	0.404		46,202 23,110	53,910 35,820	0.090	4,158 2,080	4,857 3,222	4,857 3,222	0.86	C
1240.1	C.R. 1 (LITTLE RD)	NEW YORK	DENTON	URBAN/TRANS	MA	4D	1.007		23,110	35,820	0.090	2,157	3,222	3,222	0.67	C
1250	C.R. 1 (LITTLE RD)	HUDSON	NEW YORK	URBAN/TRANS	MA	4D	1.390		18,301	35,820	0.090	1,647	3,222	3,222	0.51	Č
1250.2	C.R. 1 (LITTLE RD)	FIVAY	SEELEY LN	URBAN/TRANS	MA	4D	0.651		20,482	35,820	0.090	1,843	3,222	3,222	0.57	Č
1250.3	C.R. 1 (LITTLE RD)	SEELEY LN	HUDSON	URBAN/TRANS	MA	4D	0.792		21,567	35,820	0.090	1,941	3,222	3,222	0.60	Č
2610	C.R. 1 (LITTLE RD)	S.R. 54	OLD C.R. 54	URBAN/TRANS	MA	6D	0.757		48,703	53,910	0.090	4,383	4,857	4,857	0.90	С
430	C.R. 35A (BERRY RD)	C.R. 35A (OLD LAKELAND HWY)	C.R. 54	URBAN/TRANS	MAC	2U	2.701		790	15,930	0.090	71	1440	1440	0.05	С
430.1	C.R. 35A (OLD LAKELAND HWY)	BERRY RD	U.S. 98	URBAN/TRANS	MA	2U	1.257		3,943	24,200	0.090	355	2170	2990	0.16	В
430.2	C.R. 35A (OLD LAKELAND HWY)	U.S. 98	C.R. 52A (CLINTON AVE)	URBAN/TRANS	MA	2U	2.323		5,604	24,200	0.090	504	2170	2990	0.23	В
430.3	C.R. 35A (OLD LAKELAND HWY)	C.R. 52A (CLINTON AVE)	CITY LIMITS	URBAN/TRANS	MA	2U	2.308		7,357	15,930	0.090	662	1440	1440	0.46	С
1990	C.R. 35A (OLD LAKELAND HWY)	CITY LIMITS	U.S. 98 (BYPASS)	URBAN/TRANS	MA	2U	0.224		8,219	15,930	0.090	740	1440	1440	0.51	C
1905 2010	C.R. 41 (21ST STREET) C.R. 41 (21ST STREET)	S.R. 52 (MERIDIAN)	C.R. 578 (ST. JOE RD)	URBAN/TRANS	MAC MAC	2U 2U	0.038		6,692 4,382	15,930 15,930	0.090	602 394	1440 1440	1440 1440	0.42	C
440.1	C.R. 41 (2151 STREET) C.R. 41 (BLANTON RD)	C.R. 578 (ST. JOE RD) C.R. 577 (LAKE IOLA RD)	LOCK STR	URBAN/TRANS RURAL DEV/UNDEV	MA	2U 2U	0.753		18,943	14,300	0.090	1,800	1,350	2.710	1.33	E
440.1	C.R. 41 (BLANTON RD)	I - 75	I - 75 JESSAMINE RD	RURAL DEV/UNDEV	MA	2U	1.472		11,143	14,300	0.095	1,059	1,350	2,710	0.78	D
440.3	C.R. 41 (BLANTON RD)	JESSAMINE RD	CLAY HILL RD	RURAL DEV/UNDEV	MA	2U	0.376		9,192	14,300	0.095	873	1,350	2,710	0.65	D
440.4	C.R. 41 (BLANTON RD)	CLAY HILL RD	C.R. 575 (TRILBY RD)	RURAL DEV/UNDEV	MA	2U	0.797		9,967	14,300	0.095	947	1,350	2,710	0.70	D
440.5	C.R. 41 (BLANTON RD)	C.R. 575 (TRILBY RD)	FRAZEE HILL	RURAL DEV/UNDEV	MA	2U	2.394		9,229	14,300	0.095	877	1,350	2,710	0.65	D
440.6	C.R. 41 (BLANTON RD)	FRAZEE HILL	CITY LIMITS	URBAN/TRANS	MA	2U	0.448		4,722	14,300	0.090	425	1,350	2,710	0.31	В
2000	C.R. 41 (BLANTON RD)	CITY LIMITS	RAMSEY	URBAN/TRANS	MA	2U	0.798		4,722	15,930	0.090	425	1440	1440	0.30	С
2000.1	C.R. 41 (BLANTON RD)	RAMSEY	C.R. 41 (21ST STREET)	URBAN/TRANS	MA	2U	1.137		4,545	15,930	0.090	409	1440	1440	0.28	С
450	C.R. 41 (FT KING HWY)	C.R. 52A (CLINTON AVE)	MORNINGSIDE DR	URBAN/TRANS	MAC	2U	1.036		7,433	15,930	0.090	669	1440	1440	0.46	С
450.1	C.R. 41 (FT KING HWY)	MORNINGSIDE DR	HESTER ST (CITY LIMITS)	URBAN/TRANS	MAC	2U	0.261		3,152	15,930	0.090	284	1440	1440	0.20	С
460	C.R. 41 (FT KING HWY)	BAILEY HILL RD	C.R. 52A (CLINTON AVE)	URBAN/TRANS	MAC	2U	2.764		890	15,930	0.090	80	1440	1440	0.06	С
460.1	C.R. 41 (FT KING HWY)	OVERPASS RD EXT	BAILEY HILL RD	URBAN/TRANS	MAC	2U	1.003	ļ	1,218	15,930	0.090	110	1440	1440	0.08	С
460.2	C.R. 41 (FT KING HWY)	OVERPASS RD EXT	C.R. 530 EXT	URBAN/TRANS	MAC	2U	0.253	-	1,844	15,930	0.090	166	1440 1440	1440	0.12	С
460.3 460.4	C.R. 41 (FT KING HWY) C.R. 41 (FT KING HWY)	DAUGHTERY GREENSLOPE EXT	OVERPASS RD EXT DAUGHTERY	URBAN/TRANS URBAN/TRANS	MAC MAC	2U 2U	1.508 0.412	-	2,718 8,496	15,930 15,930	0.090	245 765	1440	1440 1440	0.17	C
460.4	C.R. 41 (FT KING HWY)	C.R. 54 (EILAND BLVD)	GREENSLOPE EXT	URBAN/TRANS	MAC	2U	0.412		8,496	15,930	0.090	765	1440	1440	0.53	C
460.6	C.R. 41 (FT KING HWY)	U.S. 301 (GALL BLVD)	C.R. 54 (EILAND BLVD)	URBAN/TRANS	MAC	2U	0.141		4,466	15,930	0.090	402	1440	1440	0.33	C
2020	C.R. 41 (FT KING HWY)	HESTER ST (CITY LIMITS)	S.R. 52 (MERIDIAN)	URBAN/TRANS	MAC	2U	1.239		4,580	15,930	0.090	412	1440	1440	0.29	C
230	C.R. 52A (CLINTON AVE)	U.S. 301	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	MAC	2U	1.488		6,364	15,930	0.090	573	1440	1440	0.40	C
470	C.R. 52A (CLINTON AVE)	PASADENA RD	C.R. 41 (FT KING HWY)	URBAN/TRANS	MA	4D	1.005	Yes	17,916	35,820	0.090	1,612	3,222	3,222	0.50	Č
470.1	C.R. 52A (CLINTON AVE)	C.R. 41 (FT KING HWY)	U.S. 301	URBAN/TRANS	MA	4D	1.007		19,855	35,820	0.090	1,787	3,222	3,222	0.55	Č
470.2	C.R. 52A (CLINTON AVE)	C.R.579- PROSPECT RD	PASADENA RD	URBAN/TRANS	MA	4D	1.107	Yes	19,668	35,820	0.090	1,770	3,222	3,222	0.55	С
480	C.R. 530 (OTIS ALLEN RD)	WIRE RD	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	MAC	2U	4.029		3,314	15,930	0.090	298	1440	1440	0.21	С
485	C.R. 530 EXT		WIRE RD	URBAN/TRANS	MAC	4D	0.325		9,386	35,820	0.090	845	3,222	3,222	0.26	С
485.1	C.R. 530 EXT	U.S. 301 (GALL BLVD)	900 FT E OF US 301 (GALL BLVD)	URBAN/TRANS	MAC	4D	0.167		8,284	35,820	0.090	746	3,222	3,222	0.23	С
485.2	C.R. 530 EXT	GREENSLOPE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MAC	4D	0.252	Yes	12,199	35,820	0.090	1,098	3,222	3,222	0.34	С
485.3	C.R. 530 EXT	C.R. 41 (FT KING HWY)	GREENSLOPE	URBAN/TRANS	MAC	4D	0.751	Yes	12,486	35,820	0.090	1,124	3,222	3,222	0.35	С
1840	C.R. 535 (OLD LAKELAND HIGHWAY)	C.R. 54	C.R. 530 (OTIS ALLEN RD)	URBAN/TRANS	MA	2U	1.622	 	3,069	15,930	0.090	276	1440	1440	0.19	С
1840.1	C.R. 535 (OLD LAKELAND HIGHWAY)		BERRY RD	URBAN/TRANS	MA MA	2U 2U	0.635		4,470	24,200	0.090	402	2170 1440	2990 1440	0.19	В
490	C.R. 54 (E)	CITY LIMITS	20TH ST	URBAN/TRANS	MA	20	0.367		10,730	15,930	0.090	966	1440	1440	0.67	С

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AFT (4-20	J20)		Pasco LR	TP: 2045 Cost Affor	dable LOS	s Repor	τ						LOS IVI	etriou. G	eneralized	(1 DO1 2
Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
490.2 490.3	C.R. 54 (E) C.R. 54 (E)	20TH ST 23RD ST	23RD ST CHANCEY RD (Z.EAST)	URBAN/TRANS URBAN/TRANS	MA MA	2U 2U	0.252 1.257		11,013 6,455	15,930 15,930	0.090	991 581	1440 1440	1440 1440	0.69	C
490.3 500	C.R. 54 (E)	CHANCEY RD (Z.EAST)	C.R. 35A (BERRY RD)	URBAN/TRANS	MA	2U	2.153		10,212	15,930	0.090	919	1440		0.40	c
500.1	C.R. 54 (E)	C.R. 35A (BERRY RD)	U.S. 98	RURAL DEV/UNDEV	MA	2U	2.133		10,635	23,100	0.095	1,010	2,190		0.46	C
2030	C.R. 54 (E)	U.S. 301 (GALL BLVD)	WIRE RD	URBAN/TRANS	MA	2U	0.501	Yes	12,892	15,930	0.090	1,160	1440	1440	0.81	C
2030.1	C.R. 54 (E)	WIRE RD	CITY LIMITS	URBAN/TRANS	MA	2U	0.140		12,280	15,930	0.090	1,105	1440	1440	0.77	č
2670.1	C.R. 54 (WESLEY CHAPEL BLVD)	S.R. 56	MAGNOLIA BLVD	URBAN/TRANS	MA	6D	3.050		39,462	53,910	0.090	3,552	4,857	4,857	0.73	С
2670.5	C.R. 54 (WESLEY CHAPEL BLVD)	MAGNOLIA BLVD	PROGRESS PKWY	URBAN/TRANS	MA	6D	0.436		33,792	53,910	0.090	3,041	4,857	4,857	0.63	С
2670.6	C.R. 54 (WESLEY CHAPEL BLVD)	PROGRESS PKWY	OLD PASCO RD	URBAN/TRANS	MA	6D	0.500		33,792	53,910	0.090	3,041	4,857	4,857	0.63	С
2680.1	C.R. 54 (WESLEY CHAPEL BLVD)	OLD PASCO RD	GATEWAY BLVD	URBAN/TRANS	MA	6D	0.319		35,071	53,910	0.090	3,156	4,857	4,857	0.65	С
2680.2	C.R. 54 (WESLEY CHAPEL BLVD)	GATEWAY BLVD	I - 75	URBAN/TRANS	MA	6D	0.430		57,304	53,910	0.090	5,157	4,857	4,857	1.06	F
5290	C.R. 54 EXT	COUNTY LINE RD SOUTH	S.R. 56	URBAN/TRANS	MAC	2U	1.364	Yes	17,155	15,930	0.090	1,544	1440	1440	1.07	F
510.1	C.R. 575 (TRILBY RD)	U.S. 98	U.S. 301	URBAN/TRANS	MAC	2U	0.607		426	15,930	0.095	40	1440	1440	0.03	С
510.2	C.R. 575 (TRILBY RD)	KETTERING RD	U.S. 98	RURAL DEV/UNDEV	MAC MAC	2U	1.776		768	14,300	0.095	73	1,350	2,710	0.05	В
510.3 520	C.R. 575 (TRILBY RD) C.R. 577 (CURLEY RD)	C.R. 41 (BLANTON) PASCO RD	KETTERING RD C.R. 578 (ST. JOE RD)	RURAL DEV/UNDEV RURAL DEV/UNDEV	MAC	2U 2U	4.407 2.239		362 7,589	14,300 14,300	0.095 0.095	34 721	1,350 1,350	2,710 2,710	0.03	B
540.2	C.R. 577 (CURLEY RD)	WELLS RD	OVERPASS RD	URBAN/TRANS	MAC	4D	1.175	Yes	14,319	35,820	0.095	1,289	3,222	3,222	0.53	C
540.4	C.R. 577 (CORLET RD)	C.R. 579A (PROSPECT RD)	CLINTON AVE EXT	URBAN/TRANS	MAC	4D	0.818	Yes	12,898	35,820	0.090	1,161	3,222	3,222	0.40	c
540.5	C.R. 577 (CURLEY RD)	CLINTON AVE EXT	CITY LIMITS	URBAN/TRANS	MAC	4D	0.251	Yes	12,724	35,820	0.090	1,145	3,222	3,222	0.36	c
540.6	C.R. 577 (CURLEY RD)	CITY LIMITS	S.R. 52	URBAN/TRANS	MAC	4D	0.254	Yes	12,724	35,820	0.090	1,145	3,222	3,222	0.36	c
540.7	C.R. 577 (CURLEY RD)	OVERPASS RD	ELAM RD	URBAN/TRANS	MAC	4D	1.026	Yes	12,924	35,820	0.090	1,163	3,222	3,222	0.36	Č
540.8	C.R. 577 (CURLEY RD)	ELAM RD	C.R. 579A (PROSPECT RD)	URBAN/TRANS	MAC	4D	2.412	Yes	10,724	35,820	0.090	965	3,222	3,222	0.30	C
2050	C.R. 577 (CURLEY RD)	S.R. 52	PASCO RD	URBAN/TRANS	MAC	2U	1.027		9,608	15,930	0.090	865	1440	1440	0.60	С
440	C.R. 577 (LAKE IOLA DR)	C.R. 41 (BLANTON RD)	HERNANDO CNTY LN	RURAL DEV/UNDEV	MA	2U	1.000		25,789	14,300	0.095	2,450	1,350	2,710	1.81	Е
520.1	C.R. 577 (LAKE IOLA DR)	C.R. 578 (ST. JOE RD)	JOHNSTON	RURAL DEV/UNDEV	MAC	2U	3.336		1,576	14,300	0.095	150	1,350	2,710	0.11	В
520.2	C.R. 577 (LAKE IOLA DR)	JOHNSTON	C.R. 41 (BLANTON RD)	RURAL DEV/UNDEV	MAC	2U	1.181		2,534	14,300	0.095	241	1,350	2,710	0.18	В
550.2	C.R. 578 (COUNTY LINE RD NORTH)		GRAND CLUB DR	URBAN/TRANS	MA	4D	0.758		17,224	35,820	0.090	1,550	3,222	3,222	0.48	С
550.3	C.R. 578 (COUNTY LINE RD NORTH)		EAST RD	URBAN/TRANS	MA	4D	1.603		15,122	35,820	0.090	1,361	3,222	3,222	0.42	С
550.4	C.R. 578 (COUNTY LINE RD NORTH)		WATERFALL DR	URBAN/TRANS	MA	4D	1.225	Yes	15,401	35,820	0.090	1,386	3,222	3,222	0.43	С
550.6	C.R. 578 (COUNTY LINE RD NORTH)		1/4 M W OF SHADY HILLS	URBAN/TRANS	MA	4D	1.711	Yes	16,965	35,820	0.090	1,527	3,222	3,222	0.47	С
550.7	C.R. 578 (COUNTY LINE RD NORTH)		SHADY HILLS	URBAN/TRANS	MA	4D	0.250	Yes	18,487	35,820	0.090	1,664	3,222	3,222	0.52	С
555.2	C.R. 578 (COUNTY LINE RD NORTH)		SUNCOAST SB RAMPS	URBAN/TRANS	MA MA	4D	0.271		12,602	35,820	0.090	1,134	3,222	3,222	0.35	C
555.5 555.6	C.R. 578 (COUNTY LINE RD NORTH) C.R. 578 (COUNTY LINE RD NORTH)		SUNCOAST PKWY OAK CHASE BLVD	URBAN/TRANS URBAN/TRANS	MA	4D 2U	0.040		12,602 11,731	35,820 15,930	0.090	1,134 1,056	3,222 1440	3,222 1440	0.35	C
555.7	C.R. 578 (COUNTY LINE RD NORTH)		ANDERSON SNOW RD	URBAN/TRANS	MA	2U	0.355		12,412	15,930	0.090	1,117	1440	1440	0.78	C
555.8	C.R. 578 (COUNTY LINE RD NORTH)		1/4 M E OF SHADY HILLS	URBAN/TRANS	MA	4D	0.353		11,127	35,820	0.090	1,001	3,222	3.222	0.78	c
555.9	C.R. 578 (COUNTY LINE RD NORTH)		LINDEN DR	URBAN/TRANS	MA	2U	2.036		10,454	15,930	0.090	941	1440	1440	0.65	Č
556.1	C.R. 578 (COUNTY LINE RD NORTH)		SUNCOAST PKWY NB RAMPS	URBAN/TRANS	MA	4D	0.035		15,704	35,820	0.090	1,413	3,222	3.222	0.44	č
556.2	C.R. 578 (COUNTY LINE RD NORTH)		AYERS RD	URBAN/TRANS	MA	2U	0.440		19,136	15,930	0.090	1,722	1440	1440	1.20	F
557	C.R. 578 (COUNTY LINE RD NORTH)		U.S. 41	URBAN/TRANS	MA	2U	0.952		15,912	15,930	0.090	1,432	1440	1440	0.99	D
560	C.R. 578 (ST. JOE RD)	C.R. 581 (BELLAMY BROTHERS BLVD)	SHARBER	RURAL DEV/UNDEV	MAC	2U	4.353		4,825	14,300	0.095	458	1,350	2,710	0.34	С
560.1	C.R. 578 (ST. JOE RD)	SHARBER	JESSAMINE RD	RURAL DEV/UNDEV	MAC	2U	0.504		6,961	14,300	0.095	661	1,350	2,710	0.49	С
560.2	C.R. 578 (ST. JOE RD)	JESSAMINE RD	C.R. 579 (HAPPY HILL RD)	RURAL DEV/UNDEV	MAC	2U	3.060		2,862	14,300	0.095	272	1,350	2,710	0.20	В
560.3	C.R. 578 (ST. JOE RD)	C.R. 579 (HAPPY HILL RD)	RAMSEY	URBAN/TRANS	MAC	2U	0.750		2,371	15,930	0.090	213	1440		0.15	С
560.4	C.R. 578 (ST. JOE RD)	RAMSEY	CITY LIMITS	URBAN/TRANS	MAC	2U	0.660		2,766	15,930	0.090	249	1440			С
2060	C.R. 578 (ST. JOE RD)	CITY LIMITS	21ST ST	URBAN/TRANS	MAC	2U	0.345		1,775	15,930		160	1440		0.11	С
590	C.R. 579 (EILAND BLVD)	S.R. 54	EILAND BLVD (Z.WEST)	URBAN/TRANS	MA	2U	2.057		10,435	15,930	0.090	939	1440	1440	0.65	C
600 600.1	C.R. 579 (HANDCART) C.R. 579 (HANDCART)	EILAND BLVD (Z.WEST) FAIRVIEW HEIGHT	FAIRVIEW HEIGHT C.R. 579A (PROSPECT RD)	URBAN/TRANS URBAN/TRANS	MA MA	2U 2U	1.588 2.644		14,330 14,431	15,930 15,930	0.090	1,290	1440 1440	1440 1440	0.90	C
620	C.R. 579 (HAPPY HILL RD)	S.R. 52	C.R. 579A (PROSPECT RD)	URBAN/TRANS	MIC	2U	2.079		3,358	15,930	0.090	1,299 302	1440	1440	0.90	c
570	C.R. 579 (MORRIS BRIDGE RD)	HILLSBOROUGH CO	S.R. 56	URBAN/TRANS	MA	2U	2.000		11,214	15,930	0.090	1,009	1440	1440	0.70	C
580	C.R. 579 (MORRIS BRIDGE RD)	S.R. 56	CHANCEY RD	URBAN/TRANS	MA	2U	0.746		16,531	15,930	0.090	1,488	1440		1.03	F
580.1	C.R. 579 (MORRIS BRIDGE RD)	CHANCEY RD	S.R. 54	URBAN/TRANS	MA	2U	0.751		14,309	15,930	0.090	1,288	1440	1440	0.89	C
600.2	C.R. 579 (PROSPECT RD)	C.R. 579A (PROSPECT RD)	C.R. 52A (CLINTON AVE)	URBAN/TRANS	MA	2U	1.986	Yes	9,914	15,930	0.090	892	1440	1440	0.62	c
600.2	C.R. 579 (PROSPECT RD)	C.R. 579A (PROSPECT RD)	C.R. 52A (CLINTON AVE)	URBAN/TRANS	MA	2U	1.986		9,914	15,930	0.090	892	1440	1440	0.62	Č
610	C.R. 579 (PROSPECT RD)	C.R. 52A (CLINTON AVE)	S.R. 52	URBAN/TRANS	MA	2U	0.267		18,524	15,930	0.090	1,667	1440		1.16	F
630	C.R. 579A (PROSPECT RD)	C.R. 577 (CURLEY)	C.R. 579 (HANDCART)	URBAN/TRANS	MAC	2U	1.881		6,915	15,930	0.090	622	1440			С
650	C.R. 581	HILLSBOROUGH CO	S.R. 56	URBAN/TRANS	PA	6D	1.010		64,539	53,910	0.090	5,809	4,857	4,857	1.20	F
640	C.R. 581 (BELLAMY BROTHERS)	S.R. 52	DARBY RD	URBAN/TRANS	MAC	2U	2.543		4,366	15,930	0.090	393	1440		0.27	С
640.1	C.R. 581 (BELLAMY BROTHERS)	DARBY RD	C.R. 578 (ST. JOE RD)	RURAL DEV/UNDEV	MAC	2U	0.983		5,033	14,300	0.095	478	1,350	2,710	0.35	С
640.2	C.R. 581 (BELLAMY BROTHERS)	C.R. 578 (ST. JOE RD)	JOHNSTON	RURAL DEV/UNDEV	MAC	2U	2.444		8,160	14,300	0.095	775	1,350	2,710	0.57	С
640.3	C.R. 581 (BELLAMY BROTHERS)	JOHNSTON	HERNANDO CO	RURAL DEV/UNDEV	MAC	2U	2.023		8,182	14,300	0.095	777	1,350	2,710	0.58	С
660	C.R. 583 (EHREN CUTOFF)	U.S. 41	PARKWAY BLVD	URBAN/TRANS	MAC	2U	1.008		6,104	15,930	0.090	549	1440	1440	0.38	С
660.1	C.R. 583 (EHREN CUTOFF)	PARKWAY BLVD	TOWER RD	URBAN/TRANS	MAC	2U	0.984	.,	7,719	15,930	0.090	695	1440		0.48	С
660.3	C.R. 583 (EHREN CUTOFF)	TOWER RD	COLLIER PKWY EXT	URBAN/TRANS	MAC	2U	0.610	Yes	13,212	15,930	0.090	1,189	1440	1440	0.83	С

AFT (4-20				IF. 2043 COSt Allo												
Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
660.5	C.R. 583 (EHREN CUTOFF)	COLLIER PKWY EXT	10 CENT RD	URBAN/TRANS	MAC	2U	0.548	Yes	9,638	15,930	0.090	867	1440	1440	0.60	С
670	C.R. 583 (EHREN CUTOFF)	10 CENT RD	CONNERTON RD	URBAN/TRANS	MAC	2U	0.842	Yes	9,077	15,930	0.090	817	1440	1440	0.57	С
670.1	C.R. 583 (EHREN CUTOFF)	CONNERTON RD	COLLIER PKWY EXT (MERGE)	URBAN/TRANS	MAC	2U	1.433	Yes	7,061	15,930	0.090	635	1440	1440	0.44	С
17065	C.R. 583 (EHREN CUTOFF)	COLLIER PKWY EXT (MERGE)		URBAN/TRANS	MAC	2U	1.184	Yes	12,873	15,930	0.090	1,159	1440	1440	0.80	С
720.1	C.R. 587 (GUNN HWY)	HILLSBOROUGH CO	INTERLAKEN RD	URBAN/TRANS	MA	2U	1.001		15,810	15,930	0.090	1,423	1440	1440	0.99	D
720.2	C.R. 587 (GUNN HWY)	INTERLAKEN RD	S.R. 54	URBAN/TRANS	MA	4D	0.445		13,234	35,820	0.090	1,191	3,222	3,222	0.37	С
5150 680	C.R. 587 (GUNN HWY) C.R. 587 (MASS)	S.R. 54 CONGRESS	TOWER RD C.R. 77 (ROWAN)	URBAN/TRANS URBAN/TRANS	MA MAC	4D 4D	0.285 0.504		24,231 8,823	35,820 35,820	0.090	2,181 794	3,222	3,222	0.68	С
680.1	C.R. 587 (MASS)	C.R. 77 (ROWAN)	OSTEEN EXT S	URBAN/TRANS	MAC	4D 4D	1.003		14,504	35,820	0.090	1,305	3,222	3,222	0.25	C
680.2	C.R. 587 (MASS)	OSTEEN EXT S	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	4D	0.500		16,588	35,820	0.090	1,493	3,222	3,222	0.41	C
2070	C.R. 587 (MASS)	C.R. 595 (GRAND BLVD)	WASHINGTON	URBAN/TRANS	MAC	2U	0.089		10,300	15,930	0.090	10	1440	1440	0.40	C
2070.1	C.R. 587 (MASS)	WASHINGTON	MADISON	URBAN/TRANS	MAC	2U	0.207		3,489	15,930	0.090	314	1440	1440	0.22	C
	C.R. 587 (MASS)	MADISON	CONGRESS	URBAN/TRANS	MAC	2U	0.499		2,616	15,930	0.090	235	1440	1440	0.16	Č
700	C.R. 587 (MOONLAKE)	RIDGE EXT	BANBURY	URBAN/TRANS	MA	4D	1.785	Yes	12,595	35,820	0.090	1,134	3,222	3.222	0.35	Ċ
700.1	C.R. 587 (MOONLAKE)	BANBURY	MYSTIC AVE	URBAN/TRANS	MA	4D	1.784	Yes	10,410	35,820	0.090	937	3,222	3,222	0.29	С
710	C.R. 587 (MOONLAKE)	MYSTIC AVE	S.R. 52	URBAN/TRANS	MA	4D	1.327		7,538	35,820	0.090	678	3,222	3,222	0.21	С
690	C.R. 587 (RIDGE)	C.R. 1 (LITTLE RD)	SHOPPING CENTER	URBAN/TRANS	MA	4D	0.108		26,500	35,820	0.090	2,385	3,222	3,222	0.74	С
690.2	C.R. 587 (RIDGE)	BASS LAKE	KITTY HAWK	URBAN/TRANS	MA	4D	1.577		24,656	35,820	0.090	2,219	3,222	3,222	0.69	С
690.3	C.R. 587 (RIDGE)	KITTY HAWK	RIVER RIDGE	URBAN/TRANS	MA	4D	0.279		23,436	35,820	0.090	2,109	3,222	3,222	0.65	С
690.4	C.R. 587 (RIDGE)	RIVER RIDGE	C.R. 587 (MOONLAKE)	URBAN/TRANS	MA	4D	0.678		23,436	35,820	0.090	2,109	3,222	3,222	0.65	С
690.5	C.R. 587 (RIDGE)	SHOPPING CENTER	BROAD ST	URBAN/TRANS	MA	4D	0.109		26,500	35,820	0.090	2,385	3,222	3,222	0.74	С
690.6	C.R. 587 (RIDGE)	BROAD ST	BASS LAKE	URBAN/TRANS	MA	4D	0.410		26,010	35,820	0.090	2,341	3,222	3,222	0.73	С
730	C.R. 595 (ARIPEKA)	U.S. 19	HERNANDO CO	URBAN/TRANS	MAC	2U	2.021		1,013	15,930	0.090	91	1440	1440	0.06	С
740.1	C.R. 595 (GRAND BLVD)	PERRINE RANCH RD	MOOG RD	URBAN/TRANS	MAC	2U	1.000		7,587	15,930	0.090	683	1440	1440	0.47	С
740.2	C.R. 595 (GRAND BLVD)	MOOG RD	S.R. 54	URBAN/TRANS	MAC	2U	0.509		9,074	15,930	0.090	817	1440	1440	0.57	С
750	C.R. 595 (GRAND BLVD)	S.R. 54	TROUBLE CREEK	URBAN/TRANS	MAC	2U	0.503		10,059	15,930	0.090	905	1440	1440	0.63	С
760	C.R. 595 (GRAND BLVD)	TROUBLE CREEK	CECIELIA	URBAN/TRANS	MAC	2U	0.502		10,038	15,930	0.090	903	1440	1440	0.63	С
2080	C.R. 595 (GRAND BLVD)	CECIELIA	MARINE PARKWAY	URBAN/TRANS	MAC	2U	0.185		11,297	15,930	0.090	1,017	1440	1440	0.71	С
2080.1	C.R. 595 (GRAND BLVD)	MARINE PARKWAY	GULF DR	URBAN/TRANS	MAC MAC	2U 4D	0.389		14,165	15,930 35,820	0.090	1,275	1440 3,222	1440 3,222	0.89	C
2085 2085.1	C.R. 595 (GRAND BLVD) C.R. 595 (GRAND BLVD)	GULF DR LOUISIANA	LOUISIANA MAIN	URBAN/TRANS URBAN/TRANS	MAC	4D 4D	0.257 0.529		11,896 1,536	35,820	0.090	1,071 138	3,222	3,222	0.33	C
2090	C.R. 595 (GRAND BLVD)	MAIN	MASS	URBAN/TRANS	MAC	2U	0.736		80	15,930	0.090	7	1440	1440	0.04	C
2090.1	C.R. 595 (GRAND BLVD)	MASS	CITY LIMITS	URBAN/TRANS	MAC	2U	0.258		25	15,930	0.090	2	1440	1440	0.00	C
2100	C.R. 595 (GRAND BLVD)	CITY LIMITS	U.S. 19	URBAN/TRANS	MAC	2U	0.830		1,847	15,930	0.090	166	1440	1440	0.12	C
740.3	C.R. 595 (MILE STRETCH / GRAND)	U.S. 19	ARCADIA RD	URBAN/TRANS	MAC	2U	0.510		13,014	15,930	0.090	1,171	1440	1440	0.81	Č
740.4		ARCADIA RD	PERRINE RANCH RD	URBAN/TRANS	MAC	2U	0.986		10,554	15,930	0.090	950	1440	1440	0.66	C
780	C.R. 77 (A)(SEVEN SPRINGS BLVD)	PINELLAS CO	MITCHEL BYPASS	URBAN/TRANS	PA	4D	0.520		19,638	35,820	0.090	1,767	3,222	3,222	0.55	С
790.2	C.R. 77 (A)(SEVEN SPRINGS BLVD)	LASSEN	JENNER	URBAN/TRANS	PA	4D	0.116		22,213	35,820	0.090	1,999	3,222	3,222	0.62	С
790.3	C.R. 77 (A)(SEVEN SPRINGS BLVD)	JENNER	MITCHEL RANCH RD	URBAN/TRANS	PA	4D	0.051		22,213	35,820	0.090	1,999	3,222	3,222	0.62	С
790.4	C.R. 77 (A)(SEVEN SPRINGS BLVD)	PERRINE RANCH	OLDGATE CIRCLE	URBAN/TRANS	PA	4D	0.252		16,847	35,820	0.090	1,516	3,222	3,222	0.47	С
790.5	C.R. 77 (A)(SEVEN SPRINGS BLVD)	OLDGATE CIRCLE	LASSEN	URBAN/TRANS	PA	4D	0.609		17,302	35,820	0.090	1,557	3,222	3,222	0.48	С
790.6	C.R. 77 (A)(SEVEN SPRINGS BLVD)	MITCHEL BYPASS	HIDEAWAY TRAIL	URBAN/TRANS	PA	4D	0.685		22,901	35,820	0.090	2,061	3,222	3,222	0.64	С
790.7	C.R. 77 (A)(SEVEN SPRINGS BLVD)		PERRINE RANCH	URBAN/TRANS	PA	4D	0.287		19,669	35,820	0.090	1,770	3,222	3,222	0.55	С
795	C.R. 77 (A)(SEVEN SPRINGS BLVD)		S.R. 54	URBAN/TRANS	PA	4D	0.637		22,351	35,820	0.090	2,012	3,222	3,222	0.62	С
800.1	C.R. 77 (B)(ROWAN)	S.R. 54	SHARPSBURG BLVD	URBAN/TRANS	MAC	4D	0.400		16,957	35,820	0.090	1,526	3,222	3,222	0.47	С
800.2	C.R. 77 (B)(ROWAN)	SHARPSBURG BLVD	TROUBLE CREEK	URBAN/TRANS	MAC	4D	0.246		17,862	35,820	0.090	1,608	3,222	3,222	0.50	С
810 810.1	C.R. 77 (B)(ROWAN) C.R. 77 (B)(ROWAN)	TROUBLE CREEK CECELIA	CECELIA BAILLE	URBAN/TRANS URBAN/TRANS	MAC MAC	4D 4D	0.369	 	8,678 9,380	35,820	0.090	781 844	3,222	3,222	0.24	C
810.1	C.R. 77 (B)(ROWAN)	BAILLE	PLATHE	URBAN/TRANS	MAC	4D 4D	0.323		11,360	35,820 35,820	0.090	1,022	3,222	3,222	0.26	C
820	C.R. 77 (B)(ROWAN)	PLATHE	NEBRASKA	URBAN/TRANS	MAC	4D	0.246		8,831	35,820	0.090	795	3,222	3,222	0.32	C
820.1	C.R. 77 (B)(ROWAN)	NEBRASKA	C.R. 587 (MASS)	URBAN/TRANS	MAC	4D	0.621		3,233	35,820	0.090	291	3,222	3,222	0.09	C
830	C.R. 77 (B)(ROWAN)	C.R. 587 (MASS)	ORCHID LAKE	URBAN/TRANS	MAC	2D	1.043		6,040	16,726	0.090	544	1512	1512	0.36	C
830.1	C.R. 77 (B)(ROWAN)	ORCHID LAKE	RIDGE	URBAN/TRANS	MAC	2D	0.527		5,249	16,726	0.090	472	1512	1512	0.31	C
840	C.R. 77 (C)(REGENCY PARK BLVD)		SAN MIGUEL	URBAN/TRANS	MAC	2D	0.533		5,744	16,726	0.090	517	1512	1512	0.34	C
840.1	C.R. 77 (C)(REGENCY PARK BLVD)	SAN MIGUEL	EMBASSEY	URBAN/TRANS	MAC	2D	0.390		3,967	16,726	0.090	357	1512	1512	0.24	C
850	C.R. 77 (C)(REGENCY PARK BLVD)	EMBASSEY	FOX HOLLOW	URBAN/TRANS	MAC	2D	0.595		7,454	16,726	0.090	671	1512	1512	0.44	č
850.1	C.R. 77 (C)(REGENCY PARK BLVD)		U.S. 19	URBAN/TRANS	MAC	2D	0.575		4,217	16,726	0.090	380	1512	1512	0.25	С
6015	CAUFIELD RD	BOWMAN RD	ROGERLAND DR	URBAN/TRANS	MIC	2U	0.401		14	15,930	0.090	1	1440	1440	0.00	С
140	CECIELIA	C.R. 595 (GRAND BLVD)	CITY LIMITS	URBAN/TRANS	MAC	2U	0.242		854	15,930	0.090	77	1440	1440	0.05	С
1960	CECIELIA	CITY LIMITS	MADISON	URBAN/TRANS	MAC	2U	0.245		852	15,930	0.090	77	1440	1440	0.05	С
1960.1	CECIELIA	MADISON	C.R. 518 (VOORHEES RD)	URBAN/TRANS	MAC	2U	0.749		2,091	15,930	0.090	188	1440	1440	0.13	С
1960.2	CECIELIA	C.R. 518 (VOORHEES RD)	BAILEE	URBAN/TRANS	MAC	2U	0.249		3,202	15,930	0.090	288	1440	1440	0.20	С
145	CECIELIA (E)	ROWAN RD	TROUBLE CREEK	URBAN/TRANS	MIC	2U	1.314		134	15,930	0.090	12	1440	1440	0.01	С
150	CENTRAL AVE	CRYSTAL SPRINGS	S.R. 39	URBAN/TRANS	MAC	2U	1.577		3,226	15,930	0.090	290	1440	1440	0.20	С
1830	CHANCEY (Z.EAST)	U.S. 301 (GALL BLVD)	CRYSTAL SPRINGS	URBAN/TRANS	MA	4D	0.058	l	8,961	35,820	0.090	806	3,222	3,222	0.25	С

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Segment	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
1830.10	CHANCEY (Z.EAST)	N END REALIGNMENT	C.R. 54	URBAN/TRANS	MA	2U	0.216		6.327	15.930	0.090	569	1440	1440	0.40	C
1830.1	CHANCEY (Z.EAST)	CRYSTAL SPRINGS	S.R. 39	URBAN/TRANS	MA	4D	0.602		9,406	35,820	0.090	847	3,222	3,222	0.26	С
1830.2	CHANCEY (Z.EAST)	S.R. 39	20TH ST EXT	URBAN/TRANS	MA	2U	0.453		8,124	15,930	0.090	731	1440	1440	0.51	С
1830.3	CHANCEY (Z.EAST)	20TH ST EXT	ALSTON EXT	URBAN/TRANS	MA	2U	1.723		7,099	15,930	0.090	639	1440	1440	0.44	С
1830.4	CHANCEY (Z.EAST)	ALSTON EXT	C AVE EXT	URBAN/TRANS	MA	2U	0.593		5,946	15,930	0.090	535	1440	1440	0.37	С
1830.7	CHANCEY (Z.EAST)	C AVE EXT	S END REALIGNMENT	URBAN/TRANS	MA	2U	0.427		7,188	15,930	0.090	647	1440	1440	0.45	С
17075	CHANCEY (Z.EAST)	S END REALIGNMENT	N END REALIGNMENT	URBAN/TRANS	MA	2U	1.130		6,327	15,930	0.090	569	1440	1440	0.40	С
160	CHANCEY RD	C.R. 579 (MORRIS BRIDGE RD)		URBAN/TRANS	MA	2U	1.994		14,899	15,930	0.090	1,341	1440	1440	0.93	С
170.1 170.2	CHANCEY RD CHANCEY RD	COATS RD ALLEN RD	ALLEN RD AUTUMN PALM	URBAN/TRANS URBAN/TRANS	MA MA	2U 2U	0.527 0.985		8,960 8,818	15,930 15,930	0.090	806 794	1440 1440	1440 1440	0.56	C
180	CHANCEY RD	AUTUMN PALM	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	2U	0.985		8,496	15,930	0.090	794	1440	1440	0.53	C
190.1	CHANCEY RD EXT	MANSFIELD BLVD	MEADOW POINTE BLVD	URBAN/TRANS	MIC	4D	2.197	Yes	14,074	35,820	0.090	1,267	3,222	3,222	0.39	C
190.4	CHANCEY RD EXT	S.R.581	E OF SR 581	URBAN/TRANS	MIC	4D	0.772	163	16,551	35,820	0.090	1,490	3,222	3,222	0.46	C
190.5	CHANCEY RD EXT	E OF SR 581	MANSFIELD BLVD	URBAN/TRANS	MIC	4D	0.436		15,463	35,820	0.090	1,392	3,222	3,222	0.43	Č
200	CHANCEY RD EXT	MEADOW POINTE BLVD	FOXWOOD BLVD	URBAN/TRANS	MIC	4D	0.451	Yes	12.034	35.820	0.090	1,083	3,222	3,222	0.34	C
200.3	CHANCEY RD EXT	NEW RIVER RD	C.R.579 - MORRIS BRIDGE RD	URBAN/TRANS	MIC	4D	0.755	Yes	8,016	35,820	0.090	721	3,222	3,222	0.22	С
200.4	CHANCEY RD EXT	FOXWOOD BLVD	WYNDFIELDS BLVD	URBAN/TRANS	MIC	4D	0.932	Yes	8,318	35,820	0.090	749	3,222	3,222	0.23	С
200.6	CHANCEY RD EXT	WYNDFIELDS BLVD	GRECKO DR	URBAN/TRANS	MIC	4D	0.740	Yes	14,162	35,820	0.090	1,275	3,222	3,222	0.40	С
200.7	CHANCEY RD EXT	GRECKO DR	NEW RIVER RD	URBAN/TRANS	MIC	4D	0.489	Yes	14,162	35,820	0.090	1,275	3,222	3,222	0.40	С
205	CHRISTIAN RD	POWERLINE RD	U.S. 301	URBAN/TRANS	MAC	2U	0.762		1,072	15,930	0.090	96	1440	1440	0.07	С
210	CLARK ST	OLD DIXIE	U.S. 19	URBAN/TRANS	MAC	2U	0.164		6,069	15,930	0.090	546	1440	1440	0.38	С
220	CLAY HILL RD	C.R. 41	HERNANDO CL	RURAL DEV/UNDEV	MIC	2U	1.781		7,947	14,300	0.095	755	1,350	2,710	0.56	С
463	CLINTON AVE EXT	S.R. 52	C.R. 577 (CURLEY RD)	URBAN/TRANS	MA	4D	1.833	Yes	28,572	35,820	0.090	2,571	3,222	3,222	0.80	С
465 240	CLINTON AVE EXT COATS RD	C.R. 577 (CURLEY RD) CHANCEY RD	C.R. 579 (PROSPECT RD) S.R. 54	URBAN/TRANS URBAN/TRANS	MAC MAC	4D 2U	2.334 1.509	Yes	23,628 7,173	35,820 15,930	0.090	2,127 646	3,222 1440	3,222 1440	0.66 0.45	C
5355	COATS RD	S.R. 56	CHANCEY RD	URBAN/TRANS	MAC	2U	0.720	Yes	10.892	15,930	0.090	980	1440	1440	0.45	C
17005	COATS RD	OLDWOODS AVE	S.R. 56	URBAN/TRANS	MIC	2U	0.720	Yes	684	15,930	0.090	62	1440	1440	0.04	C
250	COLLIER PKWY	S.R. 54	WEEKS BLVD	URBAN/TRANS	MAC	4D	0.844	100	21,818	35,820	0.090	1,964	3,222	3,222	0.61	C
250.2	COLLIER PKWY	PARKWAY BLVD (S)	BELL LAKE RD	URBAN/TRANS	MAC	4D	0.361	Yes	13,239	35,820	0.090	1,192	3,222	3,222	0.37	Č
250.3	COLLIER PKWY	BELL LAKE RD	HALE	URBAN/TRANS	MAC	4D	1.022	Yes	7,356	35,820	0.090	662	3,222	3,222	0.21	С
250.4	COLLIER PKWY	WEEKS BLVD	KILLINGTON BLVD	URBAN/TRANS	MAC	4D	0.267		23,689	35,820	0.090	2,132	3,222	3,222	0.66	С
250.5	COLLIER PKWY	KILLINGTON BLVD	PARKWAY BLVD (S)	URBAN/TRANS	MAC	4D	0.666		17,270	35,820	0.090	1,554	3,222	3,222	0.48	С
270	COLLIER PKWY	HALE	PARKWAY BLVD	URBAN/TRANS	MAC	4D	1.023	Yes	6,221	35,820	0.090	560	3,222	3,222	0.17	С
280	COLLIER PKWY	WILLOW BEND PKWY	S.R. 54	URBAN/TRANS	MAC	4D	0.449		17,192	35,820	0.090	1,547	3,222	3,222	0.48	С
1060	COLLIER PKWY	LIVINGSTON	WILLOW BEND PKWY	URBAN/TRANS	MAC	4D	1.092	Yes	23,088	35,820	0.090	2,078	3,222	3,222	0.64	С
270.2	COLLIER PKWY EXT	C.R. 583 (EHREN CUTOFF)	CONNERTON BLVD	URBAN/TRANS	MAC MAC	2U	1.445	Yes	7,699	15,930	0.090	693	1440 1440	1440	0.48	C
270.6 270.7	COLLIER PKWY EXT COLLIER PKWY EXT	CONNERTON BLVD PLEASANT PLAINS PKWY	PLEASANT PLAINS PKWY CR 583 (EHREN CUTOFF RD)	URBAN/TRANS URBAN/TRANS	MAC	2U 2U	0.190 1.488	Yes Yes	14,371 9.966	15,930 15,930	0.090	1,293 897	1440	1440 1440	0.90	C
16990	COLLIER PKWY EXT	SR 52 (W)	SR 52 (E)	URBAN/TRANS	MAC	2U	7.474	Yes	3,718	15,930	0.090	335	1440	1440	0.62	C
290.1	COLONY RD	S.R. 52	BLUE LAKE RD	URBAN/TRANS	MAC	2U	1.100	163	7,551	15,930	0.090	680	1440	1440	0.47	C
290.2	COLONY RD	BLUE LAKE RD	HUDSON AVE	URBAN/TRANS	MAC	2U	0.932		7,890	15,930	0.090	710	1440	1440	0.49	C
330.1	CONGRESS	MASS	ORCHID LAKE DR	URBAN/TRANS	MAC	2U	0.876		14,662	15,930	0.090	1,320	1440	1440	0.92	Č
330.2	CONGRESS	ORCHID LAKE DR	RIDGE	URBAN/TRANS	MAC	2U	0.628		12,757	15,930	0.090	1,148	1440	1440	0.80	C
1970	CONGRESS	LOUISIANA	MAIN	URBAN/TRANS	MAC	2U	0.537		2,902	15,930	0.090	261	1440	1440	0.18	С
1980	CONGRESS	MAIN	MASS	URBAN/TRANS	MAC	2U	0.577		12,981	15,930	0.090	1,168	1440	1440	0.81	С
6025	CONNERTON BLVD	PLEASANT PLAINS PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	2U	0.972	Yes	15,023	15,930	0.090	1,352	1440	1440	0.94	С
6025	CONNERTON BLVD	PLEASANT PLAINS PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	4D	0.972		15,023	35,820	0.090	1,352	3,222	3,222	0.42	С
6030	CONNERTON BLVD	U.S. 41	PLEASANT PLAINS PKWY	URBAN/TRANS	MAC	4D	2.099		16,612	35,820	0.090	1,495	3,222	3,222	0.46	С
6020	CONNERTON RD EXT	COLLIER PKWY EXT	EHREN CUTOFF	URBAN/TRANS	MAC	2U	0.434	Yes	2,052	15,930	0.090	185	1440	1440	0.13	С
16910	CORPORATE CENTER DR	TRINITY BLVD	SR 54	URBAN/TRANS	MIC	2U	0.316	V	5,867	15,930	0.090	528	1440	1440	0.37	С
1070 1080	COUNTY LINE RD SOUTH COUNTY LINE RD SOUTH	LIVINGSTON	I - 75 TROUT CREEK RD	URBAN/TRANS	MAC MAC	4D 4D	2.056 1.763	Yes	32,624 29,732	35,820	0.090	2,936	3,222	3,222	0.91	C
1080.1	COUNTY LINE RD SOUTH	I - 75 TROUT CREEK RD	C.R. 581	URBAN/TRANS URBAN/TRANS	MAC	4D 4D	0.722	Yes Yes	28,828	35,820 35,820	0.090	2,676 2,595	3,222	3,222	0.83	C
1090.1	COUNTY LINE RD SOUTH	C.R. 581	MANSFIELD BLVD	URBAN/TRANS	MAC	4D 4D	2.473	165	12.508	35,820	0.090	1,126	3,222	3,222	0.35	C
360	COURT ST	C AVE	S.R. 54	URBAN/TRANS	MIC	2U	0.253		1,635	15,930	0.090	1,126	1440	1440	0.33	C
370	CRYSTAL SPRINGS	CENTRAL AVE	CHANCEY (Z.EAST)	URBAN/TRANS	MAC	2U	1.995	1	2,068	15,930	0.090	186	1440	1440	0.10	C
1820.3	CURLEY RD REALIGNMENT	S.R. 54	Z WEST EXT	URBAN/TRANS	MAC	4D	0.508	Yes	9,608	35,820	0.090	865	3,222	3,222	0.27	C
1820.4	CURLEY RD REALIGNMENT	Z WEST EXT	C.R. 577	URBAN/TRANS	MAC	4D	1.069	Yes	9,564	35,820	0.090	861	3,222	3,222	0.27	Č
4000	CYPRESS CREEK RD	COUNTY LINE RD SOUTH	S.R. 54	URBAN/TRANS	MIC	2U	1.026		3,332	15,930	0.090	300	1440	1440	0.21	C
3150	DAIRY RD	CITY LIMITS	C.R. 530 EXT	URBAN/TRANS	MIC	2U	0.500		948	15,930	0.090	85	1440	1440	0.06	С
3150.1	DAIRY RD	DAUGHTERY RD	CITY LIMITS	URBAN/TRANS	MIC	2U	0.500		676	15,930	0.090	61	1440	1440	0.04	С
	DAIRY RD	CR 54	DAUGHTERY RD	URBAN/TRANS	MIC	2U	0.500		3,719	15,930	0.090	335	1440	1440	0.23	С
860	DARBY	C.R. 581 (BELLAMY BROTHERS BLVD)	SHARBER RD	RURAL DEV/UNDEV	MAC	2U	4.530		2,318	14,300	0.095	220	1,350	2,710	0.16	В
880	DARLINGTON	U.S. 19	SUNRAY	URBAN/TRANS	MIC	2U	0.826		5,852	15,930	0.090	527	1440	1440	0.37	С
886	DAUGHTERY	GREENSLOPE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MAC	2U	0.251		3,070	15,930	0.090	276	1440	1440	0.19	С

AFT (4-20	(20)		Pasco LR	TP: 2045 Cost Affor	rdable LOS	Repo	rt						LOS IVI	etnoa: G	eneralized	(FDOT 2
Segment ID	OnStreet	From	То	Area Type	Functional Class	Туре	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
886.1	DAUGHTERY	C.R. 41 (FT KING HWY) DAIRY RD	GREENSLOPE	URBAN/TRANS URBAN/TRANS	MAC	2U	0.170 0.256		4,167	15,930	0.090	375	1440 1440	1440 1440	0.26	С
888 888.1	DAUGHTERY DAUGHTERY	U.S. 301 (GALL BLVD)	WIRE RD DAIRY RD	URBAN/TRANS	MAC MAC	2U 2U	0.256		3,762 4,467	15,930 15,930	0.090	339 402	1440	1440	0.24 0.28	С
10018	DAUGHTERY ROAD EXTENSION	WIRE ROAD	23RD STREET	URBAN/TRANS	MIC	2U	0.785	Yes	2.980	15,930	0.090	268	1440	1440	0.28	C
10018	DAUGHTERY ROAD EXTENSION	23RD STREET	OLD LAKELAND HIGHWAY	URBAN/TRANS	MIC	2U	1.382	Yes	1,882	15,930	0.090	169	1440	1440	0.19	C
17080	DAYFLOWER BLVD	OAKLEY BLVD	GATEWAY BLVD	URBAN/TRANS	MIC	2U	0.249	163	4,465	15,930		402	1440	1440	0.12	C
17085	DAYFLOWER BLVD	GATEWAY BLVD	OLD PASCO RD	URBAN/TRANS	MIC	2U	0.193		3,539	15,930	0.090	319	1440	1440	0.22	C
890	DEAN DAIRY	S.R. 54	EILAND BLVD	URBAN/TRANS	MAC	2U	1.007		8,088	15,930	0.090	728	1440	1440	0.51	Č
	DECUBELLIS	C.R. 1 (LITTLE RD)	OSCEOLA EXT	URBAN/TRANS	MAC	4D	0.414		9,715	35,820	0.090	874	3,222	3,222	0.27	С
	DECUBELLIS	OSCEOLA EXT	STARKEY	URBAN/TRANS	MAC	4D	1.020		9,350	35,820	0.090	842	3,222	3,222	0.26	С
910	DECUBELLIS	STARKEY	RIVERRIDGE	URBAN/TRANS	MAC	4D	1.285		20,821	35,820	0.090	1,874	3,222	3,222	0.58	С
910.1	DECUBELLIS	RIVERRIDGE	TOWNCENTER	URBAN/TRANS	MAC	4D	0.552		12,581	35,820	0.090	1,132	3,222	3,222	0.35	С
910.2	DECUBELLIS	TOWNCENTER	C.R. 587 (MOONLAKE)	URBAN/TRANS	MAC	4D	0.236		18,306	35,820	0.090	1,648	3,222	3,222	0.51	С
920	DENTON	U.S. 19	LITTLE RD EXT	URBAN/TRANS	MAC	2U	0.696		6,228	15,930	0.090	561	1440	1440	0.39	С
920.1	DENTON	LITTLE RD EXT	COLONY EXT	URBAN/TRANS	MAC	2U	2.482		2,576	15,930	0.090	232	1440	1440	0.16	С
920.2	DENTON	COLONY EXT	KITTEN TRAIL	URBAN/TRANS	MAC	2U	0.882		2,321	15,930		209	1440	1440	0.15	С
920.3	DENTON	KITTEN TRAIL	EAST RD	URBAN/TRANS	MAC	2U	0.125		3,258	15,930	0.090	293	1440	1440	0.20	С
930	DENTON	EAST RD	SHADYHILLS	URBAN/TRANS	MAC	2U	3.099		3,996	15,930	0.090	360	1440	1440	0.25	С
5040.1	DREXEL	LAKE PATIENCE	TOWER RD	URBAN/TRANS	MIC	2U	1.746	Yes	3,804	15,930		342	1440	1440	0.24	С
6050.1	DUCK SLOUGH RD	TRINITY BLVD	CHURCH DRIVEWAY	URBAN/TRANS	MAC	2U	0.415		2,433	15,930	0.090	219	1440	1440	0.15	С
6050.2	DUCK SLOUGH RD	CHURCH DRIVEWAY	S.R. 54	URBAN/TRANS	MAC	4D	0.207		7,364	35,820	0.090	663	3,222	3,222	0.21	С
940.1	EAST RD	DENTON	SHERMAN DR	URBAN/TRANS	MAC	2U	2.692		1,813	15,930		163	1440	1440	0.11	С
940.2	EAST RD	SHERMAN DR	C.R. 578 (COUNTY LINE RD NORTH)	URBAN/TRANS	MAC	2U	0.368		1,096	15,930		99	1440	1440	0.07	С
1860	EILAND BLVD	HANDCART	DEAN DAIRY	URBAN/TRANS	MA	4D	2.051	Yes	18,055	35,820	0.090	1,625	3,222	3,222	0.50	С
1870	EILAND BLVD	DEAN DAIRY	SIMON RD	URBAN/TRANS	MA	4D	0.264	Yes	24,718	35,820		2,225	3,222	3,222	0.69	С
1870.1	EILAND BLVD	SIMON RD	GEIGER	URBAN/TRANS	MA	4D	0.258	Yes	24,644	35,820		2,218	3,222	3,222	0.69	С
1880	EILAND BLVD	GEIGER	C.R. 41 (FT KING HWY)	URBAN/TRANS	MA	4D	1.075	Yes	19,304	35,820	0.090	1,737	3,222	3,222	0.54	С
1890	EILAND BLVD	C.R. 41 (FT KING HWY)	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	4D	0.191	Yes	14,596	35,820	0.090	1,314	3,222	3,222	0.41	С
6055	ELAM RD	BOYETTE RD EXT	CURLEY RD	URBAN/TRANS	MIC	2U	2.556		3,044	15,930	0.090	274	1440	1440	0.19	С
950	EMBASSY	U.S. 19 SHOPPERS WAY	SHOPPERS WAY	URBAN/TRANS URBAN/TRANS	MAC MAC	2D	0.231 0.594		6,159 6,771	16,726	0.090	554 609	1512	1512	0.37	C
950.1 960.1	EMBASSY EMBASSY	C.R. 77 (REGENCY PARK BLVD)	C.R. 77 (REGENCY PARK BLVD)	URBAN/TRANS	MAC	2D 2D	1.188		8,249	16,726 16,726	0.090	742	1512 1512	1512 1512	0.40	С
960.1	EMBASSY	MOOREHEAD	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	2D	0.097		8,170	16,726		735	1512	1512	0.49	C
970	FIVAY	C.R. 1 (LITTLE RD)	CLAYTON	URBAN/TRANS	MAC	2U	0.097		5,201	15,930		468	1440	1440	0.49	C
970.1	FIVAY	CLAYTON	HUDSON	URBAN/TRANS	MAC	2U	1.384		1,896	15,930		171	1440	1440	0.33	C
6060	FOX HOLLOW DR	U.S. 19	C.R. 77	URBAN/TRANS	MIC	2U	0.506		7,450	15,930		671	1440	1440	0.12	C
6065.1	FOX HOLLOW DR	C.R. 77	MOOREHEAD LN	URBAN/TRANS	MIC	2U	1.118		4,296	15,930		387	1440		0.27	C
6065.2	FOX HOLLOW DR	MOOREHEAD LN	LITTLE RD	URBAN/TRANS	MIC	2U	0.477		4,594	15,930	0.090	413	1440	1440	0.29	Č
980	FRAZEE HILL	C.R. 41 (BLANTON)	POWERLINE RD	URBAN/TRANS	MAC	2U	1.007		4,014	14,300		361	1,350	2,710	0.27	В
985.1	FRAZEE HILL	POWERLINE RD	14TH ST	URBAN/TRANS	MIC	2U	0.381		3,426	15,930		308	1440	1440	0.21	C
985.2	FRAZEE HILL	14TH ST	U.S. 301	URBAN/TRANS	MIC	2U	0.118		3,558	15,930	0.090	320	1440	1440	0.22	С
995	GALEN WILSON	SAN MIGUEL	RIDGE	URBAN/TRANS	MIC	2U	0.504		1,686	15,930	0.090	152	1440	1440	0.11	С
16945	GATEWAY BLVD	CR 54	DAYFLOWER BLVD	URBAN/TRANS	MIC	2U	0.171		12,756	15,930	0.090	1,148	1440	1440	0.80	С
990	GEIGER	EILAND BLVD (Z.WEST)	U.S. 301 (GALL BLVD)	URBAN/TRANS	MIC	2U	0.884		8,723	15,930	0.090	785	1440	1440	0.55	С
16930	GOLF LINKS BLVD	CR 579 (EILAND BLVD)	SR 54	URBAN/TRANS	MIC	4D	1.393		4,458	35,820	0.090	401	3,222	3,222	0.12	С
3155	GREEN SLOPE DRIVE	BAILEY HILL ROAD	C.R. 530 EXT	URBAN/TRANS	MIC	2U	0.962	Yes	484	15,930	0.090	44	1440	1440	0.03	C
3160	GREENSLOPE	CITY LIMITS	C.R. 530 EXT (KOSSIK)	URBAN/TRANS	MIC	2U	0.503		8,894	15,930		800	1440	1440	0.56	С
3160.1	GREENSLOPE	DAUGHTERY	CITY LIMITS	URBAN/TRANS	MIC	2U	0.505		6,036	15,930	0.090	543	1440	1440	0.38	С
2110	GULF BLVD	U.S19	C.R. 595 (GRAND)	URBAN/TRANS	MIC	2U	0.479		8,397	15,930		756	1440	1440	0.52	С
2120	GULF BLVD	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MIC	2U	0.269		2,274	15,930		205	1440	1440	0.14	С
110	GULF TRACE	SAN LUIS	U.S. 19	URBAN/TRANS	MAC	2U	1.607		2,586	15,930		233	1440		0.16	С
1130.2	GULF TRACE	BAILLIES BLUFF RD	SAN LUIS	URBAN/TRANS	MAC	2U	0.251		2,406	15,930		217	1440	1440	0.15	С
1000	HALE	U.S. 41	COLLIER PKWY	URBAN/TRANS	MAC	2U	1.530		1,564	15,930		141	1440	1440	0.10	С
1010	HALE	COLLIER PKWY	PARKWAY BLVD	URBAN/TRANS	MIC	2U	0.617		553	15,930		50	1440	1440	0.03	С
1035	HAYS	S.R. 52	MABLE RIDGE E&W	URBAN/TRANS	MAC	2U	1.708		2,862	15,930	0.090	258	1440	1440	0.18	С
1035.1	HAYS	MABLE RIDGE E&W	HUDSON AVE	URBAN/TRANS	MAC	2U	0.560		4,405	15,930		396	1440	1440	0.28	С
6075	HENLEY RD	S.R.54	LEONARD RD	URBAN/TRANS	MIC	2U	0.662		2,041	15,930	0.090	184	1440	1440	0.13	С
1040	HICKS	S.R. 52	HUDSON AVE	URBAN/TRANS	MAC	2U	2.056		5,474	15,930	0.090	493	1440	1440	0.34	С
1050	HICKS	HUDSON AVE	KITTEN TRAILS	URBAN/TRANS	MAC	2U	0.877		9,024	15,930		812	1440	1440	0.56	С
1055	HICKS	KITTEN TRAILS	NEW YORK	URBAN/TRANS	MAC	2U	0.122	L .,	13,167	15,930		1,185	1440	1440	0.82	С
1056	HICKS	NEW YORK	DENTON	URBAN/TRANS	MIC	2U	1.000	Yes	2,206	15,930	0.090	199	1440	1440	0.14	С
17025	HIGHLAND BLVD	EILAND BLVD	OVERPASS RD	URBAN/TRANS	MIC	2U	2.068	Yes	3,364	15,930	0.090	303	1440	1440	0.21	С
17030	HIGHLAND BLVD	OVERPASS RD	CR 579 (PROSPECT RD)	URBAN/TRANS	MIC	2U	3.031	Yes	5,170	15,930		465	1440	1440	0.32	C
1020	HUDSON AVE	HICKS	COLONY EXT N	URBAN/TRANS	MAC	2U	1.994	 	7,222	15,930	0.090	650	1440	1440	0.45	C
1025	HUDSON AVE	COLONY EXT N	HAYS	URBAN/TRANS	MAC	2U	3.292		2,882	15,930	0.090	259	1440	1440	0.18	_

	(20)															
Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
1100	HUDSON AVE	OLD DIXIE	U.S. 19	URBAN/TRANS	MAC	2U	0.360		1,014	15,930	0.090	91	1440	1440	0.06	С
1110	HUDSON AVE	U.S. 19	FIVAY	URBAN/TRANS	MAC	2U	0.139		3,963	15,930	0.090	357	1440	1440	0.25	C
1110.1 1120	HUDSON AVE HUDSON AVE	FIVAY LITTLE RD EXT	LITTLE RD EXT HICKS	URBAN/TRANS URBAN/TRANS	MAC MAC	2U 2U	1.756 1.028		4,655 4,281	15,930 15,930	0.090	419 385	1440 1440	1440 1440	0.29	C
	HUNT ROAD	S.R. 54	U.S. 41	URBAN/TRANS	MIC	2U	0.767	Yes	1,458	15,930	0.090	131	1440	1440	0.09	C
2280	1 - 75	HILLS CO LINE	S.R. 56	URBAN/TRANS	F	8F	1.705	165	175.186	148,700	0.090	15.767	13,390	15.010	1.18	F
2290	I - 75	S.R. 56	S.R. 54	URBAN/TRANS	F	8F	3.442		191,186	148,700	0.090	17,207	13,390	15,010	1.29	F
2300.1	I - 75	S.R. 54	OVERPASS RD	URBAN/TRANS	F	8F	3.059	Yes	168,185	148,700	0.090	15,137	13,390	15.010	1.13	F
2300.2	I - 75	OVERPASS RD	S.R. 52	URBAN/TRANS	F	8F	3.582	Yes	147,290	148,700	0.090	13,256	13,390	15.010	0.99	D
2310	I - 75	S.R. 52	C.R. 41 (BLANTON RD)	URBAN/TRANS	F	6F	7.325		117,313	111,800	0.090	10,558	10060	11100	1.05	E
2310.1	I - 75	C.R. 41 (BLANTON RD)	HERNANDO CO	URBAN/TRANS	F	6F	1.295		93,439	111,800	0.095	8,877	10060	11100	0.88	D
16905.1	INTERLAKEN RD	SR 54	1/4 M E OF COMMUNITY	URBAN/TRANS	MAC	2U	0.718		5,817	15,930	0.090	524	1440	1440	0.36	С
16905.2	INTERLAKEN RD	1/4 M E OF COMMUNITY	CR 587 (GUNN HWY)	URBAN/TRANS	MAC	2U	0.650		4,273	15,930	0.090	385	1440	1440	0.27	С
1140	JASMINE DR	U.S. 19	JASMINE CIRCLE	URBAN/TRANS	MAC	2U	0.324		6,077	15,930	0.090	547	1440	1440	0.38	С
1140.1	JASMINE DR	JASMINE CIRCLE	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	2U	1.897		2,678	15,930	0.090	241	1440	1440	0.17	С
1150	JASMINE DR	C.R. 1 (LITTLE RD)	OSCEOLA	URBAN/TRANS	MAC	2U	0.624		3,176	15,930	0.090	286	1440	1440	0.20	С
	JESSAMINE RD	C.R. 578 (ST. JOE RD)	C.R. 41 (BLANTON)	RURAL DEV/UNDEV	MAC	2U	3.269		4,025	14,300	0.095	382	1,350	2,710	0.28	В
1180	JOHNSTON RD	C.R. 581 (BELLAMY BROTHERS RD		RURAL DEV/UNDEV	MAC	2U	3.593		476	14,300	0.095	45	1,350	2,710	0.03	В
6090	KIEFER RD	CURLEY RD	HANDCART RD	URBAN/TRANS	MIC	2U	2.021	Yes	3,288	15,930	0.090	296	1440	1440	0.21	С
	KIEFER RD	HANDCART RD	C.R. 41 (FT. KING HWY)	URBAN/TRANS	MIC	2U	2.542	Yes	1,343	15,930	0.090	121	1440	1440	0.08	С
1210	KITTEN TRAILS	HICKS	COLONY EXT	URBAN/TRANS	MAC	2U	1.982		2,305	15,930	0.090	207	1440	1440	0.14	С
1220	KITTEN TRAILS	COLONY EXT	DENTON	URBAN/TRANS	MAC	2U	1.546		1,048	15,930	0.090	94	1440	1440	0.07	С
5148	LAKE BLANCH DR	STARKEY BLVD	LONG SPUR	URBAN/TRANS	MIC	2D	1.907		2,780	16,726	0.090	250	1512	1512	0.17	С
1800.8	LAKE PATIENCE	SUNLAKE DR	OAKSTEAD BLVD	URBAN/TRANS	MIC	2U	0.622		18,652	15,930	0.090	1,679	1440	1440	1.17	F
1810.2	LAKE PATIENCE	OAKSTEAD BLVD	WILSON	URBAN/TRANS	MIC	2U	1.535		7,990	15,930	0.090	719	1440	1440	0.50	С
1810.3	LAKE PATIENCE	WILSON	U.S.41	URBAN/TRANS	MIC	2U	0.784		7,730	15,930	0.090	696	1440	1440	0.48	С
16933	LANIER ROAD	S.R. 54	CHANCEY RD	URBAN/TRANS	MIC	2U	0.920		3,312	15,930	0.090	298	1440	1440	0.21	C
6095 5305	LAWLESS RD LEMON	ROGERLAND RD ORCHID LAKE DR	BOSLEY DR RIDGE RD	URBAN/TRANS URBAN/TRANS	MIC MIC	2U 2U	0.314		2,953	15,930 15,930	0.090	266	1440 1440	1440 1440	0.00	C
	LEONARD RD	HENLEY RD	U.S. 41	URBAN/TRANS	MIC	2U	1.237		4,243	15,930	0.090	382	1440	1440	0.18	C
1260	LIVINGSTON	COUNTY LINE RD SOUTH	S.R. 54	URBAN/TRANS	MAC	2U	0.997		6,582	15,930	0.090	592	1440	1440	0.41	Č
1270	LOCK ST	C.R. 41 (21ST STREET)	N.17TH STR	URBAN/TRANS	MA	2U	0.249		4,529	15,930	0.090	408	1440	1440	0.28	c
1270.1	LOCK ST	N.17TH STR	14TH ST	URBAN/TRANS	MA	2U	0.253		13,636	15,930	0.090	1,227	1440	1440	0.85	c
1270.2	LOCK ST	14TH ST	U.S. 301	URBAN/TRANS	MA	2U	0.262		12,765	15,930	0.090	1,149	1440	1440	0.80	č
16975	LONG LAKE RANCH RD A	SUNLAKE BLVD	LONG LAKE RANCH RD J	URBAN/TRANS	MIC	2U	0.363		4,970	15,930	0.090	447	1440	1440	0.31	C
5140	LONG SPUR	S.R.54	TOWER RD	URBAN/TRANS	MAC	4D	1.129		3,518	35,820	0.090	317	3,222	3,222	0.10	С
5330	LOUIS AVE	ALT U.S. 19	U.S. 19	URBAN/TRANS	MIC	2U	0.462		4,722	15,930	0.090	425	1440	1440	0.30	С
2130	LOUISIANA	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.253		10,221	15,930	0.090	920	1440	1440	0.64	С
2130.1	LOUISIANA	MADISON	CONGRESS	URBAN/TRANS	MAC	2U	0.499		4,278	15,930	0.090	385	1440	1440	0.27	С
	MADISON	MOOG	S.R. 54	URBAN/TRANS	MAC	2U	0.499		4,557	15,930	0.090	410	1440	1440	0.28	С
	MADISON	S.R. 54	TROUBLE CREEK	URBAN/TRANS	MAC	2U	0.501		6,276	15,930	0.090	565	1440	1440	0.39	С
	MADISON	TROUBLE CREEK	CITY LIMITS	URBAN/TRANS	MAC	2U	0.272		6,586	15,930	0.090	593	1440	1440	0.41	С
2140	MADISON	CITY LIMITS	CECELIA	URBAN/TRANS	MAC	2U	0.228		5,362	15,930	0.090	483	1440	1440	0.34	С
2140.1	MADISON	CECELIA	GULF	URBAN/TRANS	MAC	2U	0.501		6,272	15,930	0.090	564	1440	1440	0.39	С
	MADISON	GULF	BRIDGE	URBAN/TRANS	MAC	2U	0.140		4,981	15,930	0.090	448	1440	1440	0.31	С
2150	MADISON	BRIDGE	LOUISIANA	URBAN/TRANS	MAC	2U	0.107		4,981	15,930	0.090	448	1440	1440	0.31	С
2150.1	MADISON	LOUISIANA	MAIN	URBAN/TRANS	MAC	2U	0.530		8,706	15,930	0.090	784	1440	1440	0.54	С
	MADISON	MAIN	MASS (POWAN)	URBAN/TRANS	MAC	2U	0.584		4,559	15,930	0.090	410	1440	1440	0.28	C
	MAIN ST	CONGRESS	C.R. 77 (ROWAN) RIVER	URBAN/TRANS	MAC	2U	0.526		10,709	15,930	0.090	964 255	1440	1440	0.67	
2180 2180.1	MAIN ST	U.S. 19 RIVER	BRIDGE	URBAN/TRANS URBAN/TRANS	MAC	4D 4D	0.217		2,829	35,820	0.090		3,222	3,222	0.08	C
	MAIN ST MAIN ST	BRIDGE	BANK	URBAN/TRANS	MAC MAC	2U	0.093		3,534 3,186	35,820 15,930	0.090	318 287	3,222 1440	1440	0.10	C
2190.1	MAIN ST	BANK	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.108		2,839	15,930	0.090	256	1440	1440	0.20	C
	MAIN ST	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.078		3,472	15,930	0.090	312	1440	1440	0.18	C
	MAIN ST	MADISON	CONGRESS	URBAN/TRANS	MAC	2U	0.254		9,164	15,930	0.090	825	1440	1440	0.22	C
5210	MANASSAS	MENTMORE	OAKSTEAD	URBAN/TRANS	MIC	2U	0.498		8,562	15,930	0.090	771	1440	1440	0.54	Č
3220	MANSFIELD	BEARDSLEY DR	COUNTY LINE RD SOUTH	URBAN/TRANS	MAC	4D	0.253		7,578	35,820	0.090	682	3,222	3,222	0.21	c
	MANSFIELD	COUNTY LINE RD SOUTH	EAST OF WIREGRASS RANCH HS	URBAN/TRANS	MAC	4D	0.994		6.434	35,820	0.090	579	3,222	3,222	0.18	C
3230.2	MANSFIELD	EAST OF WIREGRASS RANCH HS		URBAN/TRANS	MAC	4D	0.871		16.575	35,820	0.090	1.492	3,222	3,222	0.46	C
2240	MARINE PKWY	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.437		8,200	15,930	0.090	738	1440	1440	0.51	c
	MASSEY RD	EILAND BLVD	GEIGER RD	URBAN/TRANS	MIC	2U	0.499		2,267	15,930	0.090	204	1440	1440	0.14	С
	MCKENDREE RD	MCKENDREE REALIGNMENT		URBAN/TRANS	MIC	2U	1.674	Yes	7,914	15,930	0.090	712	1440	1440	0.49	č
9094.1	MCKENDREE REALIGNMENT	OVERPASS RD	ELAM RD	URBAN/TRANS	MIC	2U	0.365	Yes	9,521	15,930	0.090	857	1440	1440	0.60	С
9094.3	MCKENDREE REALIGNMENT	ELAM RD	MCKENDREE RD	URBAN/TRANS	MIC	2U	1.847	Yes	6,172	15,930	0.090	555	1440	1440	0.39	С
		COUNTY LINE RD SOUTH													0.32	С

1993	egment ID	OnStreet	From	То	Area Type	Functional Class	Road	Length in Miles	CA Project	AADT	Gen. Capacity	к	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
IREGO_DIMPORTER BLVD CLARDOE PL S.R. 56 URBANTEANS MAC 40 0.973 Yes 1.15468 35.800 0.000 1.21		MEADOW BOINTE BLVD	OLDWOODS AV	CLARIDGE DI	LIDDAN/TDANC					12 120		0.000		3,222	3,222	0.34	C
MEADOW FOINTE BLV											_			3,222	3,222	0.34	C
MAGOQUIBROOK R										-,	,		820	3,222	3,222	0.35	C
MENTMORE BALLATIRAE SUNLAKE OR URBANTEANS MIC 20 1.222 8.208 1.5330 0.000 77									163					1440	1440	0.23	C
MINITARICRE SUBLEME DR MANASSAS URBANTFANS MC 20 0.511 11,308 15,509 0.000 1.000													747	1440	1440	0.52	C
SOUGH MENTMORE SEALEY RANCH RO MEADOWSKOOK OR URBANTEANS MIC 2U 0.511 11.308 15.303 0.000 1.00													872	3,222	3,222	0.32	C
Description													1.018	1440	1440	0.71	C
MANASSAS S.R.F.4													1,069	1440	1440	0.74	Č
19053 MIRADA ROAD S.R. 52 C.R. 57T (CURLEY RD) URBANTFRANS MIC 2U 2.223 Yes 4.719 15.939 0.900 42													215	3,222	3,222	0.07	Č
1925 MITCHELL BLVD C. R. 77 (SEVEN SPRINGS BLVD PEMBERTON RD URBANTTRANS MA 4D 0.793 3.279 3.5.20 0.909 83 1325.4 MITCHELL BLVD PEMBERTON RD TRINITY COAKS URBANTTRANS MA 4D 0.671 15.246 3.5.20 0.909 1.37 1.000 MITCHELL BLVD TRINITY COAKS URBANTTRANS MA 4D 0.671 15.246 3.5.20 0.909 1.37 1.000 MITCHELL BLVD TRINITY COAKS C. R. 1 (LITTLE RD) URBANTRANS MA 4D 0.671 15.246 3.5.20 0.909 1.37 1.000 1.300 0.000 1.300 0.000									Yes				425	1440	1440	0.29	Č
1325.4 MITCHEL BLVD PEMBERTON RD TRINITY DARS URBANTRANS MA 40 0.606 9.278 35.820 0.990 1.32 1325.4 MITCHEL BLVD TRINITY DARS C.R. 1 (LITTLE RD) RANTRANS MA 40 0.671 1.5246 35.820 0.990 1.32 1326 MITCHELL BLVD C.R. 1 (LITTLE RD) S.R. 54 WITCHELD S.R. 55 WITCHEL										, ,			835	3,222	3.222	0.26	Č
1925.4 MITCHEL BLVD													835	3,222	3,222	0.26	č
1890 MITCHELL BLVD C.R. 1 (LITTLE RD) S.R. 54 REALIGNMENT RIBANTRANS MIC 2U 1.119 7.600 55,800 50,900 50 50 50 50 50 50 50		-	_								,		1,372	3,222	3,222	0.43	C
1940 MITCHELL RANCH SEVEN SPRINGS BLVD R. S. R. S. R. REALIGNMENT URBANTRANS MC ZU 1.592 9.818 15,930 0.090 88 1955 MOOG C. R. 996 (RANLE) C. R. 995 (GRAND) URBANTRANS MAC ZU 0.907 6.354 15,930 0.090 28 1956 MOOG C. R. 996 (GRAND) MADISON URBANTRANS MAC ZU 0.907 6.354 15,930 0.090 27 1956 MOOG C. R. 996 (GRAND) MADISON URBANTRANS MAC ZU 0.507 6.354 15,930 0.090 27 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MAC ZU 0.501 2.434 15,930 0.090 27 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.500 1.32 15,930 0.090 27 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.513 4.622 15,930 0.090 41 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.513 4.622 15,930 0.090 41 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.513 4.622 15,930 0.090 41 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.513 4.622 15,930 0.090 41 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.516 5.627 15,930 0.090 1.72 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.516 5.627 15,930 0.090 1.72 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.586 7.698 15,930 0.090 1.72 1956 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.786 7.698 15,930 0.090 1.72 1958 MORNINGSIDE DR C. R. 41 (FT. KING) URBANTRANS MIC ZU 0.748 15,621 15,530 0.090 1.72									Yes				504	3,222	3,222	0.16	C
1866 MOOG U.S. 19			,										684	1440	1440	0.48	C
1865 MOOG						MAC				,			884	1440	1440	0.61	Č
1366 MOOG										- ,			572	1440	1440	0.40	Č
MORNINGSIDE OR CLA LEAND HWY U.S. 301 URBANTRANS MIC 2U 1.000 1.32 15.303 0.090 1.41													219	1440	1440	0.15	Č
\$145 MORNINGSIDE OR U.S. 301 C.R. 41 (FT. KING) \$150 N. 17TH STR \$150 ORDINAL STR \$151 ORDINAL STR \$152 ORDINAL STR \$153 ORDINAL STR \$152 ORDINAL STR \$152 ORDINAL STR \$153 ORDINAL STR \$154 ORDINAL STR \$155 ORDI													12	1440	1440	0.13	C
S415 MORNINGSIDE DR U.S. 301 C.R. 41 FT. KING) U.BRANTEANS MIC 2U 1.089 Ves 2.220 15.930 0.090 22 230 15.930 0.090 23 23 23 23 23 23 23 2													416	1440	1440	0.29	C
1390 N.17TH STR			- /						Yes				200	1440	1440	0.14	C
2210 N.17TH STR MERIDIAN									. 00				829	1440	1440	0.14	C
Sa10 NEW RIVER RD		_											798	1440	1440	0.55	C
Sa15 NEW RIVER RD									Yes				356	1440	1440	0.25	C
1880 NEW YORK			0.11.00						100				1,424	1440	1440	0.99	D
1385 NEW YORK				•									202	1440	1440	0.14	C
1386 NEW YORK													136	1440	1440	0.09	Č
1932 NORTH AVE										,			952	1440	1440	0.66	Č
19935 NORTH AVE													628	1440	1440	0.44	Č
17050 NORTH AVE													279	1440	1440	0.19	Č
S070.1 NORTH COLLECTOR SUNLAKE BLVD ROADWAY'A" URBANTRANS MIC 2U 0.970 Yes 2.089 15,930 0.090 11,780.2 NORTHWOOD PALMS BLVD EVERGREEN CHASE DR S.R. 56 URBANTRANS MIC 2U 0.222 11,475 15,930 0.090 1,153 1780.3 NORTHWOOD PALMS BLVD HILLSBOROUGH CO BREAKERS DR URBANTRANS MIC 2U 0.220 11,476 15,930 0.090 1,103 1780.4 NORTHWOOD PALMS BLVD BREAKERS DR EVERGREEN CHASE DR URBANTRANS MIC 2U 0.260 11,474 15,930 0.090 1,09 1,09 1,09 1,00									Yes				514	1440	1440	0.36	Č
1780.2 NORTHWOOD PALMS BLVD			SUNLAKE BLVD	ROADWAY "A"									188	1440	1440	0.13	Č
1780.3 NORTHWOOD PALMS BLVD HILLSBORQUIGH CO BREAKERS DR URBANTRANS MIC 2U 0.220 11.467 15.930 0.990 1.03 1780.4 NORTHWOOD PALMS BLVD BREAKERS DR EVERGREN CHASE DR URBANTRANS MIC 2U 0.560 12.134 15.930 0.990 1.09 1780.4 NORTHWOOD PALMS BLVD BREAKERS DR EVERGREN CHASE DR URBANTRANS MIC 2U 0.560 12.134 15.930 0.090 1.09 1780.4 OAKLEY BLVD CR 54 OLD PASCO RD URBANTRANS MIC 2U 0.973 9.823 15.930 0.090 1.01 1570.2 OAKSTEAD BLVD S.R. 54 MANASSAS URBANTRANS MIC 2U 0.973 9.823 15.930 0.090 8.00 1570.3 OAKSTEAD BLVD MANASSAS URBANTRANS MIC 4D 0.506 22.312 35.820 0.090 2.00 1570.3 OAKSTEAD BLVD MANASSAS LAKE PATIENCE URBANTRANS MIC 2U 0.566 14.655 15.930 0.090 1.31 2605 OLD C.R. 54 S.R. 54 C.R. 1 (LITTLE RD) URBANTRANS MIC 2U 0.566 14.655 15.930 0.090 1.31 1400 OLD DIXIE CLARK HUDSON URBANTRANS MAC 2U 0.255 6.069 15.930 0.090 54 1400.1 OLD DIXIE HUDSON NEW YORK AVE URBANTRANS MAC 2U 0.255 6.069 15.930 0.090 55 1400.1 OLD DIXIE NEW YORK AVE ARIPEKA RD URBANTRANS MAC 2U 3.909 5.666 15.930 0.090 55 1520.2 OLD PASCO RD DAYFLOWER BLVD 0.10 N OF DAYFLOWER URBANTRANS MAC 2U 3.909 49 5.666 15.930 0.090 55 1520.3 OLD PASCO RD DAYFLOWER BLVD 0.10 N OF DAYFLOWER BLVD URBANTRANS MAC 4D 0.104 49 6.875 35.820 0.090 51 1520.4 OLD PASCO RD 0.10 N OF DAYFLOWER BLVD URBANTRANS MAC 4D 0.148 49 6.875 35.820 0.090 51 1520.5 OLD PASCO RD OVER PASS RD S.R. 52 URBANTRANS MAC 4D 0.148 49 6.875 35.820 0.090 51 1520.5 OLD PASCO RD OVER PASS RD S.R. 52 URBANTRANS MAC 4D 0.148 49 6.875 35.820 0.090 15 1520.6 OLD PASCO RD OVER PASS RD S.R. 52 URBANTRANS MAC 4D 0.148 49 6.875 35.820 0.090 15 1520.5 OLD PAS													1,150	1440	1440	0.80	C
1780.4 NORTHWOOD PALMS BLVD BREAKERS DR EVERGREEN CHASE DR URBAN/TRANS MIC 2U 0.560 12,134 15,930 0.090 1,09													1,032	1440	1440	0.72	C
9139 OAK GROVE DR													1,092	1440	1440	0.76	C
DAKLEY BLVD													1,013	1440	1440	0.70	C
1570.2 OAKSTEAD BLVD													884	1440	1440	0.61	C
1570.3 OAKSTEAD BLVD	70.2	OAKSTEAD BLVD	S.R. 54	MANASSAS	URBAN/TRANS	MIC		0.506		22.312		0.090	2,008	3,222	3,222	0.62	С
2605 OLD C.R. 54 S.R. 54 C.R. 1 (LITTLE RD) URBAN/TRANS MA 2U 1.134 6,372 15,930 0.090 57													1,319	1440	1440	0.92	С
1400.1 OLD DIXIE	05	OLD C.R. 54	S.R. 54	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	2U	1.134		6,372	15,930	0.090	573	1440	1440	0.40	С
1400.1 OLD DIXIE			CLARK	HUDSON	URBAN/TRANS	MAC						0.090	546	1440	1440	0.38	С
Second Part													455	1440	1440	0.32	С
SECOND S	20	OLD DIXIE	NEW YORK AVE	ARIPEKA RD		MAC		3,909		566		0.090	51	1440	1440	0.04	С
1520.2 OLD PASCO RD 0.10 N OF DAYFLOWER OVER PASS RD URBAN/TRANS MAC 4D 2.830 Yes 9,134 35,820 0.090 82 1520.3 OLD PASCO RD OVER PASS RD S.R. 52 URBAN/TRANS MAC 4D 3.551 Yes 4,014 35,820 0.090 36 1520.5 OLD PASCO RD C.R. 54 FOAMFLOWER BLVD URBAN/TRANS MAC 4D 0.248 Yes 17,103 35,820 0.090 1,53 1520.5 OLD PASCO RD FOAMFLOWER BLVD DAYFLOWER BLVD URBAN/TRANS MAC 4D 0.148 Yes 7,962 35,820 0.090 71 3490 OLDWOODS AVE MEADOW POINTE BLVD 3 MIE OF MEADOW PT BLVD URBAN/TRANS MIC 2U 0.368 Yes 2,922 15,930 0.090 26 3500 OLDWOODS AVE S. MIE OF MEADOW PT BLVD URBAN/TRANS MIC 2U 2.650 Yes 3,591 15,930 0.090 32 35 35 35 35 35 35 35						MAC			Yes				51	1440	1440	0.04	С
1520.2 OLD PASCO RD 0.10 N OF DAYFLOWER OVER PASS RD URBAN/TRANS MAC 4D 2.830 Yes 9,134 35,820 0.090 82 1520.3 OLD PASCO RD OVER PASS RD S.R. 52 URBAN/TRANS MAC 4D 3.551 Yes 4,014 35,820 0.090 36 1520.5 OLD PASCO RD C.R. 54 FOAMFLOWER BLVD URBAN/TRANS MAC 4D 0.248 Yes 17,103 35,820 0.090 1,53 1520.5 OLD PASCO RD FOAMFLOWER BLVD DAYFLOWER BLVD URBAN/TRANS MAC 4D 0.148 Yes 7,962 35,820 0.090 71 3490 OLDWOODS AVE MEADOW POINTE BLVD 3 MI E OF MEADOW PT BLVD URBAN/TRANS MIC 2U 0.368 Yes 2,922 15,930 0.090 26 370.1 OLDWOODS AVE S.B. MI E OF MEADOW PT BLVD URBAN/TRANS MIC 2U 0.368 Yes 3,591 15,930 0.090 32 35,000 OLDWOODS AVE C.R. 579 (MORRIS BRIDGE RD) URBAN/TRANS MIC 2U 2.650 Yes 3,591 15,930 0.090 32 3,000	20.1	OLD PASCO RD	DAYFLOWER BLVD	0.10 N OF DAYFLOWER	URBAN/TRANS	MAC	4D	0.104	Yes	6,875	35,820	0.090	619	3,222	3,222	0.19	С
1520.3 OLD PASCO RD OVER PASS RD S.R. 52 URBAN/TRANS MAC 4D 3.551 Yes 4,014 35,820 0.090 36 1520.4 OLD PASCO RD C.R. 54 FOAMFLOWER BLVD URBAN/TRANS MAC 4D 0.248 Yes 17,103 35,820 0.090 1,53 1520.5 OLD PASCO RD FOAMFLOWER BLVD DAYFLOWER BLVD URBAN/TRANS MAC 4D 0.148 Yes 7,962 35,820 0.090 71 1,53 1490 OLDWOODS AVE MEADOW POINTE BLVD 8 MIE OF MEADOW PT BLVD URBAN/TRANS MIC 2U 0.368 Yes 2,922 15,930 0.090 26 1,53 1,530 0.000 OLDWOODS AVE 8 MIE OF MEADOW PT BLVD URBAN/TRANS MIC 2U 0.368 Yes 2,922 15,930 0.090 32 1,53 1,530 0.090 1,53 1,530 0.090 1,53 1,530 0.090 0.000						MAC							822	3,222	3,222	0.26	C
1520.4 OLD PASCO RD C.R. 54 FOAMFLOWER BLVD URBAN/TRANS MAC 4D 0.248 Yes 17,103 35,820 0.090 1,53 1520.5 OLD PASCO RD FOAMFLOWER BLVD DAYFLOWER BLVD URBAN/TRANS MAC 4D 0.148 Yes 7,962 35,820 0.090 71 3490 OLDWOODS AVE MEADOW POINTE BLVD .8 MI E OF MEADOW PT BLVD URBAN/TRANS MIC 2U 0.368 Yes 2,922 15,930 0.090 26 0.000 OLDWOODS AVE 8 MILE OF MEADOW PT BLVD .C.R. 579 (MORRIS BRIDGE RD) URBAN/TRANS MIC 2U 2.650 Yes 3,591 15,930 0.090 32 0.000 ORDWOODS AVE C.R. 579 (MORRIS BRIDGE RD) URBAN/TRANS MIC 2U 2.650 Yes 3,591 15,930 0.090 32 0.000 ORCHID LAKE DR C.R. 77 (ROWAN) LEMON URBAN/TRANS MIC 2U 2.400 Yes 393 15,930 0.090 32 0.000 ORCHID LAKE DR WASHINGTON MADISON EXT URBAN/TRANS MIC 2U 0.537 1,159 15,930 0.090 70 0.000 0													361	3,222	3,222	0.11	C
1520.5 OLD PASCO RD FOAMFLOWER BLVD DAYFLOWER BLVD URBAN/TRANS MAC 4D 0.148 Yes 7,962 35,820 0.090 71 3490 OLDWOODS AVE MEADOW POINTE BLVD 3.8 ME OF MEADOW PT BLVD URBAN/TRANS MIC 2U 0.368 Yes 2,922 15,930 0.090 26 3500 OLDWOODS AVE 3.8 ME OF MEADOW PT BLVD C.R. 579 (MORRIS BRIDGE RD) URBAN/TRANS MIC 2U 2.650 Yes 3,591 15,930 0.090 32 35,000 32 35,000 32 35,000 32 35,000 33,													1,539	3,222	3,222	0.48	C
3490 OLDWOODS AVE MEADOW POINTE BLVD .8 MI E OF MEADOW PT BLVD URBAN/TRANS MIC 2U 0.368 Yes 2,922 15,930 0.090 26 3500 OLDWOODS AVE .8 MI E OF MEADOW PT BLVD C.R. 579 (MORRIS BRIDGE RD) URBAN/TRANS MIC 2U 2.650 Yes 3,591 15,930 0.090 32 5370.1 OLDWOODS AVE C.R. 579 (MORRIS BRIDGE RD) COATS RD URBAN/TRANS MIC 2U 2.400 Yes 393 15,930 0.090 3 1430 ORCHID LAKE DR C.R. 77 (ROWAN) LEMON URBAN/TRANS MIC 2U 0.537 1,159 15,930 0.090 10 5250 ORCHID LAKE DR WASHINGTON MADISON EXT URBAN/TRANS MIC 2U 0.256 858 15,930 0.090 7 5255 ORCHID LAKE DR MADISON EXT CONGRESS URBAN/TRANS MIC 2U 0.547 2,263 15,930 0.090 20 5260 ORCHID													717	3,222	3,222	0.22	C
3500 OLDWOODS AVE .8 MI E OF MEADOW PT BLVD C.R. 579 (MORRIS BRIDGE RD) URBAN/TRANS MIC 2U 2.650 Yes 3,591 15,930 0.090 32 5370.1 OLDWOODS AVE C.R. 579 (MORRIS BRIDGE RD) COATS RD URBAN/TRANS MIC 2U 2.400 Yes 393 15,930 0.090 3 1430 ORCHID LAKE DR C.R. 77 (ROWAN) LEMON URBAN/TRANS MIC 2U 0.537 1,159 15,930 0.090 10 5250 ORCHID LAKE DR WASHINGTON MADISON EXT URBAN/TRANS MIC 2U 0.537 1,159 15,930 0.090 7 5255 ORCHID LAKE DR MADISON EXT CONGRESS URBAN/TRANS MIC 2U 0.547 2,263 15,930 0.090 20 5260 ORCHID LAKE DR CONGRESS C.R. 77 (ROWAN) URBAN/TRANS MIC 2U 0.552 2,168 15,930 0.090 19													263	1440	1440	0.18	č
5370.1 OLDWOODS AVE C.R. 579 (MORRIS BRIDGE RD) COATS RD URBAN/TRANS MIC 2U 2.400 Yes 393 15,930 0.090 3 1430 ORCHID LAKE DR C.R. 77 (ROWAN) LEMON URBAN/TRANS MIC 2U 0.537 1,159 15,930 0.090 10 5250 ORCHID LAKE DR WASHINGTON MADISON EXT URBAN/TRANS MIC 2U 0.256 858 15,930 0.090 7 5255 ORCHID LAKE DR MADISON EXT CONGRESS URBAN/TRANS MIC 2U 0.547 2,263 15,930 0.090 20 5260 ORCHID LAKE DR CONGRESS C.R. 77 (ROWAN) URBAN/TRANS MIC 2U 0.552 2,168 15,930 0.090 19													323	1440	1440	0.22	C
1430 ORCHID LAKE DR C.R. 77 (ROWAN) LEMON URBAN/TRANS MIC 2U 0.537 1,159 15,930 0.090 10 5250 ORCHID LAKE DR WASHINGTON MADISON EXT URBAN/TRANS MIC 2U 0.256 858 15,930 0.090 7 5255 ORCHID LAKE DR MADISON EXT CONGRESS URBAN/TRANS MIC 2U 0.547 2,263 15,930 0.090 20 5260 ORCHID LAKE DR CONGRESS C.R. 77 (ROWAN) URBAN/TRANS MIC 2U 0.552 2,168 15,930 0.090 19													35	1440	1440	0.02	C
5250 ORCHID LAKE DR WASHINGTON MADISON EXT URBAN/TRANS MIC 2U 0.256 858 15,930 0.090 7 5255 ORCHID LAKE DR MADISON EXT CONGRESS URBAN/TRANS MIC 2U 0.547 2,263 15,930 0.090 20 5260 ORCHID LAKE DR CONGRESS C.R. 77 (ROWAN) URBAN/TRANS MIC 2U 0.552 2,168 15,930 0.090 19			,										104	1440	1440	0.07	Č
5255 ORCHID LAKE DR MADISON EXT CONGRESS URBAN/TRANS MIC 2U 0.547 2,263 15,930 0.090 20 5260 ORCHID LAKE DR CONGRESS C.R. 77 (ROWAN) URBAN/TRANS MIC 2U 0.552 2,168 15,930 0.090 19													77	1440	1440	0.05	Č
5260 ORCHID LAKE DR CONGRESS C.R. 77 (ROWAN) URBAN/TRANS MIC 2U 0.552 2,168 15,930 0.090 19													204	1440	1440	0.14	C
													195	1440	1440	0.14	č
		OSCEOLA	C.R 587 (RIDGE)	LAKE VIEW	URBAN/TRANS	MAC	2U	1.260		3,719	15,930	0.090	335	1440	1440	0.23	C
											-,		88	1440	1440	0.06	Č
													389	1440	1440	0.27	Č
1480.1 OSTEEN EXT S PLATHE MASSACHUSETTES URBAN/TRANS MIC 2U 1.372 Yes 16 15,930 0.090									Yes				1	1440	1440	0.00	č
													1,678	4.857	4.857	0.35	Č
													3,807	4,857	4,857	0.78	č
													2,375	3,222	3,222	0.74	C
									Yes				1,344	3,222	3,222	0.42	C
										,			2,382	3,222	3,222	0.74	C

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
1500.12	OVERPASS RD EXT	MCKENDREE REALIGNMENT	C.R. 577 (CURLEY RD)	URBAN/TRANS	MAC	4D	1.399	Yes	26,469	35,820	0.090	2,382	3,222	3,222	0.74	С
	OVERPASS RD EXT	RIVER GLEN BLVD	E OF RIVER GLEN	URBAN/TRANS	MAC	4D	0.593	Yes	13,365	35,820	0.090	1,203	3,222	3,222	0.37	Č
	OVERPASS RD EXT	E OF RIVER GLEN	C.R. 579 (HANDCART)	URBAN/TRANS	MAC	4D	1.090	Yes	12,196	35,820	0.090	1,098	3,222	3,222	0.34	С
	OVERPASS RD EXT	E OF RIVER GLEN	C.R. 579 (HANDCART)	URBAN/TRANS	MAC	4D	1.090	Yes	12,196	35,820	0.090	1,098	3,222	3,222	0.34	С
1500.7	OVERPASS RD EXT	C.R. 577 (CURLEY RD)	RIVER GLEN BLVD	URBAN/TRANS	MAC	4D	0.977	Yes	25,427	35,820	0.090	2,288	3,222	3,222	0.71	С
1500.9	OVERPASS RD EXT	C.R. 579 (HANDCART)	HIGHLAND BLVD	URBAN/TRANS	MAC	4D	1.535	Yes	10,793	35,820	0.090	971	3,222	3,222	0.30	С
1550	PARKWAY BLVD	COLLIER PKWY EXT	C.R. 583 (EHREN CUTOFF)	URBAN/TRANS	MAC	4D	1.017		903	35,820	0.090	81	3,222	3,222	0.03	С
1550.1	PARKWAY BLVD	COLLIER PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	4D	0.190		5,590	35,820	0.090	503	3,222	3,222	0.16	С
1550.2	PARKWAY BLVD	HALE/SHINING STAR	COLLIER PKWY	URBAN/TRANS	MIC	2U	1.161		594	15,930	0.090	53	1440	1440	0.04	С
	PASCO RD	SCHARBER RD	C.R. 577 (CURLEY RD)	URBAN/TRANS	MIC	2U	0.754		39	15,930	0.090	4	1440	1440	0.00	С
	PASCO RD	S.R. 52	SCHARBER RD	URBAN/TRANS	MAC	2U	3.145		649	15,930	0.090	58	1440	1440	0.04	С
	PASCO RD EXT	S.R. 52	COLLIER PKWY	URBAN/TRANS	MIC	2U	0.817	Yes	8,277	15,930	0.090	745	1440	1440	0.52	С
	PASCO VILLAGE PKWY	CR 583 (EHREN CUTOFF)	SR 52	URBAN/TRANS	MIC	2U	4.239	Yes	3,160	15,930	0.090	284	1440	1440	0.20	С
	PEMBERTON RD	PERRINE RANCH RD	SALAMANDER DR	URBAN/TRANS	MIC	2U	0.574		8,227	15,930	0.090	740	1440	1440	0.51	С
6130.2	PEMBERTON RD	SALAMANDER DR	MITCHELL BLVD	URBAN/TRANS	MIC	2U	0.250	Yes	7,740	15,930	0.090	697	1440	1440	0.48	С
	PERRINE RANCH	C.R. 595 (GRAND BLVD)	C.R. 77 (SEVEN SPRINGS BLVD)	URBAN/TRANS	MAC	2U	1.584		9,411	15,930	0.090	847	1440	1440	0.59	С
	PERRINE RANCH	C.R. 77 (SEVEN SPRINGS BLVD)		URBAN/TRANS	MIC	2U	0.427	.,	4,446	15,930	0.090	400	1440	1440	0.28	С
	Phelps Rd (extension)	US 19	Old Dixie Hwy (3030)	URBAN/TRANS	MIC	2U	0.910	Yes	783	15,930	0.090	70 364	1440	1440	0.05	C
	PLATHE PLATHE	C.R. 77 (ROWAN) OSTEEN	OSTEEN C.R. 1 (LITTLE RD)	URBAN/TRANS URBAN/TRANS	MIC MIC	2U 2U	0.680		4,042	15,930	0.090		1440 1440	1440 1440	0.25	C
			- /			2U	0.565	Vaa	3,960	15,930		356	1440		0.25	
10043 6145	PLEASANT PLAINS PARKWAY EXTENSION PLEASANT PLAINS PKWY	U.S. 41	ROADWAY "A" CONNERTON BLVD	URBAN/TRANS URBAN/TRANS	MIC MIC	4D	2.373 3.241	Yes	4,566 653	15,930 35,820	0.090	411 59	3,222	1440 3,222	0.29	C
		U.S. 41	CONNERTON BLVD	URBAN/TRANS	MIC	4D 4D	3.241		653	35,820	0.090	59	3,222	3,222	0.02	C
		U.S. 41 U.S. 41	CONNERTON BLVD CONNERTON BLVD	URBAN/TRANS URBAN/TRANS	MIC	4D 4D	3.241	-	653	35,820 35.820	0.090	59 59	3,222	3,222	0.02	C
	PLEASANT PLAINS PKWY	ROADWAY "A"	U.S. 41	URBAN/TRANS	MIC	2U	1.421	Yes	985	15,930	0.090	89	1440	1440	0.02	C
		FRAZEE HILL	CHRISTIAN RD	URBAN/TRANS	MAC	2U	2.538	163	164	14,300	0.090	15	1.350	2.710	0.00	В
	POWER LINE ROAD	LOCK ST	LONG AVE	URBAN/TRANS	MAC	2U	0.501		2.205	15,930	0.090	198	1440	1440	0.14	C
	POWER LINE ROAD	LONG AVE	FRAZEE HILL	URBAN/TRANS	MAC	2U	1.007		2,138	15,930	0.090	192	1440	1440	0.13	C
5270	PRETTY POND RD	GREENSLOPE	WIRE RD	URBAN/TRANS	MIC	2U	0.740		2,197	15,930	0.090	198	1440	1440	0.14	C
1580	RAMSEY	C.R. 41 (BLANTON RD)	C.R. 578 (ST. JOE RD)	URBAN/TRANS	MIC	2U	1.012		2,002	15,930	0.090	180	1440	1440	0.13	Č
	_	STARKEY RD	LONG SPUR	URBAN/TRANS	MAC	2U	1.370		10,761	15,930	0.090	968	1440	1440	0.67	č
5130.2	RANGELAND BLVD (TOWER RD)	LONG SPUR	GUNN HWY EXT	URBAN/TRANS	MAC	4D	1.634		15,158	35,820	0.090	1,364	3,222	3,222	0.42	C
5130.2	RANGELAND BLVD (TOWER RD)	STARKEY RANCH RD A	GUNN HWY EXT	URBAN/TRANS	MAC	4D	1.634		15,158	35,820	0.090	1,364	3,222	3,222	0.42	С
5130.4	RANGELAND BLVD (TOWER RD)	GUNN HWY EXT	TOWER RD	URBAN/TRANS	MAC	4D	0.582	Yes	15,425	35,820	0.090	1,388	3,222	3,222	0.43	С
1590	RIDGE RD	CONGRESS	ROWAN	URBAN/TRANS	MA	4D	0.615		26,123	35,820	0.090	2,351	3,222	3,222	0.73	С
	RIDGE RD	ROWAN	LEMON	URBAN/TRANS	MA	4D	0.376		30,730	35,820	0.090	2,766	3,222	3,222	0.86	С
	RIDGE RD	LEMON	GALEN WILSON	URBAN/TRANS	MA	4D	0.503		25,044	35,820	0.090	2,254	3,222	3,222	0.70	С
	RIDGE RD	GALEN WILSON	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	4D	0.415		32,773	35,820	0.090	2,950	3,222	3,222	0.92	С
	RIDGE RD	U.S. 19	LEO KID	URBAN/TRANS	MA	4D	0.103		30,596	35,820	0.090	2,754	3,222	3,222	0.85	С
	RIDGE RD	LEO KID	CONGRESS	URBAN/TRANS	MA	4D	0.511		30,884	35,820	0.090	2,780	3,222	3,222	0.86	С
	RIDGE RD EXT	C.R. 587 (MOON LAKE)	SWARTHMORE BLVD	URBAN/TRANS	MA	4D	1.125		26,710	35,820	0.090	2,404	3,222	3,222	0.75	С
	RIDGE RD EXT	SWARTHMORE BLVD	SUNCOAST PKWY	URBAN/TRANS	MA	4D	3.593		26,542	35,820	0.090	2,389	3,222	3,222	0.74	С
		SUNCOAST PKWY	ASBEL BLVD	URBAN/TRANS URBAN/TRANS	MA	4D	3.047 0.911	Yes	21,929	35,820	0.090	1,974	3,222	3,222	0.61	С
	RIDGE RD EXT RIVER CROSSING BLVD	ASBEL BLVD C.R. 1 (LITTLE RD)	U.S. 41 ALICO PASS	URBAN/TRANS URBAN/TRANS	MA MAC	4D 2U	0.911	Yes	19,978 15,227	35,820 15,930	0.090	1,798 1,370	3,222 1440	3,222 1440	0.56 0.95	C
	RIVER CROSSING BLVD	ALICO PASS	STARKEY BLVD	URBAN/TRANS URBAN/TRANS	MAC	2U	0.839	 	15,227	15,930	0.090	1,370	1440	1440	0.95	С
	RIVER CROSSING BLVD	SR 54	1.25 MI N OF SR 54	URBAN/TRANS	MIC	4D	0.853		1,343	35,820	0.090	1,056	3,222	3,222	0.73	C
	RIVER GLEN BLVD	1.25 MI N OF SR 54	Z. WEST.EXT	URBAN/TRANS	MIC	2U	0.625	Yes	3,550	15,930	0.090	320	1440	1440	0.04	C
	RIVER GLEN BLVD	Z. WEST.EXT	WELLS RD	URBAN/TRANS	MIC	2U	0.023	Yes	1,392	15,930	0.090	125	1440	1440	0.22	C
	RIVER GLEN BLVD	WELLS RD	OVERPASS RD EXT	URBAN/TRANS	MIC	2U	1.295	Yes	10,388	15,930	0.090	935	1440	1440	0.65	C
10064	ROAD WAY AG	S.R. 52	BOYETTE RD EXT	URBAN/TRANS	MIC	2U	2.218	Yes	7.197	15,930	0.090	648	1440	1440	0.45	Č
	ROADWAY "A"	BEXLEY RANCH BLVD	NORTH COLLECTOR	URBAN/TRANS	MAC	2U	0.718	Yes	5,013	15,930	0.090	451	1440	1440	0.31	C
	ROADWAY "A"	NORTH COLLECTOR	PLEASANT PLAINS PKWY	URBAN/TRANS	MAC	2U	1.592	Yes	5,058	15,930	0.090	455	1440	1440	0.32	Č
9074		TOWER RD	BEXLEY RANCH BLVD	URBAN/TRANS	MAC	2U	1.184	Yes	530	15,930	0.090	48	1440	1440	0.03	C
		BEXLEY RANCH BLVD	TOWER RD	URBAN/TRANS	MIC	2U	1.141	Yes	2,306	15,930	0.090	208	1440	1440	0.14	Č
	ROGERLAND RD	CAUFIELD RD	LAWLESS RD	URBAN/TRANS	MIC	2U	1.036		14	15,930	0.090	1	1440	1440	0.00	С
2460	S.R. 39	HILLSBOROUGH CO	CENTRAL	URBAN/TRANS	PA	2U	0.681		17,382	17,700	0.090	1,564	1600	1600	0.98	D
	S.R. 39	CENTRAL	CHANCEY (Z.EAST)	URBAN/TRANS	PA	2U	2.050		15,244	17,700	0.090	1,372	1600	1600	0.86	С
2470.1	S.R. 39	CHANCEY (Z.EAST)	U.S. 301 (GALL BLVD)	URBAN/TRANS	PA	2U	0.768		11,813	17,700	0.090	1,063	1600	1600	0.66	С
	S.R. 52	U.S. 19	ZIMMERMAN	URBAN/TRANS	PA	6D	0.502		20,902	59,900	0.090	1,881	5,390	5,390	0.35	С
2480.1	S.R. 52	ZIMMERMAN	MAJESTIC	URBAN/TRANS	PA	6D	0.265		22,355	59,900	0.090	2,012	5,390	5,390	0.37	С
2480.2	S.R. 52	MAJESTIC	LAMADERA	URBAN/TRANS	PA	6D	0.554		20,836	59,900	0.090	1,875	5,390	5,390	0.35	С
2480.3	S.R. 52	LAMADERA	C.R. 1 (LITTLE RD)	URBAN/TRANS	PA	6D	0.688		21,296	59,900	0.090	1,917	5,390	5,390	0.36	С
2480.4	S.R. 52	C.R. 1 (LITTLE RD)	OSCEOLA	URBAN/TRANS	PA	6D	0.509		27,472	59,900	0.090	2,472	5,390	5,390	0.46	С
2480.5	S.R. 52	OSCEOLA	HICKS	URBAN/TRANS	PA	6D	0.510	I	17,018	59,900	0.090	1,532	5,390	5,390	0.28	С

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Section Part	Segment ID	OnStreet	From		Area Type			Length in Miles	CA Project	AADT	Gen. Capacity		Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	
Section Sect																	
Section Color Co																	
SECTION SECT				`													
STOCK STOCK SUNCKCAST PROVY READY (P) SUNCKCAST PROVY PAGE (P) SUNCKCAST PAGE (P) SUNCKCAST PROVY PAGE (P) SUNCKCAST PROVY PAGE (P) SUNCKCAST																	
SHAPE																	
SECOND S																	
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SECULD SECULD SECULD SECULD SECULD SECULD SECULD SECULD SECULD SECUED S			SUNLAKE BLVD		URBAN/TRANS												
SECTION PROPERTY OF THAT SERVICE CR. SEG (EMPRIN LUTOFF) URBANTRAMS PA 40 3.202 Ves 27.707 38.000 0.000 3.004 3.000	2525	S.R. 52	BULLOCH BLVD	U.S. 41	URBAN/TRANS	PA				42,453		0.090			5,390	0.71	
SERIC C.R. SEI CHENCUTOFF C.R. SEI (BLLLOWY MOTHER) URBANTRANS PA 40 3.92 Ves 34.770 5.960 0.000 3.000 3.000 3.000 0.000 3.000 0.000	2530	S.R. 52	U.S. 41		URBAN/TRANS										3,580	0.67	
SENSIVE C. R. SET C. R.																	
SEASON S. S. S. C. CALLEST ALLES S.									Yes								
Fig. 12 Fig.																	
Sept 1 S. P. S. PASCO RD MCRENDREE RD URBANTRANS P.A. 80 0.499 749 390 3,901 3,905 3,305 0.880 0.504 3,905 3,905 3,305 0.880 0.504 3,905 3,905 3,305 0.880 0.504 3,905 3																	
SEGUAL S.E. S.E. MICKENDREE RD																	
Senson S. R. C. CLINTON AVE EXT									Vaa								
SECOLOGIC S.R. 52									res								
Section Section Company Comp																	
Sept																	
Sept CR. 577 (CIRLEY RD) CR. 579 (CIRL																	
2885 S. R. S. C. R. 579 HAPPY HILL RD CITY LIMITS (SAINT LEO) URBANTRANS PA 2U 0.937 12,239 17,700 0.090 1,102 1000 1000 0.00 0.00 1.00 1000 1000 0.00 1.00 1000	2960	S.R. 52			URBAN/TRANS	PA		2.458				0.090				0.57	
SR. 52 P.75 SB RAMPS P.75 NB RAMPS URBANTRANS PA D. 0.061 45,092 99,900 0.090 4,088 6,390 0.75 C. 9990 SR. 52 (MERIDAN) MERIDAN N. 1711 ST URBANTRANS PA ZU 0.251 1.1736 1.770 0.090 1.065 1600 1000 0.27 C. 0.0990 SR. 52 (MERIDAN) N. 1711 ST 1.771																	С
SR. 52 (MERIDAN) MERIDIAN N. 17TH ST URBANTRANS PA 2U 0.251 1.17.50 17.700 0.990 1,056 1600 0.050 0.66 C. 0.050			CITY LIMITS(DADE CITY)														
9995 S.R. 52 (MERIDAN) N. 17TH ST URBANTRANS PA 2U 0.254 4,752 17.700 0.900 428 1600 1600 0.27 C 0.27 C 0.295 S.R. 52 (MERIDAN) LIST US. 301 U.S. 98 BYPASS URBANTRANS PA 2U 0.504 4,761 17.700 0.900 428 1600 1000 0.27 C																	
SR. 52 (MERIDAN)																	
S.R. 52 (MERIDAN) U.S. 901		/															
SR 54 U.S. 301 (GALL BLVD) THI ST URBANTRANS PA 2U 0.050 1.0639 17,700 0.90 958 1600 1600 0.60 C																	
SR. 54																	
SESSO S.R. 54										-,							
Sept				· · ·													
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Sept																	
\$2820.2 S.R. 54 STARKEY BLVD DUCK SLOUGH BLVD URBANTRANS PA 6D 0.873 49.564 59.900 0.900 4.461 5.390 5.390 0.30 0.30 0.38 C \$2820.3 S.R. 54 DUCK SLOUGH BLVD TRINITY BLVD URBANTRANS PA 6D 0.426 53.028 59.900 0.900 4.461 5.390 5.390 0.71 C \$2820.4 S.R. 54 C.R. 1 (LITTLE RD) HOSPITAL RD URBANTRANS PA 6D 0.426 53.028 59.900 0.900 4.4854 5.390 5.390 0.90 C \$2820.5 S.R. 54 C.R. 1 (LITTLE RD) HOSPITAL RD URBANTRANS PA 6D 0.426 53.028 59.900 0.900 4.4864 5.390 5.390 0.90 C \$2820.5 S.R. 54 TEINITY BLVD C.R. 57 (GUNN HWY) URBANTRANS PA 6D 0.426 53.028 59.900 0.900 0.900 4.461 5.390 5.390 0.70 C \$2820.5 S.R. 54 TEINITY BLVD C.R. 57 (GUNN HWY) URBANTRANS PA 6D 0.1338 59.750 59.900 0.900 5.378 5.390 5.390 1.00 D \$2820.4 S.R. 54 C.R. 587 (GUNN HWY) URBANTRANS PA 6D 0.226 56.227 59.900 0.900 5.378 5.390 5.390 1.00 D \$2820.4 S.R. 54 C.R. 587 (GUNN HWY) URBANTRANS PA 6D 0.226 56.227 59.900 0.900 5.578 5.390 5.390 1.90 C \$2820.5 S.R. 54 C.R. 587 (GUNN HWY) URBANTRANS PA 6D 0.226 56.227 59.900 0.900 5.579 5.390 5.390 5.390 1.90 F \$2825.1 S.R. 54 C.R. 587 (SUNCOAST PKWY URBANTRANS PA 6D 0.226 56.227 59.900 0.900 5.579 5.390	2591.1	S.R. 54	MITCHEL RANCH	C.R. 1 (LITTLE RD)	URBAN/TRANS	PA	6D	0.601		43,011	59,900	0.090		5,390	5,390	0.72	С
READLA S.R. 54 DUCK SLOUGH BLVD TRINITY BLVD URBAN/TRANS PA 6D 1.324 42,599 59,900 0.090 3,834 5.390 5.390 0.70 C	2600	S.R. 54	C.R. 77 (ROWAN)		URBAN/TRANS			0.489					3,895		5,390	0.72	
Regol S.R. 54 C.R. I(LITTLE RD) HOSPITAL RD LIBBANTERANS PA 6D 0.426 53.928 59.900 0.900 4.584 5.390 5.390 0.90 0.87 C. 2630 S.R. 54 HOSPITAL RD STARKEY BLVD LIBBANTERANS PA 6D 0.913 52.223 59.900 0.900 4.705 5.390 5.390 0.907 C. 2630 S.R. 54 TRINITY BLVD C.R. 587 (GUNN HWY) URBANTERANS PA 6D 0.913 52.23 59.900 0.900 4.706 5.390 5.390 5.390 1.00 D. 2630 S.R. 54 C.R. 587 (GUNN HWY) CROSSINGS DR URBANTERANS PA 6D 2.976 54.097 59.900 0.900 5.578 5.390	2620.2	S.R. 54	STARKEY BLVD	DUCK SLOUGH BLVD	URBAN/TRANS	PA	6D	0.873		49,564	59,900	0.090			5,390	0.83	С
Record R																	
SR. 54 TRINITY BLVD CR. 587 (GUNN HWY) URBAN/TRANS PA 6D 1.338 59,750 59,900 0.090 5,378 5,390 5,390 5,390 0.900 C																	
Decoration Crossings Dr. Urban/Trans PA 6D 2.976 54.087 59.900 0.900 4.568 5.390 5.390 0.90 C.																	
Reads Sr. 54 Crossings dr Suncoast Pkwy Urban/trans Pa 6D 0.226 65,227 59,900 0.090 5,870 5,390 5,390 1.09 F																	
December Color C			` '														
BALLANTRAE BLVD SUNLAKE DR URBANTRANS PA 6D 1.222 55,191 59,900 0.090 4,967 5,390 5,390 0.92 C																	
2645.3 S.R. 54 OAKSTEAD BLVD U.S. 41 URBAN/TRANS PA 6D 1.737 58,761 59,900 0.090 5,288 5,390 5,390 0.98 D 2645.7 S.R. 54 SUNLAKE DR OAKSTEAD BLVD URBAN/TRANS PA 6D 0.880 51,141 59,900 0.90 4,944 5,390 5,390 0.92 C 2650.1 S.R. 54 U.S. 41 COLLIER PKWY URBAN/TRANS PA 6D 0.623 9,331 59,900 0.90 4,944 5,390 5,390 0.92 C 2660.3 S.R. 54 COLLIER PKWY LIVINGSTON URBAN/TRANS PA 6D 0.623 9,331 59,900 0.90 4,844 5,390 5,390 1.90 1.16 C 2660.3 S.R. 54 URBAN/TRANS PA 6D 0.476 80,951 59,900 0.90 7,286 5,390 5,390 1.26 F 2660.5 S.R. 54 ULYBAN/TRANS PA 6D																	
College Coll																	
2650.1 S.R. 54 U.S. 41 COLLIER PKWY URBAN/TRANS PA 6D 1.807 54,932 59,900 0.090 4,944 5,390 5,390 0.92 C																	
2660.3 S.R. 54 CYPRESS CREEK RD S.R. 56 URBANTRANS PA 6D 0.476 80,951 59,900 0.090 7,286 5,390 5,390 1.35 F																	
2660.4 S.R. 54 LIVINGSTON OAK GROVE DR URBAN/TRANS PA 6D 0.871 75,668 59,900 0.090 6,810 5,390 5,390 1.26 F	2660	S.R. 54	COLLIER PKWY	LIVINGSTON	URBAN/TRANS	PA	6D	0.623		9,331	59,900	0.090	840	5,390	5,390	0.16	С
DAK GROVE DR CYPRESS CREEK RD URBAN/TRANS PA 6D 0.642 74,962 59,900 0.090 6,747 5,390 5,390 1.25 F	2660.3	S.R. 54	CYPRESS CREEK RD	S.R. 56	URBAN/TRANS	PA	6D	0.476		80,951	59,900	0.090	7,286	5,390	5,390	1.35	
1-75 SR 54 SR 54 SR 54 SR 581 URBAN/TRANS PA 8D 0.294 80,606 80,100 0.090 7,255 7,210 7,210 1.01 F																	
2700.1 S.R. 54 VANDINE/BOYETTE C.R. 577 (CURLEY RD) URBAN/TRANS PA 6D 0.469 50,977 59,900 0.090 4,588 5,390 5,390 0.85 C																	
2700.4 S.R. 54 SR 581 SADDLEBROOK WAY URBAN/TRANS PA 6D 1.060 56,910 59,900 0.090 5,122 5,390 5,390 0.95 C																	
2700.5 S.R. 54 SADDLEBROOK WAY VANDINE/BOYETTE URBAN/TRANS PA 6D 0.771 48,641 59,900 0.090 4,378 5,390 5,390 0.81 C																	
2710 S.R. 54 C.R. 577 (CURLEY RD) ZHILLS BYPASS WEST EXT URBAN/TRANS PA 4D 0.206 36,703 39,800 0.090 3,303 3,580 3,580 0.92 C 2710.1 S.R. 54 ZHILLS BYPASS WEST EXT MEADOW POINT URBAN/TRANS PA 4D 0.992 23,856 39,800 0.090 2,147 3,580 3,580 0.60 C 2710.3 S.R. 54 MEADOW POINT C.R. 579 (MORRIS BRIDGE) URBAN/TRANS PA 4D 3,309 17,911 39,800 0.090 1,612 3,580 3,580 0.45 C 2715 S.R. 54 C.R. 579 (MORRIS BRIDGE) DEAN DAIRY URBAN/TRANS PA 4D 2,238 Yes 21,158 39,800 0.090 1,904 3,580 3,580 0.53 C 2720 S.R. 54 DEAN DAIRY ALLEN RD URBAN/TRANS PA 4D 0.502 Yes 17,588 39,800 0.090 1,583 3,580 3,580 0.46 C 2720.1 S.R. 54 ALLEN RD LANE STR URBAN/TRANS PA 4D 0.507 Yes 18,423 39,800 0.090 1,658 3,580 3,580 0.36 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C 2720.2 S.R. 54 COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C 2720.2 S.R. 54 C.R. 577 (CURLEY RD) C									1								
2710.1 S.R. 54 ZHILLS BYPASS WEST EXT MEADOW POINT URBAN/TRANS PA 4D 0.992 23,856 39,800 0.090 2,147 3,580 3,580 0.60 C C C C C C C C C									-								
2710.3 S.R. 54 MEADOW POINT C.R. 579 (MORRIS BRIDGE) URBAN/TRANS PA 4D 3.309 17,911 39,800 0.090 1,612 3,580 3,580 0.45 C									1								
2715 S.R. 54 C.R. 579 (MORRIS BRIDGE) DEAN DAIRY URBAN/TRANS PA 4D 2.238 Yes 21,158 39,800 0.090 1,904 3,580 3,580 0.53 C 2720 S.R. 54 DEAN DAIRY ALLEN RD URBAN/TRANS PA 4D 0.502 Yes 17,588 39,800 0.090 1,583 3,580 3,580 0.44 C 2720.1 S.R. 54 ALLEN RD LANE STR URBAN/TRANS PA 4D 0.507 Yes 18,423 39,800 0.090 1,658 3,580 3,580 0.46 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C																	
2720 S.R. 54 DEAN DAIRY ALLEN RD URBAN/TRANS PA 4D 0.502 Yes 17,588 39,800 0.090 1,583 3,580 0.44 C 2720.1 S.R. 54 ALLEN RD LANE STR URBAN/TRANS PA 4D 0.507 Yes 18,423 39,800 0.090 1,658 3,580 0.46 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 0.38 C									Yes								
2720.1 S.R. 54 ALLEN RD LANE STR URBAN/TRANS PA 4D 0.507 Yes 18,423 39,800 0.090 1,658 3,580 3,580 0.46 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 0.38 C																	
2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 0.38 C																	
														3,580	3,580		С
	2720.3	S.R. 54	COURT ST	CITY LIMITS	URBAN/TRANS	PA	4D	0.196	Yes	14,199	39,800	0.090	1,278	3,580	3,580	0.36	

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	L
010	S.R. 54	CITY LIMITS	6TH ST	URBAN/TRANS	PA	4D	0.451	Yes	11,964	39,800	0.090	1,077	3,580		0.30	Ι
010.1	S.R. 54	6TH ST	U.S. 301 (GALL BLVD)	URBAN/TRANS	PA	2U	0.068	Yes	12,800	17,700	0.090	1,152	1600	1600	0.72	_
330.1	S.R. 56	S.R. 54	I-75 SB RAMP	URBAN/TRANS	PA	6D	0.797		72,656	59,900	0.090	6,539	5,390		1.21	_
340.3	S.R. 56	ANCIENT OAKS DR	C.R. 581	URBAN/TRANS	PA	6D	0.438		62,780	59,900	0.090	5,650	5,390	5,390	1.05	4
340.4	S.R. 56	I-75 SB RAMP	I-75 NB RAMP	URBAN/TRANS	PA	6D	0.188		82,154	59,900	0.090	7,394	5,390	5,390	1.37	4
340.6	S.R. 56	I-75 NB RAMP	CYPRESS RIDGE BLVD	URBAN/TRANS	PA	6D	0.671		64,863	59,900	0.090	5,838	5,390	5,390	1.08	4
340.7	S.R. 56	CYPRESS RIDGE BLVD	ANCIENT OAKS DR	URBAN/TRANS	PA	6D	0.880		60,824	59,900	0.090	5,474	5,390		1.02	+
350.10	S.R. 56		MEADOW POINTE BLVD	URBAN/TRANS	PA	4D	1.746		48,048	39,800	0.090	4,324	3,580	3,580	1.21	+
350.2	S.R. 56	MEADOW POINTE BLVD	STANLEY	URBAN/TRANS	PA	4D	0.157		31,246	39,800	0.090	2,812	3,580	3,580	0.79	4
350.3 350.8	S.R. 56	STANLEY C.R. 581	C.R. 579 (MORRIS BRIDGE RD)	URBAN/TRANS URBAN/TRANS	PA PA	4D 6D	3.062		22,971	39,800	0.090	2,067	3,580		0.58 1.01	4
350.8 350.9	S.R. 56 S.R. 56	MANSFIELD BLVD	SHOPPES OF WIREGRASS HALF MILE E OF MANSFIELD	URBAN/TRANS	PA	4D	0.152 0.340		60,686 54,004	59,900 39,800	0.090	5,462 4,860	5,390 3,580	5,390 3,580	1.36	\dashv
360.9	S.R. 56		U.S. 301 (GALL BLVD)	URBAN/TRANS	PA	4D	3.048		14,313	39,800	0.090	1,288	3,580	3,580	0.36	+
6900	S.R. 56	SHOPPES OF WIREGRASS	MANSFIELD BLVD	URBAN/TRANS	PA	6D	1.542		57,716	59,900	0.090	5,194	5,390	5,390	0.96	+
6950	S.R. 56	US 301 (GALL BLVD)	CHANCEY RD (Z EAST)	URBAN/TRANS	MA	4D	2.392	Yes	4,250	39,800	0.090	383	3,580	3,580	0.90	+
10	S.R. 575	U.S. 301	HERNANDO CO	URBAN/TRANS	MAC	2U	2.189	165	519	17,700	0.095	49	1600	1600	0.03	H
50.1	S.R. 581	S.R. 56	MYSTIC	URBAN/TRANS	PA	6D	1.606		52,106	59.900	0.090	4,690	5,390	5,390	0.87	H
50.2	S.R. 581	MYSTIC	S.R. 54	URBAN/TRANS	PA	6D	1.894		35,092	59,900	0.090	3,158			0.59	٦
241.2	S.R. 581 EXTENSION	S.R. 54	WELLS RD	URBAN/TRANS	MAC	4D	1.044	Yes	13,266	35,820	0.090	1,194	3,222	3,222	0.37	٦
247	S.R. 581 EXTENSION	S.R. 581	S.R. 54	URBAN/TRANS	MAC	4D	1.554	Yes	11,147	35,820	0.090	1,003	3,222	3,222	0.31	۲
450	S.R. 597 (DALE MABRY)	HILLSBOROUGH CO	U.S41	URBAN/TRANS	PA	4D	1.087	100	23,157	39,800	0.090	2,084	3,580	3,580	0.58	٦
320 320	SAN MIGUEL	C.R. 77 (ROWAN)	GALEN WILSON	URBAN/TRANS	MIC	2U	0.831		1,044	15,930	0.090	94		1440	0.07	٦
320.1	SAN MIGUEL	GALEN WILSON	C.R. 1 (LITTLE RD)	URBAN/TRANS	MIC	2U	0.415		1,244	15,930	0.090	112	1440	1440	0.08	٦
630	SCHARBER	DARBY	C.R. 578 (ST. JOE RD)	RURAL DEV/UNDEV	MAC	2U	1.515		840	14,300	0.095	80			0.06	٦
630.1	SCHARBER	PASCO RD	DARBY	RURAL DEV/UNDEV	MAC	2U	0.502		507	14,300	0.095	48	1,350	2,710	0.04	٦
640	SHADY HILLS RD	S.R. 52	MABLE RIDGE E&W	URBAN/TRANS	MA	4D	1.297	Yes	26,823	35,820	0.090	2,414		3,222	0.75	٦
540.1	SHADY HILLS RD	MABLE RIDGE E&W	HUDSON AVE EXT (S)	URBAN/TRANS	MA	4D	0.906	Yes	32,688	35,820	0.090	2,942	3,222	3,222	0.91	٦
640.2	SHADY HILLS RD	HUDSON AVE EXT (S)	HUDSON AVE EXT (N)	URBAN/TRANS	MA	4D	1.505	Yes	32,688	35,820	0.090	2,942	3,222	3,222	0.91	٦
640.3	SHADY HILLS RD	HUDSON AVE EXT (N)	DENTON	URBAN/TRANS	MA	4D	0.993	Yes	36,421	35,820	0.090	3,278	3,222	3,222	1.02	-
640.7	SHADY HILLS RD	DENTON	BOSLEY RD	URBAN/TRANS	MA	4D	1.000	Yes	34,276	35,820	0.090	3,085	3,222	3,222	0.96	-
640.8	SHADY HILLS RD	BOSLEY RD	HERNANDO CO	URBAN/TRANS	MA	4D	1.943	Yes	32,862	35,820	0.090	2,958	3,222	3,222	0.92	٦
0089	SIMONS ROAD	EILAND BLVD	C.R. 41 (FT KING HWY)	URBAN/TRANS	MIC	2U	1.292		379	15,930	0.090	34		1440	0.02	-
030	SOFTWIND LN	HAYS	SHADY HILLS	URBAN/TRANS	MAC	2U	1.589		5,393	15,930	0.090	485	1440	1440	0.34	٦
170	SOUTH AVE	20TH ST	6TH AVE EXT	URBAN/TRANS	MAC	2U	1.272		3,656	15,930	0.090	329	1440	1440	0.23	٦
190	SOUTH AVE		7TH ST	URBAN/TRANS	MAC	2U	0.068		3,719	15,930	0.090	335	1440	1440	0.23	٦
190.1	SOUTH AVE	7TH ST	20TH ST	URBAN/TRANS	MAC	2U	0.445		8,584	15,930	0.090	773	1440		0.54	٦
6963	SOUTH BRANCH BOULEVARD	SR 54	TOWER RD	URBAN/TRANS	MIC	4D	1.354	Yes	9,252	35,820	0.090	833	3,222	3,222	0.26	٦
660	STARKEY	RIVER CROSSING	DECUBELLIS	URBAN/TRANS	MAC	4D	0.767	Yes	20,106	35,820	0.090	1,810		3,222	0.56	٦
670	STARKEY	ALICO PASS	RIVER CROSSING	URBAN/TRANS	MAC	4D	0.991	Yes	7,594	35,820	0.090	683	3,222	3,222	0.21	٦
670.2	STARKEY	S.R. 54	DOC BRITTLE ST	URBAN/TRANS	MAC	4D	0.912		5,876	35,820	0.090	529		3,222	0.16	٦
670.3	STARKEY	DOC BRITTLE ST	ALICO PASS	URBAN/TRANS	MAC	4D	2.105	Yes	10,402	35,820	0.090	936	3,222	3,222	0.29	٦
034	STONE RD	US 19	REGENCY PARK	URBAN/TRANS	MIC	2U	1.003		5,417	15,930	0.090	488	1440	1440	0.34	٦
70.3	STRAUBER MEMORIAL HWY	MOOG	TROUBLE CREEK	URBAN/TRANS	MAC	2U	1.755		2,584	15,930	0.090	233	1440	1440	0.16	٦
400	SUNCOAST PKWY	HILLSBOROUGH	S.R. 54	URBAN/TRANS	F	4F	1.301		69,865	74,400	0.090	6,288	6,700		0.94	٦
430	SUNCOAST PKWY	RIDGE RD EXT	S.R. 52	URBAN/TRANS	F	4F	3.361		44,930	74,400	0.095	4,268	6,700		0.64	٦
140	SUNCOAST PKWY	S.R. 52	HERNANDO	URBAN/TRANS	F	4F	8.784		24,690	74,400	0.095	2,346	6,700		0.35	٦
175	SUNCOAST PKWY	S.R. 54	TOWER RD	URBAN/TRANS	F	4F	6.406		50,345	74,400	0.095	4,783	6,700		0.71	٦
475.5	SUNCOAST PKWY	TOWER RD	RIDGE RD EXT	URBAN/TRANS	F	4F	6.406		50,345	74,400	0.095	4,783	6,700		0.71	٦
210.2	SUNLAKE BLVD	LONG LAKE RANCH RD A	S.R. 54	URBAN/TRANS	MAC	4D	0.833		21,686	35,820	0.090	1,952	3,222	3,222	0.61	٦
210.3	SUNLAKE BLVD	HILLSBOROUGH CO	HALF MILE N OF HILLS CO LINE	URBAN/TRANS	MAC	4D	0.528		15,479	35,820	0.090	1,393	3,222	3,222	0.43	٦
210.4	SUNLAKE BLVD		LONG LAKE RANCH RD A	URBAN/TRANS	MAC	4D	0.202		15,479	35,820	0.090	1,393	3,222	3,222	0.43	٦
300.1	SUNLAKE BLVD	S.R. 54	MENTMORE	URBAN/TRANS	MAC	4D	0.788		19,338	35,820	0.090	1,740		3,222	0.54	٦
300.2	SUNLAKE BLVD	MENTMORE	LAKE PATIENCE	URBAN/TRANS	MAC	4D	0.706	Yes	23,660	35,820	0.090	2,129	3,222	3,222	0.66	٦
310	SUNLAKE BLVD	LAKE PATIENCE	TOWER RD	URBAN/TRANS	MAC	4D	0.704	Yes	35,639	35,820	0.090	3,208	3,222	3,222	1.00	٦
050.3	SUNLAKE BLVD	ROADWAY "A"	BEXLEY RANCH BLVD	URBAN/TRANS	MAC	4D	1.065	Yes	31,470	35,820	0.090	2,832			0.88	٦
050.4	SUNLAKE BLVD	BEXLEY RANCH BLVD	NORTH COLLECTOR	URBAN/TRANS	MAC	2U	1.267	Yes	29,806	15,930		2,683				٦
050.5	SUNLAKE BLVD	NORTH COLLECTOR	PLEASANT PLAINS PKWY EXT	URBAN/TRANS	MAC	4D	2.053	Yes	31,255	35,820	0.090	2,813			0.87	J
050.6	SUNLAKE BLVD	PLEASANT PLAINS PKWY EXT		URBAN/TRANS	MAC	4D	0.572	Yes	36,799	35,820	0.090	3,312			1.03	٦
050.9	SUNLAKE BLVD	RIDGE RD EXT	ROADWAY "B"	URBAN/TRANS	MAC	4D	5.268	Yes	36,842	35,820	0.090	3,316		3,222	1.03	٦
051	SUNLAKE BLVD	_	S.R. 52	URBAN/TRANS	MAC	4D	5.268	Yes	16,242	35,820	0.090	1,462			0.45	٦
053	SUNLAKE NW		S.R. 52	URBAN/TRANS	MAC	2U	5.268	Yes	21,556	15,930	0.090	1,940			1.35	٦
054	SUNLAKE NW		SHADY HILLS RD	URBAN/TRANS	MAC	4D	5.268	Yes	16,036	35,820	0.090	1,443		3,222	0.45	7
0044	SUNLAKE-BULLOCH CONNECTOR		U.S. 41	URBAN/TRANS	MIC	2U	1.293	Yes	3,010	15,930	0.090	271	1440	1440	0.19	٦
20	SUNRAY DR	U.S. 19	DARLINGTON	URBAN/TRANS	MAC	2U	0.937		2,768	15,930	0.090	249			0.17	٦
	SUNRAY DR	DARLINGTON	C.R. 595 (GRAND BLVD)	URBAN/TRANS					_,, 55	. 0,000	2.300					_

AF1 (4-20	•															
Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
5170.1	SUNSHINE RD	C.R. 579 (HANDCART)	DEAN DAIRY	URBAN/TRANS	MIC	2U	1.526	Yes	714	15,930	0.090	64	1440	1440	0.04	С
5170.2	SUNSHINE RD	DEAN DAIRY	C.R. 41 (FT KING HWY)	URBAN/TRANS	MIC	2U	1.013	Yes	816	15,930	0.090	73	1440	1440	0.05	С
9129	SUNSHINE RD	OVERPASS RD	C.R. 579 (HANDCART)	URBAN/TRANS	MIC	2U	0.888	Yes	733	15,930	0.090	66	1440	1440	0.05	С
9049	SYMPHONY PKWY	CONNERTON BLVD	ASBEL	URBAN/TRANS	MIC	2U	1.444	Yes	4,866	15,930	0.090	438	1440	1440	0.30	С
1800.5	TOWER RD	BEXLEY RANCH BLVD	BALLANTRAE	URBAN/TRANS	MAC	4D	0.786	Yes	14,540	35,820	0.090	1,309	3,222	3,222	0.41	С
1800.6	TOWER RD	BALLANTRAE	LAKE PATIENCE	URBAN/TRANS	MAC	4D	0.717	Yes	10,324	35,820	0.090	929	3,222	3,222	0.29	С
2260	TOWER RD	SUNCOAST PKWY	BEXLEY RANCH BLVD	URBAN/TRANS	MAC	4D	0.689	Yes	15,784	35,820	0.090	1,421	3,222	3,222	0.44	С
2260.3	TOWER RD	DREXEL	U.S. 41	URBAN/TRANS	MAC	2U	1.236	Yes	7,001	15,930	0.090	630	1440	1440	0.44	С
2260.4	TOWER RD	SUNLAKE DR	ROADWAY A	URBAN/TRANS	MAC	2U	0.814	Yes	9,881	15,930	0.090	889	1440	1440	0.62	С
2260.5	TOWER RD	ROADWAY A	DREXEL	URBAN/TRANS	MAC	2U	0.429	Yes	10,411	15,930	0.090	937	1440	1440	0.65	С
2270.1	TOWER RD	U.S. 41	C.R. 583 (EHREN CUTOFF)	URBAN/TRANS	MAC	2U	1.472	Yes	5,036	15,930	0.090	453	1440	1440	0.31	С
2390.4	TOWER RD	RANGELAND BLVD (TOWER RD)	LEGACY RD	URBAN/TRANS	MAC	4D	0.583	Yes	15,425	35,820	0.090	1,388	3,222	3,222	0.43	С
2390.5	TOWER RD	LEGACY RD	SUNCOAST PKWY	URBAN/TRANS	MAC	4D	1.704	Yes	15,604	35,820	0.090	1,404	3,222	3,222	0.44	С
5180	TOWER RD	LAKE PATIENCE	SUNLAKE DR	URBAN/TRANS	MAC	4D	0.779	Yes	10,324	35,820	0.090	929	3,222	3,222	0.29	С
2370	TRINITY BLVD	PINELLAS CO	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	4D	0.527		29,960	35,820	0.090	2,696	3,222	3,222	0.84	С
2380.1	TRINITY BLVD	C.R. 1 (LITTLE RD)	TAMARIND BLVD	URBAN/TRANS	MA	4D	1.047		25,657	35,820	0.090	2,309	3,222	3,222	0.72	С
2380.3	TRINITY BLVD	TAMARIND BLVD	DUCK SLOUGH BLVD	URBAN/TRANS	MA	4D	0.822		25,503	35,820	0.090	2,295	3,222	3,222	0.71	С
2380.4	TRINITY BLVD	DUCK SLOUGH BLVD	S.R. 54	URBAN/TRANS	MA	4D	1.452		23,235	35,820	0.090	2,091	3,222	3,222	0.65	С
1700	TROUBLE CR RD	VOORHEES	C.R. 77 (ROWAN)	URBAN/TRANS	MAC	2D	0.867		11,860	16,726	0.090	1,067	1512	1512	0.71	С
1710	TROUBLE CR RD	C.R. 77 (ROWAN)	CECIELA	URBAN/TRANS	MAC	4D	1.492		17,743	35,820	0.090	1,597	3,222	3,222	0.50	С
1710.1	TROUBLE CR RD	CECIELA	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	4D	0.166		20,145	35,820	0.090	1,813	3,222	3,222	0.56	С
1730	TROUBLE CR RD	STRAUBER MEMORIAL HWY	U.S. 19	URBAN/TRANS	MAC	2U	0.889		4,841	15,930	0.090	436	1440	1440	0.30	С
1740	TROUBLE CR RD	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.643		12,402	15,930	0.090	1,116	1440	1440	0.78	С
1750	TROUBLE CR RD	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.477		10,673	15,930	0.090	961	1440	1440	0.67	С
1760.1	TROUBLE CR RD	MADISON	THYS RD	URBAN/TRANS	MAC	2U	0.496		10,732	15,930	0.090	966	1440	1440	0.67	С
1760.2	TROUBLE CR RD	THYS RD	VOORHEES	URBAN/TRANS	MAC	2U	0.231		11,141	15,930	0.090	1,003	1440	1440	0.70	С
10065	TYNDALL ROAD	MCKENDREE RD	C.R. 577 (CURLEY RD)	URBAN/TRANS	MIC	2U	2.019	Yes	2,190	15,930	0.090	197	1440	1440	0.14	С
2730	U.S. 19	PINELLAS CO	FLORA AVE	URBAN/TRANS	PA	6D	0.255		60,988	59,900	0.090	5,489	5,390	5,390	1.02	F
2730.1	U.S. 19	FLORA AVE	ALT U.S. 19	URBAN/TRANS	PA	6D	0.380		63,342	59,900	0.090	5,701	5,390	5,390	1.06	F
2740	U.S. 19	ALT U.S. 19	C.R.595 (MILE STRETCH / GRAND)	URBAN/TRANS	PA	6D	0.367		74,145	59,900	0.090	6,673	5,390	5,390	1.24	F
2740.1	U.S. 19	C.R.595 (MILE STRETCH / GRAND)	DARLINGTON	URBAN/TRANS	PA	6D	0.506		70,033	59,900	0.090	6,303	5,390	5,390	1.17	F
2740.2	U.S. 19	DARLINGTON	SUNRAY	URBAN/TRANS	PA	6D	0.196		68,875	59,900	0.090	6,199	5,390	5,390	1.15	F
2740.3	U.S. 19	SUNRAY	GULF TRACE	URBAN/TRANS	PA	6D	0.251		73,322	59,900	0.090	6,599	5,390	5,390	1.22	F
2740.4	U.S. 19	GULF TRACE	MOOG	URBAN/TRANS	PA	6D	0.552		71,003	59,900	0.090	6,390	5,390	5,390	1.19	F
2740.5	U.S. 19	MOOG	S.R. 54	URBAN/TRANS	PA	6D	0.525		71,163	59,900	0.090	6,405	5,390	5,390	1.19	F
2750 2750.1	U.S. 19	S.R. 54 TROUBLE CREEK	TROUBLE CREEK	URBAN/TRANS URBAN/TRANS	PA	6D	0.551		67,084	59,900	0.090	6,038	5,390	5,390	1.12	F
	U.S. 19	CITY LIMITS(PORT RICHEY)	CITY LIMITS(NEW PORT RICHEY)	URBAN/TRANS	PA PA	6D	0.226		69,249	59,900	0.090	6,232	5,390	5,390	1.16	F
2760	U.S. 19		SALT SPRINGS (S)			6D	0.453		63,238	59,900		5,691	5,390	5,390	1.06	
2760.1 2760.2	U.S. 19 U.S. 19	SALT SPRINGS (S) HOLIDAY HILLS BLVD	HOLIDAY HILLS BLVD EMBASSY	URBAN/TRANS URBAN/TRANS	PA PA	6D 6D	0.101		64,754 64,756	59,900 59,900	0.090	5,828	5,390	5,390	1.08	F
		EMBASSY	TACOMA	URBAN/TRANS	PA	6D	0.271			59,900		5,828	5,390	5,390	1.08	F
2760.3 2760.4	U.S. 19 U.S. 19	TACOMA	SCENIC	URBAN/TRANS	PA	6D	0.112		64,926	59,900	0.090	5,843 5.843	5,390 5.390	5,390 5,390	1.08	F
2760.4	U.S. 19	SCENIC	FOX HOLLOW	URBAN/TRANS	PA	6D	0.188		64,926 66,331	59,900	0.090	5,970	5,390	5,390	1.11	F
2760.5	U.S. 19	FOX HOLLOW	C.R. 77 (REGENCY)	URBAN/TRANS	PA	6D	0.314		64,468	59,900	0.090	5,802	5,390	5,390	1.08	F
2760.6	U.S. 19	C.R. 77 (REGENCY)	JASMINE	URBAN/TRANS	PA	6D	0.314		68,686	59,900	0.090	6,182	5,390	5,390	1.15	F
2765	U.S. 19	JASMINE	RANCH	URBAN/TRANS	PA	6D	0.490		64,742	59,900	0.090	5,827	5,390	5,390	1.08	F
2765.1	U.S. 19	RANCH	S.R. 52	URBAN/TRANS	PA	6D	0.490		59,054	59,900	0.090	5,315	5,390	5,390	0.99	D
2765.1	U.S. 19	S.R. 52	BEACON WOODS	URBAN/TRANS	PA	6D	0.490		56,328	59,900	0.090	5,070	5,390	5,390	0.94	C
2770	U.S. 19	BEACON WOODS	CLARK	URBAN/TRANS	PA	6D	1.555		51,707	59,900	0.090	4,654	5,390	5,390	0.86	C
2770.1	U.S. 19	CLARK	HUDSON	URBAN/TRANS	PA	6D	0.317		43,261	59,900	0.090	3,893	5,390	5,390	0.72	Č
2780	U.S. 19	HUDSON	RHODES	URBAN/TRANS	PA	6D	0.655		41,850	59,900	0.090	3,767	5,390	5,390	0.70	c
2780.1	U.S. 19	RHODES	NEW YORK	URBAN/TRANS	PA	6D	0.323		40,496	59,900	0.090	3,645	5,390	5,390	0.68	C
2780.2	U.S. 19	NEW YORK	DENTON	URBAN/TRANS	PA	6D	1.306		41.374	59,900	0.090	3,724	5,390	5,390	0.69	C
2780.3	U.S. 19	DENTON	LITTLE RD EXT	URBAN/TRANS	PA	6D	0.883	1	34,216	59,900	0.090	3,079	5,390	5,390	0.57	c
2780.4	U.S. 19	LITTLE RD EXT	C.R. 595A (ARIPEKA)	URBAN/TRANS	PA	6D	1.305	1	56,128	59,900	0.090	5,052	5,390	5,390	0.94	c
2780.4	U.S. 19	C.R. 595A (ARIPEKA)	HERNANDO CO	URBAN/TRANS	PA	6D	1.380	1	53,694	59,900	0.090	4,832	5,390	5,390	0.90	Č
3020	U.S. 19	CITY LIMITS(NEW PORT RICHEY)		URBAN/TRANS	PA	6D	0.159	1	67,834	59,900	0.090	6,105	5,390	5,390	1.13	F
3020.1	U.S. 19	FLORAMAR	MARINE PKWY	URBAN/TRANS	PA	6D	0.204		65,783	59,900	0.090	5,920	5,390	5,390	1.10	F
3030	U.S. 19	MARINE PKWY	GULF	URBAN/TRANS	PA	6D	0.484	1	54,936	59,900	0.090	4,944	5,390	5,390	0.92	Ċ
3030.1	U.S. 19	GULF	CROSS BAYOU	URBAN/TRANS	PA	6D	0.196		56,276	59,900	0.090	5,065	5,390	5,390	0.94	c
3030.1	U.S. 19	CROSS BAYOU	MAIN	URBAN/TRANS	PA	6D	0.190	1	56,891	59,900	0.090	5,120	5,390	5,390	0.95	c
3030.2	U.S. 19	MAIN	C.R. 595 (GRAND)	URBAN/TRANS	PA	6D	1.748		59,268	59,900	0.090	5,334	5,390	5,390	0.99	Ď
3040	U.S. 19	C.R. 595 (GRAND)	WASHINGTON	URBAN/TRANS	PA	6D	0.256		59,929	59,900	0.090	5,394	5,390	5,390	1.00	F
	U.S. 19	WASHINGTON	BAY	URBAN/TRANS	PA	6D	0.201		62,778	59,900	0.090	5,650	5,390	5,390	1.05	F
3040.2	U.S. 19	BAY	RIDGE	URBAN/TRANS	PA	6D	0.072		73,279	59,900	0.090	6,595	5,390	5,390	1.22	F
JUTU.L	J.J. 10	,	JL				0.012		1 ,0,2,0	00,000	0.000	3,333	0,000	0,000	1.44	

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P- LO
050	U.S. 19	RIDGE	CITY LIMITS(PORT RICHEY)	URBAN/TRANS	PA	6D	0.216	, , , , , ,	63,238	59,900	0.090	5,691	5,390	5,390	1.06	
790	U.S. 301 (GALL BLVD)	HILLSBOROUGH CO	S.R. 56	URBAN/TRANS	PA	2U	1.649		23,587	17,700	0.090	2,123	1600	1600	1.33	
300	U.S. 301 (GALL BLVD)	S.R. 56	CHANCEY (Z.EAST)	URBAN/TRANS	PA	4D	1.427	Yes	16,211	39,800	0.090	1,459	3,580	3,580	0.41	
310	U.S. 301 (GALL BLVD)	CHANCEY (Z.EAST)	CRYSTAL SPRINGS	URBAN/TRANS	PA	4D	0.083		11,915	39,800	0.090	1,072	3,580	3,580	0.30	-
310.1	U.S. 301 (GALL BLVD)	CRYSTAL SPRINGS	S.R. 39	URBAN/TRANS	PA	4D	0.634	Yes	12,678	39,800	0.090	1,141	3,580	3,580	0.32	
320	U.S. 301 (GALL BLVD)	S.R. 39	PALM GROVE RD	URBAN/TRANS	PA	2U	0.047		24,208	17,700	0.090	2,179	1600	1600	1.36	
820.1	U.S. 301 (GALL BLVD)	PALM GROVE RD	ALSTON AVE	URBAN/TRANS	PA	20	0.345	Yes	12,664	23,880	0.090	1,140	2,148	2,148	0.53	
320.2	U.S. 301 (GALL BLVD)	ALSTON AVE	SOUTH CITY LIMITS (ZEPHYRHILLS)	URBAN/TRANS	PA	20	0.166	Yes	12,740	23,880	0.090	1,147	2,148	2,148	0.53	
330	U.S. 301 (GALL BLVD)	NORTH CITY LIMITS (ZEPHYRHILLS)	C.R. 530 EXT KOSSIK RD	URBAN/TRANS	PA	6D	0.503	Yes	30,756	59,900	0.090	2,768	5,390	5,390	0.51	
100	U.S. 301 (GALL BLVD)	SOUTH CITY LIMITS (ZEPHYRHILLS)	C AVE	URBAN/TRANS	PA	20	0.085	Yes	12,740	23,880	0.090	1,147	2,148	2,148	0.53	
100.1	U.S. 301 (GALL BLVD)	C AVE	B AVE	URBAN/TRANS	PA	20	0.073	Yes	12,482	23,880	0.090	1,123	2,148	2,148	0.52	
100.2	U.S. 301 (GALL BLVD)	B AVE	A AVE	URBAN/TRANS	PA	20	0.091	Yes	12,482	23,880	0.090	1,123	2,148	2,148	0.52	
100.3	U.S. 301 (GALL BLVD)	A AVE	SOUTH RD	URBAN/TRANS	PA	20	0.087	Yes	10,821	23,880	0.090	974	2,148	2,148	0.45	
100.4	U.S. 301 (GALL BLVD)	SOUTH RD	S.R. 54 (5TH AVE)	URBAN/TRANS	PA	20	0.262	Yes	14,949	23,880	0.090	1,345	2,148	2,148	0.63	
100.5	U.S. 301 (GALL BLVD)	S.R. 54 (5TH AVE)	12 TH AVE	URBAN/TRANS	PA	20	0.480	Yes	14,517	23,880	0.090	1,307	2,148	2,148	0.61	
100.6	U.S. 301 (GALL BLVD)	12 TH AVE	6TH ST	URBAN/TRANS	PA	20	0.325	Yes	14,119	23,880	0.090	1,271	2,148	2,148	0.59	
100.7	U.S. 301 (GALL BLVD)	6TH ST	GEIGER	URBAN/TRANS	PA	6D	0.092	Yes	29,115	59,900	0.090	2,620	5,390	5,390	0.49	
8.001	U.S. 301 (GALL BLVD)	GEIGER	C.R. 41 (FT KING HWY)	URBAN/TRANS	PA	6D	0.261	Yes	28,128	59,900	0.090	2,532	5,390	5,390	0.47	I
05	U.S. 301 (GALL BLVD)	C.R. 41 (FT KING HWY)	EILAND BLVD	URBAN/TRANS	PA	6D	0.267	Yes	27,141	59,900	0.090	2,443	5,390	5,390	0.45	
10	U.S. 301 (GALL BLVD)	EILAND BLVD	DAUGHTRY	URBAN/TRANS	PA	6D	0.502	Yes	36,774	59,900	0.090	3,310	5,390	5,390	0.61	
10.1	U.S. 301 (GALL BLVD)	DAUGHTRY	TOWN VIEW	URBAN/TRANS	PA	6D	0.326	Yes	35,540	59,900	0.090	3,199	5,390	5,390	0.59	
10.2	U.S. 301 (GALL BLVD)	TOWN VIEW	NORTH CITY LIMITS (ZEPHYRHILLS)	URBAN/TRANS	PA	6D	0.177	Yes	33,971	59,900	0.090	3,057	5,390	5,390	0.57	
330.1	U.S. 301 (N)	C.R. 530 (KOSSIK RD)	BAILEY HILL RD	URBAN/TRANS	PA	4D	1.001		31,760	39,800	0.090	2,858	3,580	3,580	0.80	
830.2	U.S. 301 (N)	BAILEY HILL RD	WIRE RD	URBAN/TRANS	PA	4D	0.242		32,159	39,800	0.090	2,894	3,580	3,580	0.81	Τ
330.4	U.S. 301 (N)	U.S. 98	CITY LIMITS (DADE)	URBAN/TRANS	PA	4D	0.146		33,557	39,800	0.090	3,020	3,580	3,580	0.84	T
330.5	U.S. 301 (N)	WIRE RD	CENTENNIAL RD	URBAN/TRANS	PA	4D	0.799		31,881	39,800	0.090	2,869	3,580	3,580	0.80	Τ
330.6	U.S. 301 (N)	CENTENNIAL RD	U.S. 98	URBAN/TRANS	PA	4D	1.444		33,733	39,800	0.090	3,036	3,580	3,580	0.85	
340	U.S. 301 (N)	CITY LIMITS	LOCK ST	URBAN/TRANS	PA	2U	0.074		22,680	17,700	0.090	2,041	1600	1600	1.28	
340.2	U.S. 301 (N)	FRAZEE HILL	CHRISTIAN RD	URBAN/TRANS	PA	4D	2.587		21,837	39,800	0.090	1,965	3,580	3,580	0.55	T
340.3	U.S. 301 (N)	CHRISTIAN RD	U.S. 98 (N)	URBAN/TRANS	PA	4D	1.352		19,100	39,800	0.090	1,719	3,580	3,580	0.48	T
340.4	U.S. 301 (N)	LOCK ST	LONG AVE	URBAN/TRANS	PA	2U	0.514		25,398	17,700	0.090	2,286	1600	1600	1.43	T
340.5	U.S. 301 (N)	LONG AVE	FRAZEE HILL	URBAN/TRANS	PA	4D	1.022		24,351	39,800	0.090	2,192	3,580	3,580	0.61	T
350	U.S. 301 (N)	U.S. 98 (N)	S.R. 575 (TRILBY RD)	URBAN/TRANS	PA	2U	0.717		5,196	17,700	0.090	468	1600	1600	0.29	T
360	U.S. 301 (N)	S.R. 575 (TRILBY RD)	HERNANDO CO	URBAN/TRANS	PA	2U	1.036		4,764	17,700	0.090	429	1600	1600	0.27	T
060	U.S. 301 (N)	CITY LIMITS (DADE)	C.R. 52A (CLINTON AVE)	URBAN/TRANS	PA	4D	0.138		33,557	39,800	0.090	3,020	3,580	3,580	0.84	T
060.1	U.S. 301 (N)	C.R. 52A (CLINTON AVE)	MORNINGSIDE DR	URBAN/TRANS	PA	4D	1.009		24,763	39,800	0.090	2,229	3,580	3,580	0.62	Т
060.2	U.S. 301 (N)	MORNINGSIDE DR	U.S. 98 BYPASS S	URBAN/TRANS	PA	4D	0.810		21,757	39,800	0.090	1,958	3,580	3,580	0.55	T
070	U.S. 301 (N)	U.S. 98 BYPASS S	CHURCH	URBAN/TRANS	MA	2U	0.576		15,014	17,700	0.090	1,351	1600	1600	0.84	Т
070.1	U.S. 301 (N)	CHURCH	PASCO	URBAN/TRANS	MA	2U	0.062		13,407	17,700	0.090	1,207	1600	1600	0.75	T
070.2	U.S. 301 (N)	PASCO	S.R. 52 (MERIDIAN)	URBAN/TRANS	MA	2U	0.053		13,407	17,700	0.090	1,207	1600	1600	0.75	T
080	U.S. 301 (N)	S.R. 52 (MERIDIAN)	MARTIN LUTHER KING	URBAN/TRANS	MA	2U	0.291		11,420	17,700	0.090	1,028	1600	1600	0.64	T
080.1	U.S. 301 (N)	MARTIN LUTHER KING	U.S. 98 BYPASS N	URBAN/TRANS	MA	2U	0.388		11,008	17,700	0.090	991	1600	1600	0.62	Т
090	U.S. 301 (N)	U.S. 98 BYPASS N	CITY LIMITS	URBAN/TRANS	PA	2U	0.077		22,680	17,700	0.090	2,041	1600	1600	1.28	Т
370	U.S. 41	WILLOW BEND PKWY	S.R.597 (DALE MABRY)	URBAN/TRANS	PA	6D	1.041		49,475	59,900	0.090	4,453	5,390	5,390	0.83	T
380	U.S. 41	S.R.597 (DALE MABRY)	S.R. 54	URBAN/TRANS	PA	8D	0.387		71,018	80,100	0.090	6,392	7,210	7,210	0.89	T
390	U.S. 41	S.R. 54	BELL LAKE RD	URBAN/TRANS	PA	6D	1.903		49,323	59,900	0.090	4,439	5,390	5,390	0.82	Т
390.1	U.S. 41	BELL LAKE RD	HALE	URBAN/TRANS	PA	6D	0.561		44,250	59,900	0.090	3,983	5,390	5,390	0.74	Т
900	U.S. 41	HALE	C.R.583 - EHREN CUTOFF	URBAN/TRANS	PA	6D	1.067		42,553	59,900	0.090	3,830	5,390	5,390	0.71	Т
900.10	U.S. 41	C.R.583 - EHREN CUTOFF	HORTON RD	URBAN/TRANS	PA	4D	0.342		38,449	39,800	0.090	3,460	3,580	3,580	0.97	Т
900.11	U.S. 41	HORTON RD	TOWER RD	URBAN/TRANS	PA	4D	0.425		38,044	39,800	0.090	3,424	3,580	3,580	0.96	T
900.2	U.S. 41	TOWER RD	GATOR LN	URBAN/TRANS	PA	4D	0.887		38,343	39,800	0.090	3,451	3,580	3,580	0.96	T
900.8	U.S. 41	GATOR LN	PLEASANT PLAINS PKWY	URBAN/TRANS	PA	4D	0.866		37,840	39,800	0.090	3,406	3,580	3,580	0.95	T
900.9	U.S. 41	PLEASANT PLAINS PKWY	CONNERTON BLVD	URBAN/TRANS	PA	4D	1.211		37,967	39,800	0.090	3,417	3,580	3,580	0.95	T
910	U.S. 41	CONNERTON BLVD	S.R. 52	URBAN/TRANS	PA	4D	2.574		31,552	39,800	0.090	2,840	3,580	3,580	0.79	T
920	U.S. 41	S.R. 52	HAMILTON EXT	URBAN/TRANS	PA	2U	2.797		26,358	17,700	0.090	2,372	1600	1600	1.48	T
920.1	U.S. 41	HAMILTON EXT	C.R. 578 (COUNTY LINE RD NORTH)	URBAN/TRANS	PA	2U	5.712		24,870	17,700	0.090	2,238	1600	1600	1.40	T
930	U.S. 98	C.R. 35A (OLD LAKELAND HWY)	,	RURAL DEV/UNDEV	PA	2U	5.141		8,787	23,100	0.095	835	2,190	2,990	0.38	T
930.5	U.S. 98	.5 M E OF US 301	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	PA	2U	2.571		6,934	24,200	0.090	624	2170	2990	0.29	T
940	U.S. 98	U.S. 301	C.R. 575 (TRILBY RD)	URBAN/TRANS	PA	2U	0.781		13,936	17,700	0.095	1,324	1600	1600	0.83	T
940.1	U.S. 98	C.R. 575 (TRILBY RD)	HERNANDO CO	URBAN/TRANS	PA	2U	1.065		14,605	17,700	0.095	1,387	1600	1600	0.87	T
120	U.S. 98 (BYPASS)	U.S.301 (S)	C.R. 35A (OLD LAKELAND HWY)		PA	2U	0.556		6,322	17,700	0.090	569	1600	1600	0.36	T
120.1	U.S. 98 (BYPASS)	C.R. 35A (OLD LAKELAND HWY)		URBAN/TRANS	PA	2U	0.280		15,233	17,700	0.090	1,371	1600	1600	0.86	T
	ILS 98 (BYPASS)		MARTIN LITHER KING	LIRBAN/TRANS	PΔ	211	0.200	_	14 656	17,700	0.000	1 319	1600	1600	0.82	+

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PA

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S.R. 52 (MERIDIAN)
MARTIN LUTHER KING

US 301

MARTIN LUTHER KING

U.S.301 (N)

US 98

U.S. 98 (BYPASS)

U.S. 98 (BYPASS)

U.S. 98 REALIGNMENT

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3130.1

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C C

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12,708

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0.447

0.770

Yes

2U

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DRAFT (4-2020) Pasco LRTP: 2045 Cost Affordable LOS Report LOS Method: Generalized (FDOT 2012)

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	к	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
1770	VOORHEES RD	TROUBLE CR RD	CECIELIA	URBAN/TRANS	MAC	2U	0.494		3,230	15,930	0.090	291	1440	1440	0.20	С
1794	WASHINGTON	C.R.587 (MASS)	CITY LIMITS	URBAN/TRANS	MIC	2U	0.252		4,018	15,930	0.090	362	1440	1440	0.25	С
2244	WASHINGTON	CITY LIMITS	U.S. 19	URBAN/TRANS	MIC	2U	1.045		2,961	15,930	0.090	266	1440	1440	0.19	С
2	WELBILT BLVD	MITCHELL RANCH	MITCHELL BLVD	URBAN/TRANS	MIC	2U	1.406	Yes	9,754	15,930	0.090	878	1440	1440	0.61	С
90.1	WELLS RD	SR 581 EXT	BOYETTE RD	URBAN/TRANS	MIC	2U	1.373		15,260	15,930	0.090	1,373	1440	1440	0.95	D
3400	WELLS RD	BOYETTE RD	CURLEY RD	URBAN/TRANS	MIC	2U	1.337		6,940	15,930	0.090	625	1440	1440	0.43	С
5335	WELLS RD	SR 581 EXT	BOYETTE RD	URBAN/TRANS	MIC	2U	1.373	Yes	5,490	15,930	0.090	494	1440	1440	0.34	С
9099	WELLS RD	CURLEY RD	RIVER GLEN BLVD	URBAN/TRANS	MIC	2U	1.972	Yes	3,514	15,930	0.090	316	1440	1440	0.22	С
9109.1	WELLS RD	RIVER GLEN BLVD	Z. WEST EXT	URBAN/TRANS	MIC	2U	0.763	Yes	12,126	15,930	0.090	1,091	1440	1440	0.76	С
9109.2	WELLS RD	Z. WEST EXT	C.R. 579 (EILAND)	URBAN/TRANS	MIC	2U	0.894	Yes	10,424	15,930	0.090	938	1440	1440	0.65	С
340	WILLOW BEND PKWY	S.R. 597 (DALE MABRY)	U.S. 41	URBAN/TRANS	MAC	4D	0.763	Yes	19,499	35,820	0.090	1,755	3,222	3,222	0.54	С
350	WILLOW BEND PKWY	U.S. 41	COLLIER PKY	URBAN/TRANS	MIC	4D	1.653	Yes	23,923	35,820	0.090	2,153	3,222	3,222	0.67	С
5030	WILSON	S.R.54	LAKE PATIENCE	URBAN/TRANS	MIC	2U	1.758	Yes	3,678	15,930	0.090	331	1440	1440	0.23	С
1420	WIRE RD	CITY LIMITS	C.R. 530 (OTTIS ALLEN RD)	URBAN/TRANS	MAC	2U	0.500		382	15,930	0.090	34	1440	1440	0.02	С
1420.1	WIRE RD	C.R. 530 (OTTIS ALLEN RD)	U.S. 301	URBAN/TRANS	MAC	2U	1.461		1,306	15,930	0.090	118	1440	1440	0.08	С
2220	WIRE RD	C.R. 54	DAUGHTRY	URBAN/TRANS	MAC	2U	0.502		606	15,930	0.090	55	1440	1440	0.04	С
2220.1	WIRE RD	DAUGHTRY	CITY LIMITS	URBAN/TRANS	MAC	2U	0.501		664	15,930	0.090	60	1440	1440	0.04	С
3240.3	WIREGRASS RANCH RD	S.R. 56	N OF SR 56	URBAN/TRANS	MIC	4D	0.501		9,077	35,820	0.090	817	3,222	3,222	0.25	С
3240.4	WIREGRASS RANCH RD	N OF SR 56	CHANCEY EXT	URBAN/TRANS	MIC	4D	0.734		10,595	35,820	0.090	954	3,222	3,222	0.30	С
5320	WIREGRASS RANCH RD	CHANCEY EXT	S.R. 54	URBAN/TRANS	MIC	4D	1.880	Yes	12,977	35,820	0.090	1,168	3,222	3,222	0.36	С
5200.5	WISTERIA LP	BEXLEY RANCH RD	U.S.41	URBAN/TRANS	MIC	2U	0.642		2,286	15,930	0.090	206	1440	1440	0.14	С
16995.1	WYNDFIELDS BLVD	SR 56	CHANCEY RD EXT	URBAN/TRANS	MIC	2U	0.746	Yes	9,181	15,930	0.090	826	1440	1440	0.57	С
16995.2	WYNDFIELDS BLVD	CHANCEY RD EXT	SR 54	URBAN/TRANS	MIC	2U	1.139	Yes	2,257	15,930	0.090	203	1440	1440	0.14	С
17000.1	WYNDFIELDS BLVD	HILLSBOROUGH CL	OLDWOODS AVE	URBAN/TRANS	MIC	2U	0.989	Yes	1,129	15,930	0.090	102	1440	1440	0.07	С
17000.2	WYNDFIELDS BLVD	OLDWOODS AVE	SR 56	URBAN/TRANS	MIC	2U	0.744	Yes	5,053	15,930	0.090	455	1440	1440	0.32	С
1850	Z.WEST.EXT	S.R. 54	CURLEY RD REALIGNMENT	URBAN/TRANS	MA	4D	0.514	Yes	19,253	35,820	0.090	1,733	3,222	3,222	0.54	С
1850.3	Z.WEST.EXT	WELLS RD	HANDCART	URBAN/TRANS	MA	4D	0.923	Yes	25,687	35,820	0.090	2,312	3,222	3,222	0.72	С
1850.4	Z.WEST.EXT	CURLEY RD REALIGNMENT	RIVER GLEN BLVD	URBAN/TRANS	MA	4D	1.723	Yes	20,900	35,820	0.090	1,881	3,222	3,222	0.58	С
1850.5	Z.WEST.EXT	RIVER GLEN BLVD	WELLS RD	URBAN/TRANS	MA	4D	0.640	Yes	18,276	35,820	0.090	1,645	3,222	3,222	0.51	С

Note: AADT is based on output from the TBRPM 9.0 2045 CA model output, dated 12/06/2019. Peak season model volumes were converted to AADT using the applicable model output correction factor provided in the most recent FDOT Peak Season Correction Report (2018). K factors and D factors provided by FDOT Florida Traffic Online 2018, and the FDOT 2013 Q/LOS Handbook. FDOT 2013 Q/LOS methodology used for AADT to Peak Hour, Peak Direction volume calculations.

Road Type code is the number of lanes (2-8) and type of road (F=Freeway, D=Divided, U=Undivided, O=Oneway

Functional Class code is F=Freeway, PA=Primary Arterial, MA=Minor Arterial, MAC=Major Collector, MIC=Minor Collector or local collector road.

Appendix 11.1

MOBILITY 2045 Cost Affordable Plan Level-of-Service Report

Segment	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	ļ
0	20TH ST	CITY LIMITS(Z)	C.R. 54	URBAN/TRANS	MIC	2U	0.501	,	1,615	15,930	0.090	145	1440	1440	0.10	_
900	20TH ST	SOUTH AVE	CITY LIMITS(Z)	URBAN/TRANS	MIC	2U	1.008		3,459	15,930	0.090	311	1440	1440	0.22	\top
900.1	20TH ST	C AVE	SOUTH AVE	URBAN/TRANS	MIC	2U	0.250		1,262	15,930	0.090	114	1440	1440	0.08	1
900.3	20TH ST	TUCKER	CITY LIMITS	URBAN/TRANS	MIC	2U	0.153		1,224	15,930	0.090	110	1440	1440	0.08	
900.4	20TH ST	CHANCEY (Z.EAST)	TUCKER	URBAN/TRANS	MIC	2U	0.527		1,224	15,930	0.090	110	1440	1440	0.08	T
900.5	20TH ST	CITY LIMITS	ALSTON AVE	URBAN/TRANS	MIC	2U	0.327		1,224	15,930	0.090	110	1440	1440	0.08	T
900.6	20TH ST	ALSTON AVE	C AVE	URBAN/TRANS	MIC	2U	0.276		1,336	15,930	0.090	120	1440	1440	0.08	T
435	20TH ST	C.R. 54	PRETTY POND RD	URBAN/TRANS	MIC	2U	1.003	Yes	1,736	15,930	0.090	156	1440	1440	0.11	T
900.7	23RD ST	OTIS ALLEN RD	C.R. 54	URBAN/TRANS	MIC	2U	1.498	Yes	482	15,930	0.090	43	1440	1440	0.03	T
900.8	23RD ST	C.R. 54	NORTH AVE	URBAN/TRANS	MIC	2U	0.501	Yes	5,144	15,930	0.090	463	1440	1440	0.32	T
894	6TH ST	A AVE	SOUTH AVE	URBAN/TRANS	MA	20	0.087	Yes	11,283	21,492	0.090	1,015	2,148	2,148	0.47	T
894.1	6TH ST	SOUTH AVE	S.R. 54 (5TH AVE)	URBAN/TRANS	MA	20	0.233	Yes	12,246	21,492	0.090	1,102	2,148	2,148	0.51	T
894.2	6TH ST	S.R. 54 (5TH AVE)	12 AVE	URBAN/TRANS	MA	20	0.480	Yes	14,570	21,492	0.090	1,311	2,148	2,148	0.61	T
894.3	6TH ST	12 AVE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	20	0.317	Yes	15,195	21,492	0.090	1,368	2,148	2,148	0.64	T
915	6TH ST	U.S. 301 (GALL BLVD)	A AVE	URBAN/TRANS	MA	20	0.718	Yes	12,016	21,492	0.090	1.081	2.148	2.148	0.50	T
895.2	7TH ST	U.S. 301 (GALL BLVD)	7TH ST EXT	URBAN/TRANS	MAC	2U	0.053		1,661	15,930	0.090	149	1440	1440	0.10	T
395.3	7TH ST	7TH ST EXT	SOUTH AVE	URBAN/TRANS	MAC	2U	0.066		1,661	15,930	0.090	149	1440	1440	0.10	T
395.4	7TH ST	SOUTH AVE	S.R. 54 (5TH AVE)	URBAN/TRANS	MAC	2U	0.289		5.065	15,930	0.090	456	1440	1440	0.32	T
395.5	7TH ST	S.R. 54 (5TH AVE)	12TH AVE	URBAN/TRANS	MAC	2U	0.479		3,511	15,930	0.090	316	1440	1440	0.22	T
395.6	7TH ST	12TH AVE	NORTH AVE	URBAN/TRANS	MAC	2U	0.337		5,703	15,930	0.090	513	1440	1440	0.36	T
396	7TH ST	NORTH AVE	U.S.301 (GALL BLVD)	URBAN/TRANS	MAC	2U	0.302		5,719	15,930	0.090	515	1440	1440	0.36	T
)	ALICO PASS	RIVER CROSSING BLVD	STARKEY	URBAN/TRANS	MIC	2U	1.213		2,350	15,930	0.090	212	1440	1440	0.15	T
250	ALT U.S.19	ANCLOTE BLVD	HOLIDAY LAKES	URBAN/TRANS	MA	2U	0.214		19,004	17,700	0.090	1,710	1600	1600	1.07	٦
250.1	ALT U.S.19	HOLIDAY LAKES	U.S. 19	URBAN/TRANS	MA	2U	0.690		16,942	17,700	0.090	1,525	1600	1600	0.95	Ħ
3960	ALTAMONT LN	HILLSBOROUGH CL	SR 54	URBAN/TRANS	MIC	2U	0.841		11,361	15,930	0.090	1,022	1440	1440	0.71	٦
)	ANCLOTE BLVD	IRISH AVE	SWEETBRIAR	URBAN/TRANS	MAC	2U	0.547		1,523	15,930	0.090	137	1440	1440	0.10	٦
).1	ANCLOTE BLVD	SWEETBRIAR	ALT U.S. 19	URBAN/TRANS	MAC	2U	1.424		14,055	15,930	0.090	1,265	1440	1440	0.88	┪
320.5	ASBEL	PLEASANT PLAINS PKWY	RIDGE RD EXT	URBAN/TRANS	MAC	2U	0.831	Yes	5,670	15,930	0.090	510	1440	1440	0.35	┪
120	ASBEL	BULLOCH BLVD	U.S.41	URBAN/TRANS	MIC	2U	0.434	Yes	5,362	15,930	0.090	483	1440	1440	0.34	┪
014	ASBEL	RIDGE RD EXT	BULLOCH BLVD	URBAN/TRANS	MIC	2U	0.889	Yes	6,101	15,930	0.090	549	1440	1440	0.38	+
044	ASBEL EXT	U.S.41	SYMPHONY PKWY	URBAN/TRANS	MIC	2U	0.225	163	15,176	15,930	0.090	1.366	1440	1440	0.95	+
30	AUTUMN PALM	TUCKER	C AVE	URBAN/TRANS	MIC	2U	0.750		2,770	15,930	0.090	249	1440	1440	0.17	$^{+}$
30.1	AUTUMN PALM	CHANCEY	TUCKER	URBAN/TRANS	MIC	2U	0.506		1,890	15,930	0.090	170	1440	1440	0.17	+
7022	BAILEY HILL ROAD	C.R. 41 (FT KING HWY)	U.S. 301 (N)	URBAN/TRANS	MIC	2U	1.014	Yes	772	15,930	0.090	69	1440	1440	0.12	+
960.3	BAILLE	CECELIA	C.R.77 (ROWAN)	URBAN/TRANS	MAC	2U	0.514	163	1,994	15,930	0.090	179	1440	1440	0.03	\dashv
70	BAILLIE'S BLUFF RD	ANCLOTE BLVD	IRISH AVE	URBAN/TRANS	MAC	2U	2.048		3,934	15,930	0.090	354	1440	1440	0.12	\dashv
70.1	BAILLIE'S BLUFF RD	IRISH AVE	GULF TRACE	URBAN/TRANS	MAC	2U	1.299		3,950	15,930	0.090	356	1440	1440	0.25	-
70.2	BAILLIE'S BLUFF RD	GULF TRACE	MOOG	URBAN/TRANS	MAC	2U	0.496		5,455	15,930	0.090	491	1440	1440	0.25	_
70.2 010.1	BALLANTRAE	S.R.54	MENTMORE	URBAN/TRANS	MIC	2U	0.496		9,964	15,930	0.090	897	1440	1440	0.62	-
010.1	BALLANTRAE	MENTMORE	TOWER RD		MIC	2U	0.760		-,	-,			1440	1440	0.62	-
			MEADOW POINTE BLVD	URBAN/TRANS					8,124	15,930	0.090	731 594				4
090.2 310.4	BEARDSLEY DR	MANSFIELD BLVD U.S. 41	ALPINE RD	URBAN/TRANS URBAN/TRANS	MAC	2U 2U	1.673 0.985		6,596 12,340	15,930 15,930	0.090	1,111	1440 1440	1440 1440	0.41	4
	BELL LAKE RD										0.090					4
310.5	BELL LAKE RD	ALPINE RD	COLLIER PKWY	URBAN/TRANS	MIC	2U	0.416	-	7,739	15,930	0.090	697	1440	1440	0.48	4
300.3	BEXLEY RANCH BLVD	S.R. 54	MENTMORE TOWER RD	URBAN/TRANS	MIC	4D	0.816	-	23,066	35,820	0.090	2,076	3,222	3,222	0.64	4
300.4	BEXLEY RANCH BLVD	MENTMORE	TOWER RD	URBAN/TRANS	MIC	2D	0.606	V	18,128	16,726	0.090	1,632	1512	1512	1.08	4
200.1	BEXLEY RANCH BLVD	SUNLAKE BLVD	ROADWAY "A"	URBAN/TRANS	MIC	2U	0.813	Yes	6,649	15,930	0.090	598	1440	1440	0.42	4
200.2	BEXLEY RANCH BLVD	ROADWAY "A"	WISTERIA LOOP	URBAN/TRANS	MIC	2U	1.641	Yes	4,112	15,930	0.090	370	1440	1440	0.26	4
200.4	BEXLEY RANCH BLVD	DREXEL	WISTERIA LOOP	URBAN/TRANS	MIC	2U	0.499	Yes	2,348	15,930	0.090	211	1440	1440	0.15	4
084	BEXLEY RANCH BLVD	TOWER RD	SUNLAKE BLVD	URBAN/TRANS	MIC	2U	2.725	Yes	14,105	15,930	0.090	1,269	1440	1440	0.88	4
000	BOSLEY DR	LAWLESS RD	SHADY HILLS RD	URBAN/TRANS	MIC	2U	2.018		14	15,930	0.090	1	1440	1440	0.00	4
005	BOWMAN RD	CAUFIELD RD	U.S. 41	URBAN/TRANS	MIC	2U	1.960		9	15,930	0.090	1	1440	1440	0.00	4
0.2	BOYETTE CONNECTOR	WELLS RD	BOYETTE RD	URBAN/TRANS	MIC	4D	1.992	Yes	7,772	35,820	0.090	699	3,222	3,222	0.22	4
)	BOYETTE RD	S.R. 54	WELLS RD	URBAN/TRANS	MIC	2U	1.027		4,642	15,930	0.090	418	1440	1440	0.29	_
).1	BOYETTE RD	WELLS RD	OVERPASS RD EXT	URBAN/TRANS	MIC	4D	1.992	Yes	15,260	35,820	0.090	1,373	3,222	3,222	0.43	Ц
275	BOYETTE RD EXT	OVERPASS RD EXT	ELAM RD	URBAN/TRANS	MIC	2U	0.211	Yes	11,452	15,930	0.090	1,031	1440	1440	0.72	Ц
275	BOYETTE RD EXT	OVERPASS RD EXT	ELAM RD	URBAN/TRANS	MIC	4D	0.211		11,452	35,820	0.090	1,031	3,222	3,222	0.32	
7015	BOYETTE RD EXT	ELAM RD	MCKENDREE REALIGNMENT	URBAN/TRANS	MIC	2U	2.243	Yes	5,019	15,930	0.090	452	1440	1440	0.31	
985	BULLOCH BLVD	ASBEL	SR 52	URBAN/TRANS	MIC	2U	1.666	Yes	2,340	15,930	0.090	211	1440	1440	0.15	j
)	C AVE	COURT ST	CITY LIMITS	URBAN/TRANS	MIC	2U	0.208		1,954	15,930	0.090	176	1440	1440	0.12	_1
30	C AVE	CITY LIMITS	6TH ST EXT	URBAN/TRANS	MIC	2U	0.489		3,030	15,930	0.090	273	1440	1440	0.19	٦
30.1	C AVE	6TH ST EXT	U.S.301 (GALL BLVD)	URBAN/TRANS	MIC	2U	0.063		4,071	15,930	0.090	366	1440	1440	0.25	٦
940	C AVE	U.S.301 (GALL BLVD)	7TH ST	URBAN/TRANS	MIC	2U	0.045		2,558	15,930	0.090	230	1440	1440	0.16	٦
940.1	CAVE	7TH ST	20TH ST	URBAN/TRANS	MIC	2U	0.468		2,403	15,930	0.090	216	1440	1440	0.15	7
	C D 4 /LITTLE DD)	CTAD TDAIL	C D F2	LIDDAN/TDANC	+		0.100		21,016	F2 010	0.000				0.10	_

URBAN/TRANS

URBAN/TRANS

MA

MA

6D

0.853

0.339

380.1

C.R. 1 (LITTLE RD)

C.R. 1 (LITTLE RD)

STAR TRAIL

TIMBER OAKS

S.R. 52

STAR TRAIL

53,910 0.090

53,910 0.090

2,872 4,857 4,857 0.59

2,967 4,857 4,857 0.61

С

31,916

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
380.3	C.R. 1 (LITTLE RD)	S.R. 52	CRICKET ST	URBAN/TRANS	MA	6D	0.271		23,544	53,910	0.090	2,119	4,857	4,857	0.44	С
380.4	C.R. 1 (LITTLE RD)	CRICKET ST	FIVAY	URBAN/TRANS	MA	6D	0.242		25,155	53,910	0.090	2,264	4,857	4,857	0.47	С
390	C.R. 1 (LITTLE RD)	JASMINE DR	TIMBER OAKS	URBAN/TRANS	MA	6D	0.389		33,746	53,910	0.090	3,037	4,857	4,857	0.63	С
	C.R. 1 (LITTLE RD)	FOX HOLLOW	JASMINE DR	URBAN/TRANS	MA	6D	0.609		36,937	53,910	0.090	3,324	4,857	4,857	0.68	С
	C.R. 1 (LITTLE RD)	EMBASSY	FOX HOLLOW	URBAN/TRANS	MA MA	6D	0.712		38,768	53,910	0.090	3,489	4,857 4,857	4,857	0.72	C
	C.R. 1 (LITTLE RD) C.R. 1 (LITTLE RD)	SAN MIGUEL C.R. 587 (RIDGE)	EMBASSY SAN MIGUEL	URBAN/TRANS URBAN/TRANS	MA	6D 6D	0.261 0.505		42,102 43,638	53,910 53,910	0.090	3,789 3,927	4,857	4,857 4,857	0.78	C
390.4 400	C.R. 1 (LITTLE RD)	SHOPPING CENTER	C.R. 587 (RIDGE)	URBAN/TRANS	MA	6D	0.205		43,348	53,910	0.090	3,927	4,857	4,857	0.80	C
400.1	C.R. 1 (LITTLE RD)	ORCHID LAKE DR	SHOPPING CENTER	URBAN/TRANS	MA	6D	0.203		44,145	53,910	0.090	3,973	4,857	4,857	0.82	C
	C.R. 1 (LITTLE RD)	CITIZENS	ORCHID LAKE DR	URBAN/TRANS	MA	6D	0.355		43,763	53,910	0.090	3,939	4,857	4.857	0.81	Č
400.3	C.R. 1 (LITTLE RD)	GOVERNMENT	CITIZENS	URBAN/TRANS	MA	6D	0.102		43,344	53,910	0.090	3,901	4,857	4,857	0.80	Č
400.4	C.R. 1 (LITTLE RD)	C.R. 587 (MASS)	GOVERNMENT	URBAN/TRANS	MA	6D	0.543		43,344	53,910	0.090	3,901	4,857	4,857	0.80	С
410.1	C.R. 1 (LITTLE RD)	PLATHE	DUSTY LANE	URBAN/TRANS	MA	6D	0.844	Yes	45,658	53,910	0.090	4,109	4,857	4,857	0.85	С
410.2	C.R. 1 (LITTLE RD)	DUSTY LANE	C.R. 587 (MASS)	URBAN/TRANS	MA	6D	0.370	Yes	45,360	53,910	0.090	4,082	4,857	4,857	0.84	С
420	C.R. 1 (LITTLE RD)	TROUBLE CREEK RD	PLATHE	URBAN/TRANS	MA	6D	0.399	Yes	47,380	53,910	0.090	4,264	4,857	4,857	0.88	С
	C.R. 1 (LITTLE RD)	RANCHO DEL RIO	TROUBLE CREEK RD	URBAN/TRANS	MA	6D	0.283	Yes	44,429	53,910	0.090	3,999	4,857	4,857	0.82	С
420.2	C.R. 1 (LITTLE RD)	HERITAGE LAKE	RANCHO DEL RIO	URBAN/TRANS	MA	6D	0.476	Yes	44,429	53,910	0.090	3,999	4,857	4,857	0.82	С
420.4	C.R. 1 (LITTLE RD)	OLD C.R. 54	ST LAWRENCE DR	URBAN/TRANS	MA	6D	0.294	Yes	47,145	53,910	0.090	4,243	4,857	4,857	0.87	С
420.5	C.R. 1 (LITTLE RD)	ST LAWRENCE DR	HERITAGE LAKE	URBAN/TRANS	MA	6D	0.438	Yes	47,475	53,910	0.090	4,273	4,857	4,857	0.88	С
425.1	C.R. 1 (LITTLE RD)	TRINITY BLVD	MITCHELL BLVD	URBAN/TRANS	MA	6D	0.663		30,065	53,910	0.090	2,706	4,857	4,857	0.56	С
425.4 425.5	C.R. 1 (LITTLE RD) C.R. 1 (LITTLE RD)	MITCHELL BLVD MERCY WAY	MERCY WAY S.R. 54	URBAN/TRANS URBAN/TRANS	MA MA	6D 6D	0.923		36,003 46,202	53,910 53,910	0.090	3,240 4,158	4,857 4,857	4,857 4,857	0.67	C
1240	C.R. 1 (LITTLE RD)	DENTON	U.S. 19	URBAN/TRANS	MA	4D	0.404		23,110	35,820	0.090	2,080	3,222	3,222	0.65	C
	C.R. 1 (LITTLE RD)	NEW YORK	DENTON	URBAN/TRANS	MA	4D	1.007		23,110	35,820	0.090	2,157	3,222	3,222	0.67	Č
1250	C.R. 1 (LITTLE RD)	HUDSON	NEW YORK	URBAN/TRANS	MA	4D	1.390		18,301	35,820	0.090	1,647	3,222	3,222	0.51	c
	C.R. 1 (LITTLE RD)	FIVAY	SEELEY LN	URBAN/TRANS	MA	4D	0.651		20,482	35,820	0.090	1,843	3,222	3,222	0.57	Č
	C.R. 1 (LITTLE RD)	SEELEY LN	HUDSON	URBAN/TRANS	MA	4D	0.792		21,567	35,820	0.090	1,941	3,222	3,222	0.60	C
2610	C.R. 1 (LITTLE RD)	S.R. 54	OLD C.R. 54	URBAN/TRANS	MA	6D	0.757		48,703	53,910	0.090	4,383	4,857	4,857	0.90	С
430	C.R. 35A (BERRY RD)	C.R. 35A (OLD LAKELAND HWY)	C.R. 54	URBAN/TRANS	MAC	2U	2.701		790	15,930	0.090	71	1440	1440	0.05	С
430.1	C.R. 35A (OLD LAKELAND HWY)	BERRY RD	U.S. 98	URBAN/TRANS	MA	2U	1.257		3,943	24,200	0.090	355	2170	2990	0.16	В
	C.R. 35A (OLD LAKELAND HWY)	U.S. 98	C.R. 52A (CLINTON AVE)	URBAN/TRANS	MA	2U	2.323		5,604	24,200	0.090	504	2170	2990	0.23	В
	C.R. 35A (OLD LAKELAND HWY)	C.R. 52A (CLINTON AVE)	CITY LIMITS	URBAN/TRANS	MA	2U	2.308		7,357	15,930	0.090	662	1440	1440	0.46	С
1990	C.R. 35A (OLD LAKELAND HWY)	CITY LIMITS	U.S. 98 (BYPASS)	URBAN/TRANS	MA	2U	0.224		8,219	15,930	0.090	740	1440	1440	0.51	С
1905	C.R. 41 (21ST STREET)	S.R. 52 (MERIDIAN)	C.R. 578 (ST. JOE RD)	URBAN/TRANS	MAC MAC	2U	0.038		6,692	15,930	0.090	602	1440	1440	0.42	С
2010 440.1	C.R. 41 (21ST STREET) C.R. 41 (BLANTON RD)	C.R. 578 (ST. JOE RD) C.R. 577 (LAKE IOLA RD)	LOCK STR	URBAN/TRANS RURAL DEV/UNDEV	MA	2U 2U	0.753 0.785		4,382 18,943	15,930 14,300	0.090	394 1,800	1,350	1440 2,710	0.27 1.33	C E
	C.R. 41 (BLANTON RD)	I - 75	I - 75 JESSAMINE RD	RURAL DEV/UNDEV	MA	2U	1.472		11,143	14,300	0.095	1,800	1,350	2,710	0.78	D
440.3	C.R. 41 (BLANTON RD)	JESSAMINE RD	CLAY HILL RD	RURAL DEV/UNDEV	MA	2U	0.376		9,192	14,300	0.095	873	1,350	2,710	0.75	D
440.4	C.R. 41 (BLANTON RD)	CLAY HILL RD	C.R. 575 (TRILBY RD)	RURAL DEV/UNDEV	MA	2U	0.797		9,967	14,300	0.095	947	1,350	2,710	0.70	D
	C.R. 41 (BLANTON RD)	C.R. 575 (TRILBY RD)	FRAZEE HILL	RURAL DEV/UNDEV	MA	2U	2.394		9,229	14,300	0.095	877	1,350	2,710	0.65	D
	C.R. 41 (BLANTON RD)	FRAZEE HILL	CITY LIMITS	URBAN/TRANS	MA	2U	0.448		4,722	14,300	0.090	425	1,350	2,710	0.31	В
	C.R. 41 (BLANTON RD)	CITY LIMITS	RAMSEY	URBAN/TRANS	MA	2U	0.798		4,722	15,930	0.090	425	1440	1440	0.30	С
2000.1	C.R. 41 (BLANTON RD)	RAMSEY	C.R. 41 (21ST STREET)	URBAN/TRANS	MA	2U	1.137		4,545	15,930	0.090	409	1440	1440	0.28	С
450	C.R. 41 (FT KING HWY)	C.R. 52A (CLINTON AVE)	MORNINGSIDE DR	URBAN/TRANS	MAC	2U	1.036		7,433	15,930	0.090	669	1440	1440	0.46	С
450.1	C.R. 41 (FT KING HWY)	MORNINGSIDE DR	HESTER ST (CITY LIMITS)	URBAN/TRANS	MAC	2U	0.261		3,152	15,930	0.090	284	1440	1440	0.20	С
460	C.R. 41 (FT KING HWY)	BAILEY HILL RD	C.R. 52A (CLINTON AVE)	URBAN/TRANS	MAC	2U	2.764		890	15,930	0.090	80	1440	1440	0.06	С
	C.R. 41 (FT KING HWY)	OVERPASS RD EXT	BAILEY HILL RD	URBAN/TRANS	MAC	2U	1.003		1,218	15,930	0.090	110	1440	1440	0.08	C
460.2	C.R. 41 (FT KING HWY)	OVERPASS RD EXT	C.R. 530 EXT	URBAN/TRANS	MAC	2U	0.253		1,844	15,930	0.090	166	1440	1440	0.12	C
	C.R. 41 (FT KING HWY)	DAUGHTERY CREENSLODE EXT	OVERPASS RD EXT	URBAN/TRANS	MAC	2U 2U	1.508	-	2,718	15,930	0.090	245	1440	1440	0.17	C
460.4 460.5	C.R. 41 (FT KING HWY) C.R. 41 (FT KING HWY)	GREENSLOPE EXT C.R. 54 (EILAND BLVD)	DAUGHTERY GREENSLOPE EXT	URBAN/TRANS URBAN/TRANS	MAC MAC	2U 2U	0.412	 	8,496 8,496	15,930 15,930	0.090	765 765	1440 1440	1440 1440	0.53	C
	C.R. 41 (FT KING HWY)	U.S. 301 (GALL BLVD)	C.R. 54 (EILAND BLVD)	URBAN/TRANS	MAC	2U	0.141		4,466	15,930	0.090	402	1440	1440	0.33	C
	C.R. 41 (FT KING HWY)	HESTER ST (CITY LIMITS)	S.R. 52 (MERIDIAN)	URBAN/TRANS	MAC	2U	1.239		4,400	15,930	0.090	412	1440	1440	0.29	C
230	C.R. 52A (CLINTON AVE)	U.S. 301	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	MAC	2U	1.488		6,364	15,930	0.090	573	1440	1440	0.40	c
470	C.R. 52A (CLINTON AVE)	PASADENA RD	C.R. 41 (FT KING HWY)	URBAN/TRANS	MA	4D	1.005	Yes	17,916	35,820	0.090	1,612	3,222	3,222	0.50	Č
470.1	C.R. 52A (CLINTON AVE)	C.R. 41 (FT KING HWY)	U.S. 301	URBAN/TRANS	MA	4D	1.007		19,855	35,820	0.090	1,787	3,222	3,222	0.55	Č
470.2	C.R. 52A (CLINTON AVE)	C.R.579- PROSPECT RD	PASADENA RD	URBAN/TRANS	MA	4D	1.107	Yes	19,668	35,820	0.090	1,770	3,222	3,222	0.55	С
	C.R. 530 (OTIS ALLEN RD)	WIRE RD	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	MAC	2U	4.029		3,314	15,930	0.090	298	1440	1440	0.21	С
	C.R. 530 EXT	900 FT E OF US 301 (GALL BLVD)	WIRE RD	URBAN/TRANS	MAC	4D	0.325		9,386	35,820	0.090	845	3,222	3,222	0.26	С
	C.R. 530 EXT	U.S. 301 (GALL BLVD)	900 FT E OF US 301 (GALL BLVD)	URBAN/TRANS	MAC	4D	0.167		8,284	35,820	0.090	746	3,222	3,222	0.23	С
	C.R. 530 EXT	GREENSLOPE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MAC	4D	0.252	Yes	12,199	35,820	0.090	1,098	3,222	3,222	0.34	С
	C.R. 530 EXT	C.R. 41 (FT KING HWY)	GREENSLOPE	URBAN/TRANS	MAC	4D	0.751	Yes	12,486	35,820	0.090	1,124	3,222	3,222	0.35	С
	C.R. 535 (OLD LAKELAND HIGHWAY)		C.R. 530 (OTIS ALLEN RD)	URBAN/TRANS	MA	2U	1.622		3,069	15,930	0.090	276	1440	1440	0.19	C
	C.R. 535 (OLD LAKELAND HIGHWAY)		BERRY RD	URBAN/TRANS	MA	2U	0.635	-	4,470	24,200	0.090	402	2170	2990	0.19	В
490	C.R. 54 (E)	CITY LIMITS	20TH ST	URBAN/TRANS	MA	2U	0.367		10,730	15,930	0.090	966	1440	1440	0.67	С

Page 2

660.1

660.3

C.R. 583 (EHREN CUTOFF)

C.R. 583 (EHREN CUTOFF)

PARKWAY BLVD

TOWER RD

TOWER RD

COLLIER PKWY EXT

URBAN/TRANS

URBAN/TRANS

MAC

MAC

2U

2U

0.984

0.610

Yes

15,930

15.93

0.090

0.090

695

1,189

1440

1440

1440

1440

0.48

0.83

C

7,719

13.212

Segment College Coll	AFT (4-20	,			IF. 2043 COSt Allo												<u> </u>
Dec C. S. SEP INSPECTION TO CANY RED COLUMN FOR THE COLUMN		OnStreet	From	То	Area Type					AADT		к					P-H LOS
\$31.1 C. F. SEI CHREN LOTTOPT COMERTON TO COLLER PROVET MERSON SERVICE AND COLLER PROVET MERSON COLUR PROVET MERSON COLLER PROVET	660.5		COLLIER PKWY EXT	10 CENT RD	URBAN/TRANS			0.548	Yes	9,638	15,930	0.090	867		1440	0.60	С
Times C. D. G. POTENHON LEVEL PROVENT AND DESCRIPTION C. D. ST. ST. ST. ST. G. POTEN NEWS C. D. ST. ST. ST. ST. ST. ST. ST. ST. ST. ST																	С
The Company Company Section Se																	С
The Color Color (Color (Color) (Color (Color) (Color (Color)									Yes								С
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Sept C.S. 987 (MASS)				-													С
BIRT C. R. REF (MASS) C. R. F. FROMAN) OSTEPH RET S G. R. ILUTTIE RD MARCHET PARTS MAC 49 1,000 1,000 3,000 3,000 3,207 3,272 0.48																	С
Fig. 2 CR. SET MASS OSTERNAT S OSTE																	С
2079 C.R. SET MASS C.R. SES (GRAND BLVD) WASHINGTON URBANTHANS MAC 2U 0.009 108 15,902 0.009 110 1440 1440 1420 0.007			` '														С
5970. C. R. SET MASS) WASHINGTON WASHING																	С
1970 C. R. 967 MASS MAJSSON CONGRESS DIRBANTEANS MA																	С
TOOL C.R. SET (MOCHALME) ROCKE EXT BANBURY WIREANTEANS MA 40 1.786 Ves 12.666 36.800 0.000 1.114 3.222 3.222 0.32 0.30 0.000 0.75 3.222 3.222 0.32 0.30 0.000 0.75 3.222 3.222 0.32 0.30 0.000 0.75 3.222 3.222 0.32 0.30 0.000 0.75 3.222 3.222 0.32 0.30 0.000 0.75 3.222 3.22 0.32 0.30 0.000 0.75 3.222 3.22 0.30 0.000 0.75 3.222 3.22 0.30 0.000 0.75 3.222 3.22 0.30 0.000 0.75 3.222 3.22 0.30 0.000 0.75 3.222 3.22 0.30 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.75 0.000 0.000 0.75 0.000 0.000 0.75 0.000 0.000 0.75 0.000 0.																	С
Total CR. SET (MODELANE)									.,								С
Fig. CR. 80F (MCOMLAKE)																	С
690 C. R. SET (RIDGE) C. R. 1 (LITTLE RD) SHOPPING CENTER URBANTFRANS MA 40 0.169 26.600 58.680 0.000 2.388 3.222 3.222 0.58 68.5.1 C. R. SET (RIDGE) BASS LAKE MITTHAWK URBANTFRANS MA 40 1.577 24.685 58.600 0.000 2.218 3.222 0.58 68.5.2 C. R. SET (RIDGE) SHOPPING CENTER MATERIAL MA									Yes								С
BB0.2 C. R. SET (RIDGE)																	С
890.3 C. R. SEP (RIOGE) NITTY HAWK RIVER RIOGE URBANTEANS MA 40 0.679 23.436 35.620 0.900 2,109 3.222 3.222 0.56 0.001 0.575 0																	С
890.5 C.R. SEP (RIDGE) 800.5																	С
980.5 C. R. SPI, RIDOSE SHOPPING CENTER BROAD ST BASS LAKE URBANTEANS MA 40 0.410 28,010 38,020 0.090 2,348 3,222 3,222 0.737 0.000 0.																	С
BRIGHT B		, ,															C
Table Tabl																	
TAGE CR. 596 (GRAND BLVD) SERRINE RANCH RD MOOG RD URBANTRANS MAC ZU 0.009 7.587 15,330 0.000 683 1440 440 0.47 740 CR. 596 (GRAND BLVD) MOOG RD SR. 54 TROUBLE CREEK URBANTRANS MAC ZU 0.050 10,059 15,030 0.000 985 1440 1440 0.57 750 CR. 596 (GRAND BLVD) TROUBLE CREEK URBANTRANS MAC ZU 0.050 10,059 15,030 0.000 985 1440 1440 0.57 0.57 0.58 0.000 0.000 10,059 15,030 0.000 985 1440 1440 0.53 0.000 0.000 1440 0.53 0.000 0.000 1440 0.53 0.000 0.000 1440 0.53 0.000 0.000 1440 0.53 0.000 0.000 1440 0.53 0.000 0.000 1440 0.53 0.000																	С
Table Tabl																	C
TRO CR. 595 (GRAND BLVD) TROUBLE CREEK URBANTRANS MAC 2U 0.503 10,098 15,930 0.090 995 1440 1440 0.48 1490 1490 1700 CR. 595 (GRAND BLVD) TROUBLE CREEK CECIELIA URBANTRANS MAC 2U 0.195 11,297 15,930 0.090 993 1440 1440 0.71 1440 1440 0																	C
TROUBLE CREEK CECIELIA																	C
CR. 595 (GRAND BLVD) MARINE PARKWAY URBANTRANS MAC 2U 0.385 11,297 15,330 0.090 1,277 1440 1440 0.78		, , ,		1													C
289.5 CR. 595 (GRAND BLVD) MARINE PARKWAY GULF DR URBANTRANS MAC 4D 0.257 11,999 5,5820 0.099 1,077 1440 0.092 2085 CR. 595 (GRAND BLVD) GULF DR LOUISIANA URBANTRANS MAC 4D 0.257 11,999 5,5820 0.099 1,073 222 3,222 0.04 2090 CR. 595 (GRAND BLVD) MAIN MAIN URBANTRANS MAC 4D 0.529 1,536 55,820 0.099 1,071 1440 1440 0.001 1440 0.00											_						C
2085. G.R. 995 (GRAND BLVD) CUISIANA MAIN URBANTRANS MAC 4D 0.257 11,896 35,820 0.090 1,071 3,222 3,222 0.034 0.095. G.R. 995 (GRAND BLVD) CUISIANA MAIN URBANTRANS MAC 4D 0.259 1,536 35,820 0.090 1,000 1,000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.000 0.000 0.000 0.0000 0.0000 0.00																	C
2095. C.R. 595 (GRAND BLVD) LOUISIANA MAIN URBANTRANS MAC 2U 0.756 80 15.530 0.090 138 3222 3.222 0.040 0.090 C.R. 595 (GRAND BLVD) MAIN MASS URBANTRANS MAC 2U 0.756 80 15.530 0.090 7.140 1440 0.01 0.00 0.00 0.00 0.00 0.00																	C
2999.1 C.R. 599 (GRAND BLVD) MAIN MASS UPBANTRANS MAC 2U 0.736 80 15.930 0.990 7 1440 1440 0.01 2090.1 C.R. 599 (GRAND BLVD) CITY LIMITS U.S. 19 UPBANTRANS MAC 2U 0.258 25 15.930 0.990 7 1440 1440 0.02 20 0.00 1.00 1.00 1.00 1.00 1.00																	C
2000 C.R. 596 (GRAND BLVD)		,											130				C
CR. 595 (IGRAND BLVD)													,				C
CR. 595 MILE STRETCH (GRAND) LIS.19																	C
Table Perring Ranch Perr																	C
CR. 77 (A)(SEVEN SPRINGS BLVD) PINELLAS CO MITCHEL BYPASS URBANTRANS PA 4D 0.520 19.638 33.820 0.090 1,767 3.222 3.222 0.55																	C
790.2 C.R. 77 (A)(SEVEN SPRINGS BLVD) (LASSEN																	C
TRO CR. 77 (A)(SEVEN SPRINGS BLVD) JENNER MITCHEL RANCH RD URBANTRANS PA 4D 0.051 22,213 35,820 0.090 1,999 3,222 3,222 0.47																	C
790.5 C.R. 77 (A)(SEVEN SPRINGS BLVD) PERRINE RANCH OLDGATE CIRCLE URBANTRANS PA 4D 0.252 16.847 35.820 0.090 1.576 32.22 3.222 0.48 790.5 C.R. 77 (A)(SEVEN SPRINGS BLVD) OLDGATE CIRCLE LASSEN URBANTRANS PA 4D 0.609 17.002 35.820 0.090 1.576 32.22 3.222 0.48 790.6 C.R. 77 (A)(SEVEN SPRINGS BLVD) MITCHEL BYPASS HIDEAWAY TRAIL URBANTRANS PA 4D 0.685 22.901 35,820 0.090 1.576 3.222 3.222 0.68 790.7 C.R. 77 (A)(SEVEN SPRINGS BLVD) HIDEAWAY TRAIL PREVAIL URBANTRANS PA 4D 0.887 19.669 35,820 0.090 1.770 3.222 3.222 0.68 790.7 C.R. 77 (A)(SEVEN SPRINGS BLVD) HIDEAWAY TRAIL PREVAIL PRINGS PA 4D 0.887 19.669 35,820 0.090 1.770 3.222 3.222 0.68 790.7 C.R. 77 (A)(SEVEN SPRINGS BLVD) MITCHEL RANCH RD S.R. 54 URBANTRANS PA 4D 0.637 19.669 35,820 0.090 1.770 3.222 3.222 0.62 10.000 1																	C
790.5 C.R. 77 (A)(SEVEN SPRINGS BLVD) OLDGATE CIRCLE LASSEN URBAN/TRANS PA 4D 0.609 17.302 35.820 0.090 1.573 3.222 3.222 0.48 790.6 C.R. 77 (A)(SEVEN SPRINGS BLVD) MITCHEL BYPASS HIDEAWAY TRAIL URBAN/TRANS PA 4D 0.685 22.901 35.820 0.090 2.061 3.222 3.222 0.64 790.7 C.R. 77 (A)(SEVEN SPRINGS BLVD) HIDEAWAY TRAIL PERRINE RANCH URBAN/TRANS PA 4D 0.267 19.668 35.820 0.090 2.061 3.222 3.222 0.64 790.7 C.R. 77 (A)(SEVEN SPRINGS BLVD) HIDEAWAY TRAIL PERRINE RANCH URBAN/TRANS PA 4D 0.637 19.668 35.820 0.090 2.012 3.222 3.222 0.624 790.0 C.R. 77 (B)(ROWAN) S.R. 54 URBAN/TRANS PA 4D 0.637 22.351 35.820 0.090 1.526 3.222 3.222 0.628 790.0 C.R. 77 (B)(ROWAN) S.R. 54 URBAN/TRANS MAC 4D 0.400 16.957 35.820 0.090 1.526 3.222 3.222 0.628 790.0 C.R. 77 (B)(ROWAN) SHARPSBURG BLVD TROUBLE CREEK URBAN/TRANS MAC 4D 0.246 17.862 35.820 0.090 1.568 3.222 3.222 0.50 790.1 C.R. 77 (B)(ROWAN) TROUBLE CREEK URBAN/TRANS MAC 4D 0.369 8.678 35.820 0.090 1.568 3.222 3.222 0.50 790.1 C.R. 77 (B)(ROWAN) C.C. 547 (B)(ROWAN) D.C. 547 (B)(ROWAN) D.																	C
790.6 C.R. 77 (A)(SEVEN SPRINGS BLVD) HIDEAWAY TRAIL URBAN/TRANS PA 4D 0.685 22.901 35.820 0.090 2.061 3.222 3.222 0.62 790.7 C.R. 77 (A)(SEVEN SPRINGS BLVD) HIDEAWAY TRAIL PERRINCH URBAN/TRANS PA 4D 0.687 19.689 35.820 0.090 1.770 3.222 3.222 0.62 795 C.R. 77 (A)(SEVEN SPRINGS BLVD) MITCHEL RANCH RD S.R. 54 URBAN/TRANS PA 4D 0.687 22.351 35.820 0.090 2.012 3.222 3.222 0.62 800.1 C.R. 77 (A)(SEVEN SPRINGS BLVD) MITCHEL RANCH RD S.R. 54 URBAN/TRANS PA 4D 0.687 22.351 35.820 0.090 2.012 3.222 3.222 0.62 800.1 C.R. 77 (B)(ROWAN) S.R. 54 S.HARPSBURG BLVD URBAN/TRANS MAC 4D 0.400 16.957 35.820 0.090 1.608 3.222 3.222 0.50 800.2 C.R. 77 (B)(ROWAN) S.HARPSBURG BLVD TROUBLE CREEK URBAN/TRANS MAC 4D 0.369 8.678 35.820 0.090 1.608 3.222 3.222 0.50 810 C.R. 77 (B)(ROWAN) TROUBLE CREEK CECELIA URBAN/TRANS MAC 4D 0.369 8.678 35.820 0.090 781 3.222 3.222 0.25 810.1 C.R. 77 (B)(ROWAN) BAILLE URBAN/TRANS MAC 4D 0.369 8.678 35.820 0.090 781 3.222 3.222 0.50 810 C.R. 77 (B)(ROWAN) BAILLE URBAN/TRANS MAC 4D 0.248 11.360 35.820 0.090 1.002 3.222 3.222 0.32 3.220 0.50 0.678				1													C
790.7 C.R. 77 (A)(SEVEN SPRINGS BLVD) HIDEAWAY TRAIL PERRINE RANCH URBANTRANS PA 4D 0.287 19,669 35,820 0.090 1,770 3.222 3.222 0.55 795. C.R. 77 (A)(SEVEN SPRINGS BLVD) MITCHEL RANCH D S.R. 54 URBANTRANS PA 4D 0.637 22,351 35,820 0.090 1,526 3.222 0.262 800.1 C.R. 77 (B)(ROWAN) S.R. 54 SHARPSBURG BLVD URBANTRANS MAC 4D 0.400 16,957 35,820 0.090 1,526 3,222 3,222 0.47 800.2 C.R. 77 (B)(ROWAN) SHARPSBURG BLVD TROUBLE CREEK URBANTRANS MAC 4D 0.246 17,862 35,820 0.090 1,608 3,222 3,222 0.50 810 C.R. 77 (B)(ROWAN) TROUBLE CREEK CECELIA URBANTRANS MAC 4D 0.369 8,678 35,820 0.090 781 3,222 3,222 0.50 810.1 C.R. 77 (B)(ROWAN) CECELIA BAILLE URBANTRANS MAC 4D 0.323 9,380 35,820 0.090 781 3,222 3,222 0.26 810.1 C.R. 77 (B)(ROWAN) CECELIA BAILLE URBANTRANS MAC 4D 0.323 9,380 35,820 0.090 1,021 3,222 3,222 0.26 810.2 C.R. 77 (B)(ROWAN) PLATHE URBANTRANS MAC 4D 0.323 9,380 35,820 0.090 1,021 3,222 3,222 0.26 820.1 C.R. 77 (B)(ROWAN) PLATHE URBANTRANS MAC 4D 0.816 8,831 35,820 0.090 795 3,222 3,222 0.25 820.1 C.R. 77 (B)(ROWAN) NEBRASKA URBANTRANS MAC 4D 0.816 8,831 35,820 0.090 795 3,222 3,222 0.25 830.1 C.R. 77 (B)(ROWAN) C.R. 587 (MASS) ORCHID LAKE URBANTRANS MAC 4D 0.621 3,233 35,820 0.090 795 3,222 3,222 0.09 830.1 C.R. 77 (B)(ROWAN) C.R. 587 (MASS) ORCHID LAKE URBANTRANS MAC 2D 1.043 6,040 16,726 0.090 544 1512 1512 0.31 840.1 C.R. 77 (C)(REGENCY PARK BLVD) RIOGE SAN MIGUEL URBANTRANS MAC 2D 0.527 5,249 16,726 0.090 544 1512 1512 0.31 840.1 C.R. 77 (C)(REGENCY PARK BLVD) SAN MIGUEL URBANTRANS MAC 2D 0.595 7,454 16,726 0.090 577 1512 1512 0.31 850.1 C.R. 77 (C)(REGENCY PARK BLVD) SAN MIGUEL URBANTRANS MAC 2D 0.595 7,454 16,726 0																	C
795 CR. 77 (A)(SEVEN SPRINGS BLVD) MITCHEL RANCH RD S.R. 54 URBANTRANS PA 4D 0.637 22,351 35,820 0.090 2,012 3,222 3,222 0.62 800.1 C.R. 77 (B)(ROWAN) S.R. 54 SHARPSBURG BLVD URBANTRANS MAC 4D 0.400 16,957 35,820 0.090 1,508 3,222 3,222 0.47 800.2 CR. 77 (B)(ROWAN) SHARPSBURG BLVD TROUBLE CREEK URBANTRANS MAC 4D 0.246 17,862 35,620 0.090 1,608 3,222 3,222 0.50 810 CR. 77 (B)(ROWAN) TROUBLE CREEK CECELIA URBANTRANS MAC 4D 0.369 8,678 35,820 0.090 781 3,222 3,222 0.50 810.1 CR. 77 (B)(ROWAN) CECELIA BAILE URBANTRANS MAC 4D 0.389 8,678 35,820 0.090 781 3,222 3,222 0.26 810.2 CR. 77 (B)(ROWAN) BAILE URBANTRANS MAC 4D 0.323 9,380 35,820 0.090 781 3,222 3,222 0.26 810.2 CR. 77 (B)(ROWAN) BAILE URBANTRANS MAC 4D 0.323 9,380 35,820 0.090 781 3,222 3,222 0.26 810.2 CR. 77 (B)(ROWAN) BAILE PLATHE URBANTRANS MAC 4D 0.323 9,380 35,820 0.090 781 3,222 3,222 0.26 810.2 CR. 77 (B)(ROWAN) BAILE PLATHE URBANTRANS MAC 4D 0.816 8,831 35,820 0.090 795 3,222 3,222 0.50 820 CR. 77 (B)(ROWAN) PLATHE URBANTRANS MAC 4D 0.816 8,831 35,820 0.090 795 3,222 3,222 0.50 820 CR. 77 (B)(ROWAN) NEBRASKA CR. 857 (MASS) URBANTRANS MAC 4D 0.621 3,233 35,820 0.090 795 3,222 3,222 0.09 830 CR. 77 (B)(ROWAN) CR. 587 (MASS) URBANTRANS MAC 4D 0.621 3,233 35,820 0.090 795 3,222 3,222 0.09 830 CR. 77 (B)(ROWAN) CR. 587 (MASS) URBANTRANS MAC 4D 0.621 3,233 35,220 0.090 544 1512 1512 0.36 840 CR. 77 (C)(REGENCY PARK BLVD) RIDGE URBANTRANS MAC 2D 1.043 6,040 16,726 0.090 544 1512 1512 0.36 840 CR. 77 (C)(REGENCY PARK BLVD) RIDGE URBANTRANS MAC 2D 0.527 5,249 16,726 0.090 517 1512 1512 0.34 840 CR. 77 (C)(REGENCY PARK BLVD) SAN MIGUEL URBANTRANS MAC 2D 0.533 5,744 16,726 0.090 517 1512 1512 0.34 840 CR. 77 (C)(REGENCY PARK BLVD) BANGSEY FOX HOLOW URBANTRANS MAC 2D 0.595 7,454 16,726 0.090 577 1512 1512 0.44 850 1 CR. 77 (C)(REGENCY PARK BLVD) FOX HOLLOW URBANTRANS MAC 2D 0.595 7,454 16,726 0.090 300 1512 1512 0.44 850 1 CR. 77 (C)(REGENCY PARK BLVD) FOX HOLLOW URBANTRANS MAC 2D 0.595 7,454 16,726 0.090 300 1512 1512 0.44 850 1 CR. 77 (C)(REGENCY PARK BLVD) F		C.R. 77 (A)(SEVEN SPRINGS BLVD)	HIDEAWAY TRAIL														C
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B00.2 C.R. 77 (B)(ROWAN) SHARPSBURG BLVD TROUBLE CREEK URBAN/TRANS MAC 4D 0.246 17,862 35,820 0.090 1,608 3.222 3.222 0.50																	Č
B10 C.R. 77 (B)(ROWAN) TROUBLE CREEK CECELIA URBAN/TRANS MAC 4D 0.369 8.678 35,820 0.090 781 3.222 3.222 0.24																	C
810.1 C.R. 77 (B)(ROWAN) CECELIA BAILLE URBAN/TRANS MAC 4D 0.323 9,380 35,820 0.090 844 3,222 3,222 0.26 810.2 C.R. 77 (B)(ROWAN) BAILLE PLATHE URBAN/TRANS MAC 4D 0.248 11,360 35,820 0.090 795 3,222 3,222 0.32 820 C.R. 77 (B)(ROWAN) PLATHE NEBRASKA URBAN/TRANS MAC 4D 0.816 8,831 35,820 0.090 795 3,222 3,222 0.32 820.1 C.R. 77 (B)(ROWAN) NEBRASKA C.R. 587 (MASS) URBAN/TRANS MAC 4D 0.621 3,233 35,820 0.090 291 3,222 3,222 0.09 830.1 C.R. 77 (B)(ROWAN) C.R. 587 (MASS) ORCHID LAKE URBAN/TRANS MAC 2D 1.043 6,040 16,726 0.090 544 1512 1512 0.36 830.1 C.R. 77 (B)(ROWAN) ORCHID LAKE RIDGE <																	C
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	1830	CHANCEY (Z.EAST)	U.S. 301 (GALL BLVD)	CRYSTAL SPRINGS	URBAN/TRANS	MA	4D	0.058		8,961	35,820	0.090	806	3.222	3,222	0.25	Č

AFT (4-20																
Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
1830.10	CHANCEY (Z.EAST)	N END REALIGNMENT	C.R. 54	URBAN/TRANS	MA	2U	0.216		6,327	15,930	0.090	569	1440	1440	0.40	С
1830.1	CHANCEY (Z.EAST)	CRYSTAL SPRINGS	S.R. 39	URBAN/TRANS	MA	4D	0.602		9,406	35,820	0.090	847	3,222	3,222	0.26	С
1830.2	CHANCEY (Z.EAST)	S.R. 39	20TH ST EXT	URBAN/TRANS	MA	2U	0.453		8,124	15,930	0.090	731	1440	1440	0.51	С
1830.3	CHANCEY (Z.EAST)	20TH ST EXT	ALSTON EXT	URBAN/TRANS	MA	2U	1.723		7,099	15,930	0.090	639	1440	1440	0.44	С
1830.4	CHANCEY (Z.EAST)	ALSTON EXT	C AVE EXT	URBAN/TRANS	MA	2U	0.593		5,946	15,930	0.090	535	1440	1440	0.37	С
1830.7	CHANCEY (Z.EAST)	C AVE EXT	S END REALIGNMENT	URBAN/TRANS	MA	2U	0.427		7,188	15,930	0.090	647	1440	1440	0.45	С
17075	CHANCEY (Z.EAST)	S END REALIGNMENT	N END REALIGNMENT	URBAN/TRANS	MA	2U	1.130		6,327	15,930	0.090	569	1440	1440	0.40	С
160	CHANCEY RD	C.R. 579 (MORRIS BRIDGE RD)	COATS RD	URBAN/TRANS	MA	2U	1.994		14,899	15,930	0.090	1,341	1440	1440	0.93	С
170.1	CHANCEY RD	COATS RD	ALLEN RD	URBAN/TRANS	MA	2U	0.527		8,960	15,930	0.090	806	1440	1440	0.56	С
170.2	CHANCEY RD	ALLEN RD	AUTUMN PALM	URBAN/TRANS	MA	2U	0.985		8,818	15,930	0.090	794	1440	1440	0.55	С
180	CHANCEY RD	AUTUMN PALM	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	2U	0.200		8,496	15,930	0.090	765	1440	1440	0.53	С
190.1	CHANCEY RD EXT	MANSFIELD BLVD	MEADOW POINTE BLVD	URBAN/TRANS	MIC	4D	2.197	Yes	14,074	35,820	0.090	1,267	3,222	3,222	0.39	С
190.4	CHANCEY RD EXT	S.R.581	E OF SR 581	URBAN/TRANS	MIC	4D	0.772		16,551	35,820	0.090	1,490	3,222	3,222	0.46	С
190.5	CHANCEY RD EXT	E OF SR 581	MANSFIELD BLVD	URBAN/TRANS	MIC	4D	0.436		15,463	35,820	0.090	1,392	3,222	3,222	0.43	С
200	CHANCEY RD EXT	MEADOW POINTE BLVD	FOXWOOD BLVD	URBAN/TRANS	MIC	4D	0.451	Yes	12,034	35,820	0.090	1,083	3,222	3,222	0.34	С
200.3	CHANCEY RD EXT	NEW RIVER RD	C.R.579 - MORRIS BRIDGE RD	URBAN/TRANS	MIC	4D	0.755	Yes	8,016	35,820	0.090	721	3,222	3,222	0.22	С
200.4	CHANCEY RD EXT	FOXWOOD BLVD	WYNDFIELDS BLVD	URBAN/TRANS	MIC	4D	0.932	Yes	8,318	35,820	0.090	749	3,222	3,222	0.23	С
200.6	CHANCEY RD EXT	WYNDFIELDS BLVD	GRECKO DR	URBAN/TRANS	MIC	4D	0.740	Yes	14,162	35,820	0.090	1,275	3,222	3,222	0.40	С
200.7	CHANCEY RD EXT	GRECKO DR	NEW RIVER RD	URBAN/TRANS	MIC	4D	0.489	Yes	14,162	35,820	0.090	1,275	3,222	3,222	0.40	С
205	CHRISTIAN RD	POWERLINE RD	U.S. 301	URBAN/TRANS	MAC	2U	0.762		1,072	15,930	0.090	96	1440	1440	0.07	С
210	CLARK ST	OLD DIXIE	U.S. 19	URBAN/TRANS	MAC	2U	0.164		6,069	15,930	0.090	546	1440	1440	0.38	С
220	CLAY HILL RD	C.R. 41	HERNANDO CL	RURAL DEV/UNDEV	MIC	2U	1.781		7,947	14,300	0.095	755	1,350	2,710	0.56	С
463	CLINTON AVE EXT	S.R. 52	C.R. 577 (CURLEY RD)	URBAN/TRANS	MA	4D	1.833	Yes	28,572	35,820	0.090	2,571	3,222	3,222	0.80	С
465	CLINTON AVE EXT	C.R. 577 (CURLEY RD)	C.R. 579 (PROSPECT RD)	URBAN/TRANS	MA	4D	2.334	Yes	23,628	35,820	0.090	2,127	3,222	3,222	0.66	С
240	COATS RD	CHANCEY RD	S.R. 54	URBAN/TRANS	MAC	2U	1.509		7,173	15,930	0.090	646	1440	1440	0.45	С
5355	COATS RD	S.R. 56	CHANCEY RD	URBAN/TRANS	MAC	2U	0.720	Yes	10,892	15,930	0.090	980	1440	1440	0.68	С
17005	COATS RD	OLDWOODS AVE	S.R. 56	URBAN/TRANS	MIC	2U	0.882	Yes	684	15,930	0.090	62	1440	1440	0.04	С
250	COLLIER PKWY	S.R. 54	WEEKS BLVD	URBAN/TRANS	MAC	4D	0.844		21,818	35,820	0.090	1,964	3,222	3,222	0.61	С
250.2	COLLIER PKWY	PARKWAY BLVD (S)	BELL LAKE RD	URBAN/TRANS	MAC	4D	0.361	Yes	13,239	35,820	0.090	1,192	3,222	3,222	0.37	С
250.3	COLLIER PKWY	BELL LAKE RD	HALE	URBAN/TRANS	MAC	4D	1.022	Yes	7,356	35,820	0.090	662	3,222	3,222	0.21	С
250.4	COLLIER PKWY	WEEKS BLVD	KILLINGTON BLVD	URBAN/TRANS	MAC	4D	0.267		23,689	35,820	0.090	2,132	3,222	3,222	0.66	С
250.5	COLLIER PKWY	KILLINGTON BLVD	PARKWAY BLVD (S)	URBAN/TRANS	MAC	4D	0.666		17,270	35,820	0.090	1,554	3,222	3,222	0.48	С
270	COLLIER PKWY	HALE	PARKWAY BLVD	URBAN/TRANS	MAC	4D	1.023	Yes	6,221	35,820	0.090	560	3,222	3,222	0.17	С
280	COLLIER PKWY	WILLOW BEND PKWY	S.R. 54	URBAN/TRANS	MAC	4D	0.449		17,192	35,820	0.090	1,547	3,222	3,222	0.48	С
1060	COLLIER PKWY	LIVINGSTON	WILLOW BEND PKWY	URBAN/TRANS	MAC	4D	1.092	Yes	23,088	35,820	0.090	2,078	3,222	3,222	0.64	С
270.2	COLLIER PKWY EXT	C.R. 583 (EHREN CUTOFF)	CONNERTON BLVD	URBAN/TRANS	MAC	2U	1.445	Yes	7,699	15,930	0.090	693	1440	1440	0.48	C
270.6	COLLIER PKWY EXT	CONNERTON BLVD	PLEASANT PLAINS PKWY	URBAN/TRANS	MAC	2U	0.190	Yes	14,371	15,930	0.090	1,293	1440	1440	0.90	С
270.7	COLLIER PKWY EXT	PLEASANT PLAINS PKWY	CR 583 (EHREN CUTOFF RD)	URBAN/TRANS	MAC	2U	1.488	Yes	9,966	15,930	0.090	897	1440	1440	0.62	С
16990	COLLIER PKWY EXT	SR 52 (W)	SR 52 (E)	URBAN/TRANS	MAC	2U	7.474	Yes	3,718	15,930	0.090	335	1440	1440	0.23	C
290.1	COLONY RD	S.R. 52	BLUE LAKE RD	URBAN/TRANS	MAC	2U	1.100		7,551	15,930	0.090	680	1440	1440	0.47	C
290.2	COLONY RD	BLUE LAKE RD	HUDSON AVE	URBAN/TRANS	MAC	2U	0.932		7,890	15,930	0.090	710	1440	1440	0.49	C
330.1	CONGRESS	MASS	ORCHID LAKE DR	URBAN/TRANS	MAC	2U	0.876		14,662	15,930	0.090	1,320	1440	1440	0.92	C
330.2	CONGRESS	ORCHID LAKE DR	RIDGE	URBAN/TRANS	MAC	2U	0.628		12,757	15,930	0.090	1,148	1440	1440	0.80	C
1970	CONGRESS	LOUISIANA	MAIN	URBAN/TRANS	MAC	2U	0.537		2,902	15,930	0.090	261	1440	1440	0.18	С
1980	CONGRESS	MAIN	MASS	URBAN/TRANS	MAC	2U	0.577		12,981	15,930	0.090	1,168	1440	1440	0.81	С
6025	CONNERTON BLVD	PLEASANT PLAINS PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	2U	0.972	Yes	15,023	15,930	0.090	1,352	1440	1440	0.94	С
6025	CONNERTON BLVD	PLEASANT PLAINS PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	4D	0.972		15,023	35,820	0.090	1,352	3,222	3,222	0.42	С
6030	CONNERTON BLVD	U.S. 41	PLEASANT PLAINS PKWY	URBAN/TRANS	MAC	4D	2.099		16,612	35,820	0.090	1,495	3,222	3,222	0.46	С
6020	CONNERTON RD EXT	COLLIER PKWY EXT	EHREN CUTOFF	URBAN/TRANS	MAC	2U	0.434	Yes	2,052	15,930	0.090	185	1440	1440	0.13	С
16910	CORPORATE CENTER DR	TRINITY BLVD	SR 54	URBAN/TRANS	MIC	2U	0.316		5,867	15,930	0.090	528	1440	1440	0.37	С
1070	COUNTY LINE RD SOUTH	LIVINGSTON	I - 75	URBAN/TRANS	MAC	4D	2.056	Yes	32,624	35,820	0.090	2,936	3,222	3,222	0.91	С
1080	COUNTY LINE RD SOUTH	I - 75	TROUT CREEK RD	URBAN/TRANS	MAC	4D	1.763	Yes	29,732	35,820	0.090	2,676	3,222	3,222	0.83	С
1080.1	COUNTY LINE RD SOUTH	TROUT CREEK RD	C.R. 581	URBAN/TRANS	MAC	4D	0.722	Yes	28,828	35,820	0.090	2,595	3,222	3,222	0.81	С
1090.1	COUNTY LINE RD SOUTH	C.R. 581	MANSFIELD BLVD	URBAN/TRANS	MAC	4D	2.473		12,508	35,820	0.090	1,126	3,222	3,222	0.35	С
360	COURT ST	C AVE	S.R. 54	URBAN/TRANS	MIC	2U	0.253		1,635	15,930	0.090	147	1440	1440	0.10	С
370	CRYSTAL SPRINGS	CENTRAL AVE	CHANCEY (Z.EAST)	URBAN/TRANS	MAC	2U	1.995		2,068	15,930	0.090	186	1440	1440	0.13	С
1820.3	CURLEY RD REALIGNMENT	S.R. 54	Z WEST EXT	URBAN/TRANS	MAC	4D	0.508	Yes	9,608	35,820	0.090	865	3,222	3,222	0.27	С
1820.4	CURLEY RD REALIGNMENT	Z WEST EXT	C.R. 577	URBAN/TRANS	MAC	4D	1.069	Yes	9,564	35,820	0.090	861	3,222	3,222	0.27	С
4000	CYPRESS CREEK RD	COUNTY LINE RD SOUTH	S.R. 54	URBAN/TRANS	MIC	2U	1.026		3,332	15,930	0.090	300	1440	1440	0.21	С
3150	DAIRY RD	CITY LIMITS	C.R. 530 EXT	URBAN/TRANS	MIC	2U	0.500		948	15,930	0.090	85	1440	1440	0.06	С
3150.1	DAIRY RD	DAUGHTERY RD	CITY LIMITS	URBAN/TRANS	MIC	2U	0.500		676	15,930	0.090	61	1440	1440	0.04	Č
16940	DAIRY RD	CR 54	DAUGHTERY RD	URBAN/TRANS	MIC	2U	0.500		3,719	15,930	0.090	335	1440	1440	0.23	č
860	DARBY	C.R. 581 (BELLAMY BROTHERS BLVD)		RURAL DEV/UNDEV	MAC	2U	4.530		2,318	14,300	0.095	220	1,350	2,710	0.16	В
880	DARLINGTON	U.S. 19	SUNRAY	URBAN/TRANS	MIC	2U	0.826		5,852	15,930	0.090	527	1440	1440	0.37	C
886	DAUGHTERY	GREENSLOPE	U.S. 301 (GALL BLVD)	URBAN/TRANS	MAC	2U	0.251		3,070	15,930	0.090	276	1440	1440	0.19	C
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Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	к	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
886.1	DAUGHTERY	C.R. 41 (FT KING HWY)	GREENSLOPE WIDE DD	URBAN/TRANS	MAC	2U	0.170		4,167 3,762	15,930	0.090	375	1440	1440	0.26	C
388 388.1	DAUGHTERY DAUGHTERY	DAIRY RD U.S. 301 (GALL BLVD)	WIRE RD DAIRY RD	URBAN/TRANS URBAN/TRANS	MAC MAC	2U 2U	0.256		4,467	15,930 15,930	0.090	339 402	1440 1440	1440 1440	0.24 0.28	C
0018	DAUGHTERY ROAD EXTENSION	WIRE ROAD	23RD STREET	URBAN/TRANS	MIC	2U	0.785	Yes	2,980	15,930	0.090	268	1440	1440	0.28	C
0010	DAUGHTERY ROAD EXTENSION	23RD STREET	OLD LAKELAND HIGHWAY	URBAN/TRANS	MIC	2U	1.382	Yes	1.882	15,930	0.090	169	1440	1440	0.13	c
7080	DAYFLOWER BLVD	OAKLEY BLVD	GATEWAY BLVD	URBAN/TRANS	MIC	2U	0.249	100	4,465	15,930	0.090	402	1440	1440	0.12	č
7085	DAYFLOWER BLVD	GATEWAY BLVD	OLD PASCO RD	URBAN/TRANS	MIC	2U	0.193		3,539	15,930	0.090	319	1440	1440	0.22	С
390	DEAN DAIRY	S.R. 54	EILAND BLVD	URBAN/TRANS	MAC	2U	1.007		8,088	15,930	0.090	728	1440	1440	0.51	С
900	DECUBELLIS	C.R. 1 (LITTLE RD)	OSCEOLA EXT	URBAN/TRANS	MAC	4D	0.414		9,715	35,820	0.090	874	3,222	3,222	0.27	С
900.1	DECUBELLIS	OSCEOLA EXT	STARKEY	URBAN/TRANS	MAC	4D	1.020		9,350	35,820	0.090	842	3,222	3,222	0.26	С
	DECUBELLIS	STARKEY	RIVERRIDGE	URBAN/TRANS	MAC	4D	1.285		20,821	35,820	0.090	1,874	3,222	3,222	0.58	С
910.1	DECUBELLIS	RIVERRIDGE	TOWNCENTER	URBAN/TRANS	MAC	4D	0.552		12,581	35,820	0.090	1,132	3,222	3,222	0.35	С
910.2	DECUBELLIS	TOWNCENTER	C.R. 587 (MOONLAKE)	URBAN/TRANS	MAC	4D	0.236		18,306	35,820	0.090	1,648	3,222	3,222	0.51	C
920 920.1	DENTON DENTON	U.S. 19 LITTLE RD EXT	LITTLE RD EXT COLONY EXT	URBAN/TRANS URBAN/TRANS	MAC MAC	2U 2U	0.696 2.482		6,228 2,576	15,930 15,930	0.090	561 232	1440 1440	1440 1440	0.39	C
920.1	DENTON	COLONY EXT	KITTEN TRAIL	URBAN/TRANS	MAC	2U	0.882		2,376	15,930	0.090	209	1440	1440	0.15	c
920.3	DENTON	KITTEN TRAIL	EAST RD	URBAN/TRANS	MAC	2U	0.125		3,258	15,930	0.090	293	1440	1440	0.10	c
930	DENTON	EAST RD	SHADYHILLS	URBAN/TRANS	MAC	2U	3.099		3,996	15,930	0.090	360	1440	1440	0.25	č
5040.1	DREXEL	LAKE PATIENCE	TOWER RD	URBAN/TRANS	MIC	2U	1.746	Yes	3,804	15,930	0.090	342	1440	1440	0.24	C
6050.1	DUCK SLOUGH RD	TRINITY BLVD	CHURCH DRIVEWAY	URBAN/TRANS	MAC	2U	0.415		2,433	15,930	0.090	219	1440	1440	0.15	С
050.2	DUCK SLOUGH RD	CHURCH DRIVEWAY	S.R. 54	URBAN/TRANS	MAC	4D	0.207		7,364	35,820	0.090	663	3,222	3,222	0.21	С
940.1	EAST RD	DENTON	SHERMAN DR	URBAN/TRANS	MAC	2U	2.692		1,813	15,930	0.090	163	1440	1440	0.11	С
940.2	EAST RD	SHERMAN DR	C.R. 578 (COUNTY LINE RD NORTH)	URBAN/TRANS	MAC	2U	0.368		1,096	15,930	0.090	99	1440	1440	0.07	С
860	EILAND BLVD	HANDCART	DEAN DAIRY	URBAN/TRANS	MA	4D	2.051	Yes	18,055	35,820	0.090	1,625	3,222	3,222	0.50	С
870	EILAND BLVD	DEAN DAIRY	SIMON RD	URBAN/TRANS	MA	4D	0.264	Yes	24,718	35,820	0.090	2,225	3,222	3,222	0.69	С
870.1 880	EILAND BLVD EILAND BLVD	SIMON RD GEIGER	GEIGER C.R. 41 (FT KING HWY)	URBAN/TRANS URBAN/TRANS	MA MA	4D 4D	0.258 1.075	Yes Yes	24,644 19,304	35,820 35,820	0.090	2,218 1,737	3,222	3,222	0.69 0.54	C
890	EILAND BLVD	C.R. 41 (FT KING HWY)	U.S. 301 (GALL BLVD)	URBAN/TRANS	MA	4D 4D	0.191	Yes	14,596	35,820	0.090	1,737	3,222	3,222	0.54	C
3055	ELAM RD	BOYETTE RD EXT	CURLEY RD	URBAN/TRANS	MIC	2U	2.556	163	3,044	15,930	0.090	274	1440	1440	0.41	Č
950	EMBASSY	U.S. 19	SHOPPERS WAY	URBAN/TRANS	MAC	2D	0.231		6,159	16,726	0.090	554	1512	1512	0.13	c
50.1	EMBASSY	SHOPPERS WAY	C.R. 77 (REGENCY PARK BLVD)	URBAN/TRANS	MAC	2D	0.594		6,771	16,726	0.090	609	1512	1512	0.40	č
960.1	EMBASSY		MOOREHEAD	URBAN/TRANS	MAC	2D	1.188		8,249	16,726	0.090	742	1512	1512	0.49	С
960.2	EMBASSY	MOOREHEAD	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	2D	0.097		8,170	16,726	0.090	735	1512	1512	0.49	С
70	FIVAY	C.R. 1 (LITTLE RD)	CLAYTON	URBAN/TRANS	MAC	2U	0.944		5,201	15,930	0.090	468	1440	1440	0.33	С
70.1	FIVAY	CLAYTON	HUDSON	URBAN/TRANS	MAC	2U	1.384		1,896	15,930	0.090	171	1440	1440	0.12	С
060	FOX HOLLOW DR	U.S. 19	C.R. 77	URBAN/TRANS	MIC	2U	0.506		7,450	15,930	0.090	671	1440	1440	0.47	С
6065.1 6065.2	FOX HOLLOW DR FOX HOLLOW DR	C.R. 77 MOOREHEAD LN	MOOREHEAD LN LITTLE RD	URBAN/TRANS URBAN/TRANS	MIC MIC	2U 2U	1.118 0.477	ļ	4,296 4,594	15,930 15,930	0.090	387 413	1440 1440	1440 1440	0.27	C
980	FRAZEE HILL	C.R. 41 (BLANTON)	POWERLINE RD	URBAN/TRANS	MAC	2U	1.007		4,014	14,300	0.090	361	1,350	2,710	0.29	В
985.1	FRAZEE HILL	POWERLINE RD	14TH ST	URBAN/TRANS	MIC	2U	0.381		3,426	15,930	0.090	308	1,330	1440	0.21	C
985.2	FRAZEE HILL	14TH ST	U.S. 301	URBAN/TRANS	MIC	2U	0.118		3,558	15,930	0.090	320	1440	1440	0.22	c
95	GALEN WILSON	SAN MIGUEL	RIDGE	URBAN/TRANS	MIC	2U	0.504		1,686	15,930	0.090	152	1440	1440	0.11	č
6945	GATEWAY BLVD	CR 54	DAYFLOWER BLVD	URBAN/TRANS	MIC	2U	0.171		12,756	15,930	0.090	1,148	1440	1440	0.80	Č
990	GEIGER	EILAND BLVD (Z.WEST)	U.S. 301 (GALL BLVD)	URBAN/TRANS	MIC	2U	0.884		8,723	15,930	0.090	785	1440	1440	0.55	С
6930	GOLF LINKS BLVD	CR 579 (EILAND BLVD)	SR 54	URBAN/TRANS	MIC	4D	1.393		4,458	35,820	0.090	401	3,222	3,222	0.12	С
3155	GREEN SLOPE DRIVE	BAILEY HILL ROAD	C.R. 530 EXT	URBAN/TRANS	MIC	2U	0.962	Yes	484	15,930	0.090	44	1440	1440	0.03	С
3160	GREENSLOPE	CITY LIMITS	C.R. 530 EXT (KOSSIK)	URBAN/TRANS	MIC	2U	0.503		8,894	15,930	0.090	800	1440	1440	0.56	С
3160.1	GREENSLOPE	DAUGHTERY	CITY LIMITS	URBAN/TRANS	MIC	2U	0.505		6,036	15,930	0.090	543	1440	1440	0.38	С
2110	GULF BLVD GULF BLVD	U.S19	C.R. 595 (GRAND)	URBAN/TRANS URBAN/TRANS	MIC	2U	0.479		8,397	15,930	0.090	756 205	1440	1440	0.52	С
2120 10	GULF TRACE	C.R. 595 (GRAND) SAN LUIS	MADISON U.S. 19	URBAN/TRANS	MIC	2U	0.269 1.607		2,274	15,930	0.090	205	1440 1440	1440 1440	0.14 0.16	C
130.2	GULF TRACE	BAILLIES BLUFF RD	SAN LUIS	URBAN/TRANS	MAC MAC	2U 2U	0.251		2,586 2,406	15,930 15,930	0.090	233	1440	1440	0.15	C
130.2	HALE	U.S. 41	COLLIER PKWY	URBAN/TRANS	MAC	2U	1.530		1,564	15,930	0.090	141	1440	1440	0.10	c
010	HALE	COLLIER PKWY	PARKWAY BLVD	URBAN/TRANS	MIC	2U	0.617		553	15,930	0.090	50	1440	1440	0.10	Č
035	HAYS	S.R. 52	MABLE RIDGE E&W	URBAN/TRANS	MAC	2U	1.708		2,862	15,930	0.090	258	1440	1440	0.03	č
035.1	HAYS	MABLE RIDGE E&W	HUDSON AVE	URBAN/TRANS	MAC	2U	0.560		4,405	15,930	0.090	396	1440	1440	0.28	Č
6075	HENLEY RD	S.R.54	LEONARD RD	URBAN/TRANS	MIC	2U	0.662		2,041	15,930	0.090	184	1440	1440	0.13	С
040	HICKS	S.R. 52	HUDSON AVE	URBAN/TRANS	MAC	2U	2.056		5,474	15,930	0.090	493	1440	1440	0.34	С
050	HICKS	HUDSON AVE	KITTEN TRAILS	URBAN/TRANS	MAC	2U	0.877		9,024	15,930	0.090	812	1440	1440	0.56	С
055	HICKS	KITTEN TRAILS	NEW YORK	URBAN/TRANS	MAC	2U	0.122		13,167	15,930	0.090	1,185	1440	1440	0.82	С
056	HICKS	NEW YORK	DENTON	URBAN/TRANS	MIC	2U	1.000	Yes	2,206	15,930	0.090	199	1440	1440	0.14	С
7025	HIGHLAND BLVD	EILAND BLVD	OVERPASS RD	URBAN/TRANS	MIC	2U	2.068	Yes	3,364	15,930	0.090	303	1440	1440	0.21	С
7030	HIGHLAND BLVD	OVERPASS RD	CR 579 (PROSPECT RD)	URBAN/TRANS	MIC	2U	3.031	Yes	5,170	15,930	0.090	465	1440	1440	0.32	C
020	HUDSON AVE HUDSON AVE	HICKS COLONY EXT N	COLONY EXT N HAYS	URBAN/TRANS URBAN/TRANS	MAC MAC	2U 2U	1.994 3.292	-	7,222 2,882	15,930 15,930	0.090	650 259	1440 1440	1440 1440	0.45 0.18	C
020	HODGON AVE	COLUNI EAT IN	IIAIO	OKINA I WINDAU	IVIAC	20	3.292	L	2,882	15,930	0.090	∠59	1440	1440	υ. Ιδ	

1110 1110.1 120 120 120 120 120 120 120 12	HUDSON AVE HUDSON AVE HUDSON AVE HUDSON AVE HUDSON AVE HUNT ROAD 1 - 75 1 - 75 1 - 75 1 - 75 1 - 75 I - 75 I - 75 J - 75	OLD DIXIE U.S. 19 FIVAY LITTLE RD EXT S.R. 54 HILLS CO LINE S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD) C.R. 1578 (ST. JOE RD)	U.S. 19 FIVAY LITTLE RD EXT HICKS U.S. 41 S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS	MAC MAC MAC MAC MIC F F F F F F	2U 2U 2U 2U 2U 2U 8F 8F 8F	0.360 0.139 1.756 1.028 0.767 1.705 3.442 3.059 3.582	Yes	1,014 3,963 4,655 4,281 1,458 175,186 191,186 168,185	15,930 15,930 15,930 15,930 15,930 148,700 148,700 148,700	0.090 0.090 0.090 0.090 0.090 0.090 0.090	91 357 419 385 131 15,767 17,207 15,137	1440 1440 1440 1440 1440 13,390 13,390	1440 1440 1440 1440 15,010 15,010 15,010	0.06 0.25 0.29 0.27 0.09 1.18 1.29 1.13
110.1 120 0081 1280 290 300.1 300.2 310 310 110.1 5905.1 150 140 140.1 150 170 180 1909 7020	HUDSON AVE HUDSON AVE HUNT ROAD 1-75 1-75 1-75 1-75 1-75 1-75 1-75 1-75	FIVAY LITTLE RD EXT S.R. 54 HILLS CO LINE S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	LITTLE RD EXT HICKS U.S. 41 S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS	MAC MAC MIC F F F F	2U 2U 2U 8F 8F 8F 8F	1.756 1.028 0.767 1.705 3.442 3.059	Yes	4,655 4,281 1,458 175,186 191,186	15,930 15,930 15,930 148,700 148,700 148,700	0.090 0.090 0.090 0.090 0.090 0.090	419 385 131 15,767 17,207 15,137	1440 1440 13,390 13,390 13,390	1440 1440 1440 15,010 15,010 15,010	0.29 0.27 0.09 1.18 1.29 1.13
120 0081 280 290 300.1 300.2 310 310.1 3905.1 3905.2 140.1 150 170 180 190 7020	HUDSON AVE HUNT ROAD 1 - 75 1 - 75 1 - 75 1 - 75 1 - 75 1 - 75 I - 75 I - 75 I - 75 INTERLAKEN RD INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JASMINE DR JASMINE DR JOHNSTON RD KIEFER RD KIEFER RD	LITTLE RD EXT S.R. 54 HILLS CO LINE S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	HICKS U.S. 41 S.R. 56 S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS	MAC MIC F F F F	2U 2U 8F 8F 8F 8F	1.028 0.767 1.705 3.442 3.059	Yes	4,281 1,458 175,186 191,186	15,930 15,930 148,700 148,700 148,700	0.090 0.090 0.090 0.090 0.090	385 131 15,767 17,207 15,137	1440 1440 13,390 13,390 13,390	1440 1440 15,010 15,010 15,010	0.27 0.09 1.18 1.29 1.13
0081 280 290 300.1 300.2 310 310.1 3905.1 3905.2 440.1 140.1 150 170	HUNT ROAD 1-75 1-75 1-75 1-75 1-75 1-75 1-75 I-75 INTERLAKEN RD INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JASMINE DR JASMINE DR JASMINE DR JASMINE RD JASMINE RD KIEFER RD KIEFER RD KIEFER RD	S.R. 54 HILLS CO LINE S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	U.S. 41 S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS	MIC F F F F	2U 8F 8F 8F 8F	0.767 1.705 3.442 3.059	Yes	1,458 175,186 191,186	15,930 148,700 148,700 148,700	0.090 0.090 0.090 0.090	131 15,767 17,207 15,137	1440 13,390 13,390 13,390	1440 15,010 15,010 15,010	0.09 1.18 1.29 1.13
280 290 300.1 300.2 310 310 310 310 310 310 310 310	I - 75 I - 76 I	HILLS CO LINE S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS	F F F F	8F 8F 8F 8F	1.705 3.442 3.059	Yes	175,186 191,186	148,700 148,700 148,700	0.090 0.090 0.090	15,767 17,207 15,137	13,390 13,390 13,390	15,010 15,010 15,010	1.18 1.29 1.13
290 300.1 300.2 310 310.1 3905.1 3905.2 140 140.1 150 170 180 7020	I - 75 INTERLAKEN RD INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JASMINE RD JOHNSTON RD KIEFER RD KIEFER RD	S.R. 56 S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS	F F F	8F 8F 8F	3.442 3.059		191,186	148,700 148,700	0.090 0.090	17,207 15,137	13,390 13,390	15,010 15,010	1.29 1.13
300.1 300.2 310 310.1 5905.1 5905.2 140 140.1 150 170 180 990 7020	I - 75 INTERLAKEN RD INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JASMINE DR JASMINE DR JESSAMINE RD JOHNSTON RD KIEFER RD	S.R. 54 OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS	F F F	8F 8F	3.059			148,700	0.090	15,137	13,390	15,010	1.13
300.2 310 310.1 5905.1 5905.2 140 140.1 150 170 180 190 17020	I - 75 I - 75 I - 75 I - 75 INTERLAKEN RD INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JASMINE DR JASMINE DR JESSAMINE RD JOHNSTON RD KIEFER RD KIEFER RD	OVERPASS RD S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	S.R. 52 C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS URBAN/TRANS URBAN/TRANS URBAN/TRANS	F	8F			168,185						
310 310.1 5905.1 5905.2 140 140.1 150 170 180 990	I - 75 I - 75 I - 75 INTERLAKEN RD INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JESSAMINE DR JOHNSTON RD KIEFER RD KIEFER RD	S.R. 52 C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	C.R. 41 (BLANTON RD) HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS URBAN/TRANS URBAN/TRANS	F		3,582								၂ ရရ
310.1 6905.1 6905.2 140 140.1 150 170 180 190 17020	I - 75 INTERLAKEN RD INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JESSAMINE RD JOHNSTON RD KIEFER RD	C.R. 41 (BLANTON RD) SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	HERNANDO CO 1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS URBAN/TRANS	F F			Yes	147,290	148,700	0.090	13,256	13,390	15,010	
5905.1 5905.2 140 140.1 150 170 180 190 17020	INTERLAKEN RD INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JESSAMINE RD JOHNSTON RD KIEFER RD KIEFER RD	SR 54 1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	1/4 M E OF COMMUNITY CR 587 (GUNN HWY) JASMINE CIRCLE	URBAN/TRANS	F	6F	7.325		117,313	111,800	0.090	10,558	10060	11100	1.05
6905.2 140 140.1 150 170 180 190 7020	INTERLAKEN RD JASMINE DR JASMINE DR JASMINE DR JESSAMINE RD JOHNSTON RD KIEFER RD KIEFER RD	1/4 M E OF COMMUNITY U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	CR 587 (GUNN HWY) JASMINE CIRCLE		1110	6F	1.295		93,439	111,800	0.095	8,877	10060	11100	0.88
140 140.1 150 170 180 090 7020	JASMINE DR JASMINE DR JASMINE DR JESSAMINE RD JOHNSTON RD KIEFER RD KIEFER RD	U.S. 19 JASMINE CIRCLE C.R. 1 (LITTLE RD)	JASMINE CIRCLE		MAC	2U	0.718		5,817	15,930	0.090	524	1440	1440	0.36
140.1 150 170 180 090 7020	JASMINE DR JASMINE DR JESSAMINE RD JOHNSTON RD KIEFER RD KIEFER RD	JASMINE CIRCLE C.R. 1 (LITTLE RD)			MAC	2U	0.650		4,273	15,930	0.090	385	1440	1440	0.27
150 170 180 090 7020	JASMINE DR JESSAMINE RD JOHNSTON RD KIEFER RD KIEFER RD	C.R. 1 (LITTLE RD)	C.R. 1 (LITTLE RD)	URBAN/TRANS URBAN/TRANS	MAC	2U	0.324		6,077	15,930	0.090	547	1440	1440 1440	0.38
170 180 090 7020	JESSAMINE RD JOHNSTON RD KIEFER RD KIEFER RD		OSCEOLA	URBAN/TRANS	MAC MAC	2U 2U	1.897 0.624		2,678 3,176	15,930 15,930	0.090	241 286	1440 1440	1440	0.17
180 090 7020	JOHNSTON RD KIEFER RD KIEFER RD		C.R. 41 (BLANTON)	RURAL DEV/UNDEV	MAC	2U	3.269		4,025	14,300	0.095	382	1,350	2,710	0.28
090 7020	KIEFER RD KIEFER RD	C.R. 576 (ST. JOE RD) C.R. 581 (BELLAMY BROTHERS RD)	C.R. 577 (LAKE IOLA RD)	RURAL DEV/UNDEV	MAC	2U	3.593		4,025	14,300	0.095	45	1,350	2,710	0.28
7020	KIEFER RD	CURLEY RD	HANDCART RD	URBAN/TRANS	MIC	2U	2.021	Yes	3,288	15,930	0.090	296	1,330	1440	0.03
		HANDCART RD	C.R. 41 (FT. KING HWY)	URBAN/TRANS	MIC	2U	2.542	Yes	1,343	15,930	0.090	121	1440	1440	0.21
	KITTEN TRAILS	HICKS	COLONY EXT	URBAN/TRANS	MAC	2U	1.982	. 55	2,305	15,930	0.090	207	1440	1440	0.14
	KITTEN TRAILS	COLONY EXT	DENTON	URBAN/TRANS	MAC	2U	1.546		1,048	15,930	0.090	94	1440	1440	0.07
	LAKE BLANCH DR	STARKEY BLVD	LONG SPUR	URBAN/TRANS	MIC	2D	1.907		2,780	16,726	0.090	250	1512	1512	0.17
	LAKE PATIENCE	SUNLAKE DR	OAKSTEAD BLVD	URBAN/TRANS	MIC	2U	0.622		18,652	15,930	0.090	1,679	1440	1440	1.17
	LAKE PATIENCE	OAKSTEAD BLVD	WILSON	URBAN/TRANS	MIC	2U	1.535		7,990	15,930	0.090	719	1440	1440	0.50
310.3	LAKE PATIENCE	WILSON	U.S.41	URBAN/TRANS	MIC	2U	0.784		7,730	15,930	0.090	696	1440	1440	0.48
	LANIER ROAD	S.R. 54	CHANCEY RD	URBAN/TRANS	MIC	2U	0.920		3,312	15,930	0.090	298	1440	1440	0.21
095	LAWLESS RD	ROGERLAND RD	BOSLEY DR	URBAN/TRANS	MIC	2U	0.314		14	15,930	0.090	1	1440	1440	0.00
305	LEMON	ORCHID LAKE DR	RIDGE RD	URBAN/TRANS	MIC	2U	0.498		2,953	15,930	0.090	266	1440	1440	0.18
100	LEONARD RD	HENLEY RD	U.S. 41	URBAN/TRANS	MIC	2U	1.237		4,243	15,930	0.090	382	1440	1440	0.27
	LIVINGSTON	COUNTY LINE RD SOUTH	S.R. 54	URBAN/TRANS	MAC	2U	0.997		6,582	15,930	0.090	592	1440	1440	0.41
	LOCK ST	C.R. 41 (21ST STREET)	N.17TH STR	URBAN/TRANS	MA	2U	0.249		4,529	15,930	0.090	408	1440	1440	0.28
270.1	LOCK ST	N.17TH STR	14TH ST	URBAN/TRANS	MA	2U	0.253		13,636	15,930	0.090	1,227	1440	1440	0.85
270.2	LOCK ST	14TH ST	U.S. 301	URBAN/TRANS	MA	2U	0.262		12,765	15,930	0.090	1,149	1440	1440	0.80
5975	LONG LAKE RANCH RD A	SUNLAKE BLVD	LONG LAKE RANCH RD J	URBAN/TRANS	MIC	2U	0.363		4,970	15,930	0.090	447	1440	1440	0.31
140	LONG SPUR	S.R.54	TOWER RD	URBAN/TRANS	MAC	4D	1.129		3,518	35,820	0.090	317	3,222	3,222	0.10
330	LOUIS AVE	ALT U.S. 19	U.S. 19	URBAN/TRANS	MIC	2U	0.462		4,722	15,930	0.090	425	1440	1440	0.30
130	LOUISIANA	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.253		10,221	15,930	0.090	920	1440	1440	0.64
	LOUISIANA	MADISON	CONGRESS	URBAN/TRANS	MAC	2U	0.499		4,278	15,930	0.090	385	1440	1440	0.27
	MADISON	MOOG	S.R. 54	URBAN/TRANS	MAC	2U	0.499		4,557	15,930	0.090	410	1440	1440	0.28
	MADISON	S.R. 54	TROUBLE CREEK	URBAN/TRANS	MAC	2U	0.501		6,276	15,930	0.090	565	1440	1440	0.39
	MADISON	TROUBLE CREEK	CITY LIMITS CECELIA	URBAN/TRANS	MAC	2U	0.272		6,586	15,930	0.090	593	1440	1440 1440	0.41
	MADISON MADISON	CITY LIMITS CECELIA	GULF	URBAN/TRANS URBAN/TRANS	MAC MAC	2U 2U	0.228 0.501		5,362 6,272	15,930 15,930	0.090	483 564	1440 1440	1440	0.34
_	MADISON	GULF	BRIDGE	URBAN/TRANS	MAC	2U	0.301		4,981	15,930	0.090	448	1440	1440	0.39
	MADISON	BRIDGE	LOUISIANA	URBAN/TRANS	MAC	2U	0.140		4,981	15,930	0.090	448	1440	1440	0.31
	MADISON	LOUISIANA	MAIN	URBAN/TRANS	MAC	2U	0.107		8,706	15,930	0.090	784	1440	1440	0.54
	MADISON	MAIN	MASS	URBAN/TRANS	MAC	2U	0.584		4,559	15,930	0.090	410	1440	1440	0.34
	MAIN ST	CONGRESS	C.R. 77 (ROWAN)	URBAN/TRANS	MAC	2U	0.526		10,709	15,930	0.090	964	1440	1440	0.28
	MAIN ST	U.S. 19	RIVER	URBAN/TRANS	MAC	4D	0.217		2,829	35,820	0.090	255	3,222	3,222	0.08
	MAIN ST	RIVER	BRIDGE	URBAN/TRANS	MAC	4D	0.093		3,534	35,820	0.090	318	3,222	3,222	0.10
	MAIN ST	BRIDGE	BANK	URBAN/TRANS	MAC	2U	0.108		3,186	15,930	0.090	287	1440	1440	0.20
	MAIN ST	BANK	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.078		2,839	15,930	0.090	256	1440	1440	0.18
	MAIN ST	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.254		3,472	15,930	0.090	312	1440	1440	0.22
	MAIN ST	MADISON	CONGRESS	URBAN/TRANS	MAC	2U	0.501		9,164	15,930	0.090	825	1440	1440	0.57
340	MANASSAS	MENTMORE	OAKSTEAD	URBAN/TRANS	MIC	2U	0.498		8,562	15,930		771	1440	1440	0.54
220	MANSFIELD	BEARDSLEY DR	COUNTY LINE RD SOUTH	URBAN/TRANS	MAC	4D	0.253		7,578	35,820	0.090	682	3,222	3,222	0.21
	MANSFIELD	COUNTY LINE RD SOUTH	EAST OF WIREGRASS RANCH HS		MAC	4D	0.994		6,434	35,820	0.090	579			0.18
	MANSFIELD	EAST OF WIREGRASS RANCH HS		URBAN/TRANS	MAC	4D	0.871		16,575	35,820	0.090	1,492	3,222	3,222	0.46
	MARINE PKWY	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.437		8,200	15,930	0.090	738	1440	1440	0.51
	MASSEY RD	EILAND BLVD	GEIGER RD	URBAN/TRANS	MIC	2U	0.499		2,267	15,930	0.090	204	1440	1440	0.14
	MCKENDREE RD		S.R. 52	URBAN/TRANS	MIC	2U	1.674	Yes	7,914	15,930	0.090	712	1440	1440	0.49
	MCKENDREE REALIGNMENT	OVERPASS RD	ELAM RD	URBAN/TRANS	MIC	2U	0.365	Yes	9,521	15,930	0.090	857	1440	1440	0.60
	MCKENDREE REALIGNMENT	ELAM RD	MCKENDREE RD	URBAN/TRANS	MIC	2U	1.847	Yes	6,172	15,930	0.090	555	1440	1440	0.39

	20)			P: 2045 Cost Affor												
Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	K	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
1819.2	MEADOW POINTE BLVD	OLDWOODS AV	CLARIDGE PL	URBAN/TRANS	MAC	4D	0.567	Yes	12,130	35,820	0.090	1,092	3,222	3,222	0.34	С
	MEADOW POINTE BLVD	CLARIDGE PL	S.R. 56	URBAN/TRANS	MAC	4D	0.373	Yes	13,486	35,820	0.090	1,214	3,222	3,222	0.38	С
1820.2	MEADOW POINTE BLVD	S.R. 56	S.R. 54	URBAN/TRANS	MAC	4D	2.622	Yes	9,115	35,820	0.090	820	3,222	3,222	0.25	С
	MEADOWBROOK DR	S.R. 54	MENTMORE	URBAN/TRANS	MIC	2U	0.551		12,922	15,930	0.090	1,163	1440	1440	0.81	С
	MENTMORE	BALLANTRAE	SUNLAKE DR	URBAN/TRANS	MIC	2U	1.252		8,298	15,930	0.090	747	1440	1440	0.52	С
5000.3	MENTMORE	SUNLAKE DR	MANASSAS	URBAN/TRANS	MIC	4D	0.362		9,688	35,820	0.090	872	3,222	3,222	0.27	С
	MENTMORE	BEXLEY RANCH RD	MEADOWBROOK DR	URBAN/TRANS URBAN/TRANS	MIC MIC	2U	0.511		11,308	15,930	0.090	1,018	1440	1440	0.71	С
	MENTMORE MENTMORE	MEADOWBROOK DR MANASSAS	BALLANTRAE S.R.54	URBAN/TRANS	MIC	2U 4D	0.534 0.524		11,877 2,389	15,930 35.820	0.090	1,069 215	1440 3,222	1440 3,222	0.74	C
	MIRADA ROAD	S.R. 52		URBAN/TRANS	MIC	2U	2.223	Yes	4,719	,	0.090	425		1440		C
	MITCHELL BLVD	C.R. 77 (SEVEN SPRINGS BLVD)	C.R. 577 (CURLEY RD) PEMBERTON RD	URBAN/TRANS	MA	4D	0.793	res	9,279	15,930 35,820	0.090	835	1440 3,222	3,222	0.29 0.26	C
	MITCHELL BLVD	PEMBERTON RD	TRINITY OAKS	URBAN/TRANS	MA	4D 4D	0.793		9,279	35,820	0.090	835	3,222		0.26	c
	MITCHELL BLVD	TRINITY OAKS	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	4D	0.671		15,246	35,820	0.090	1,372	3,222	3,222	0.43	C
	MITCHELL BLVD	C.R. 1 (LITTLE RD)	S.R. 54	URBAN/TRANS	MAC	4D	1.829	Yes	5,604	35,820	0.090	504	3,222	3,222	0.43	C
	MITCHELL BLVD	SEVEN SPRINGS BLVD	S.R. 54 REALIGNMENT	URBAN/TRANS	MIC	2U	1.119	163	7,600	15,930	0.090	684	1440	1440	0.10	Č
	MOOG	C.R. 595A (BAILLIES BLVD RD)	U.S. 19	URBAN/TRANS	MAC	2U	1.502		9,818	15,930	0.090	884	1440	1440	0.48	c
	MOOG	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.977		6.354	15,930	0.090	572	1440	1440	0.40	C
1366	MOOG	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.501		2,434	15,930	0.090	219	1440	1440	0.40	c
3140	MORNINGSIDE DR	OLD LAKELAND HWY	U.S. 301	URBAN/TRANS	MIC	2U	1.000		132	15,930	0.090	12	1440	1440	0.13	č
3145	MORNINGSIDE DR	C.R. 41 (FT. KING)	S.R. 52	URBAN/TRANS	MIC	2U	0.513		4,626	15,930	0.090	416	1440	1440	0.29	Č
	MORNINGSIDE DR	U.S. 301	C.R. 41 (FT. KING)	URBAN/TRANS	MIC	2U	1.089	Yes	2,220	15,930	0.090	200	1440	1440	0.14	c
1390	N.17TH STR	CITY LIMITS	LOCK ST	URBAN/TRANS	MAC	2U	0.096	100	9,207	15,930	0.090	829	1440	1440	0.58	Č
	N.17TH STR	MERIDIAN	CITY LIMITS	URBAN/TRANS	MAC	2U	0.696		8,871	15,930	0.090	798	1440		0.55	Č
	NEW RIVER RD	S.R. 56	CHANCEY EXT	URBAN/TRANS	MIC	2U	0.786	Yes	3,950	15,930	0.090	356	1440			Č
5315	NEW RIVER RD	CHANCEY EXT	S.R. 54	URBAN/TRANS	MIC	2U	0.748		15,821	15,930	0.090	1,424	1440		0.99	D
	NEW YORK	OLD DIXIE	U.S. 19	URBAN/TRANS	MAC	2U	0.731		2,249	15,930	0.090	202	1440	1440	0.14	С
	NEW YORK	U.S. 19	LITTLE RD EXT	URBAN/TRANS	MAC	2U	1.525		1,506	15,930	0.090	136	1440	1440	0.09	Č
1386	NEW YORK	LITTLE RD EXT	HICKS	URBAN/TRANS	MAC	2U	0.505		10,578	15,930	0.090	952	1440	1440	0.66	Č
	NORTH AVE	U.S. 301 (GALL BLVD)	7TH ST	URBAN/TRANS	MIC	2U	0.155		6,979	15,930	0.090	628	1440	1440	0.44	Č
	NORTH AVE	7TH ST	20TH ST	URBAN/TRANS	MIC	2U	0.914		3,100	15,930	0.090	279	1440	1440	0.19	С
17050	NORTH AVE	20TH ST	23RD ST	URBAN/TRANS	MIC	2U	0.250	Yes	5,713	15,930	0.090	514	1440	1440	0.36	С
5070.1	NORTH COLLECTOR	SUNLAKE BLVD	ROADWAY "A"	URBAN/TRANS	MIC	2U	0.970	Yes	2,089	15,930	0.090	188	1440	1440	0.13	С
1780.2	NORTHWOOD PALMS BLVD	EVERGREEN CHASE DR	S.R. 56	URBAN/TRANS	MIC	2U	0.212		12,775	15,930	0.090	1,150	1440	1440	0.80	С
1780.3	NORTHWOOD PALMS BLVD	HILLSBOROUGH CO	BREAKERS DR	URBAN/TRANS	MIC	2U	0.220		11,467	15,930	0.090	1,032	1440	1440	0.72	С
1780.4	NORTHWOOD PALMS BLVD	BREAKERS DR	EVERGREEN CHASE DR	URBAN/TRANS	MIC	2U	0.560		12,134	15,930	0.090	1,092	1440	1440	0.76	С
9139	OAK GROVE DR	COUNTY LINE RD SOUTH	SR 54	URBAN/TRANS	MIC	2U	1.094		11,252	15,930	0.090	1,013	1440	1440	0.70	С
9024	OAKLEY BLVD	CR 54	OLD PASCO RD	URBAN/TRANS	MIC	2U	0.973		9,823	15,930	0.090	884	1440		0.61	С
1570.2	OAKSTEAD BLVD	S.R. 54	MANASSAS	URBAN/TRANS	MIC	4D	0.506		22,312	35,820	0.090	2,008	3,222	3,222	0.62	С
1570.3	OAKSTEAD BLVD	MANASSAS	LAKE PATIENCE	URBAN/TRANS	MIC	2U	0.566		14,655	15,930	0.090	1,319	1440	1440	0.92	С
	OLD C.R. 54	S.R. 54	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	2U	1.134		6,372	15,930	0.090	573	1440	1440	0.40	С
	OLD DIXIE	CLARK	HUDSON	URBAN/TRANS	MAC	2U	0.255		6,069	15,930	0.090	546	1440	1440	0.38	С
	OLD DIXIE	HUDSON	NEW YORK AVE	URBAN/TRANS	MAC	2U	0.819		5,050	15,930	0.090	455	1440	1440	0.32	С
	OLD DIXIE	NEW YORK AVE	ARIPEKA RD	URBAN/TRANS	MAC	2U	3.909		566	15,930	0.090	51	1440	1440	0.04	С
6120	OLD DIXIE	NEW YORK AVE	ARIPEKA RD	URBAN/TRANS	MAC	2U	3.909	Yes	566	15,930	0.090	51	1440	1440	0.04	С
	OLD PASCO RD	DAYFLOWER BLVD	0.10 N OF DAYFLOWER	URBAN/TRANS	MAC	4D	0.104	Yes	6,875	35,820	0.090	619	3,222	3,222	0.19	С
	OLD PASCO RD	0.10 N OF DAYFLOWER	OVER PASS RD	URBAN/TRANS	MAC	4D	2.830	Yes	9,134	35,820	0.090	822	3,222	3,222	0.26	С
1520.3	OLD PASCO RD	OVER PASS RD	S.R. 52	URBAN/TRANS	MAC	4D	3.551	Yes	4,014	35,820	0.090	361	3,222	3,222	0.11	С
	OLD PASCO RD	C.R. 54	FOAMFLOWER BLVD	URBAN/TRANS	MAC	4D	0.248	Yes	17,103	35,820	0.090	1,539	3,222	3,222	0.48	С
	OLD PASCO RD	FOAMFLOWER BLVD	DAYFLOWER BLVD	URBAN/TRANS	MAC	4D	0.148	Yes	7,962	35,820	0.090	717	3,222		0.22	С
3490	OLDWOODS AVE	MEADOW POINTE BLVD	.8 MI E OF MEADOW PT BLVD	URBAN/TRANS	MIC	2U	0.368	Yes	2,922	15,930	0.090	263	1440	1440	0.18	С
3500	OLDWOODS AVE		C.R. 579 (MORRIS BRIDGE RD)	URBAN/TRANS	MIC	2U	2.650	Yes	3,591	15,930	0.090	323	1440	1440	0.22	С
	OLDWOODS AVE	C.R. 579 (MORRIS BRIDGE RD)		URBAN/TRANS	MIC	2U	2.400	Yes	393	15,930	0.090	35	1440	1440	0.02	С
	ORCHID LAKE DR	C.R. 77 (ROWAN)	LEMON	URBAN/TRANS	MIC	2U	0.537	1	1,159	15,930	0.090	104	1440	1440	0.07	С
	ORCHID LAKE DR	WASHINGTON	MADISON EXT	URBAN/TRANS	MIC	2U	0.256	1	858	15,930	0.090	77	1440	1440	0.05	C
	ORCHID LAKE DR	MADISON EXT	CONGRESS	URBAN/TRANS URBAN/TRANS	MIC	2U	0.547 0.552		2,263	15,930	0.090	204	1440 1440	1440 1440	0.14	C
5260	ORCHID LAKE DR	CONGRESS	C.R. 77 (ROWAN)	URBAN/TRANS	MIC MAC	2U			2,168 3,719	15,930	0.090	195 335	1440	1440	0.14	C
1450	OSCEOLA	C.R 587 (RIDGE)	LAKE VIEW			2U	1.260	-		15,930						
	OSCEOLA OSCEOLA	JASMINE	JASMINE C.D. 50	URBAN/TRANS URBAN/TRANS	MAC MAC	2U	0.738 2.080		980 4.322	15,930	0.090	88 389	1440 1440	1440 1440	0.06	C
			S.R. 52			2U		V		15,930		389			0.27	C
1480.1	OSTEEN EXT S	PLATHE OLD DASCO PD	MASSACHUSETTES	URBAN/TRANS	MIC	2U	1.372	Yes	19 645	15,930	0.090	4 070	1440	1440	0.00	C
	OVERPASS RD	OLD PASCO RD	MCKENDREE RD	URBAN/TRANS	MAC	6D	0.577	Yes	18,645	53,910		1,678	4,857	4,857	0.35	C
1500.1 1500.11	OVERPASS RD	MCKENDREE RD BOYETTE RD	BOYETTE RD	URBAN/TRANS	MAC	6D	0.256	Yes	42,296	53,910	0.090	3,807	4,857	4,857	0.78	
	OVERPASS RD		MCKENDREE REALIGNMENT	URBAN/TRANS	MAC	4D	0.879	Vaa	26,386	35,820	0.090	2,375	3,222	3,222	0.74	C
	OVERPASS RD EXT	HIGHLAND BLVD	C.R. 41 (FT KING HWY)	URBAN/TRANS	MAC	4D	1.004	Yes	14,930	35,820	0.090	1,344	3,222	3,222	0.42	С
500.12	OVERPASS RD EXT	MCKENDREE REALIGNMENT	U.K. 5// (CUKLEY KD)	URBAN/TRANS	MAC	4D	1.399	Yes	26,469	35,820	0.090	2,382	3,222	3,222	0.74	С

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
500.12	OVERPASS RD EXT	MCKENDREE REALIGNMENT	C.R. 577 (CURLEY RD)	URBAN/TRANS	MAC	4D	1.399	Yes	26,469	35,820	0.090	2,382	3,222	3,222	0.74	С
500.13	OVERPASS RD EXT	RIVER GLEN BLVD	E OF RIVER GLEN	URBAN/TRANS	MAC	4D	0.593	Yes	13,365	35,820	0.090	1,203	3,222	3,222	0.37	С
500.14	OVERPASS RD EXT	E OF RIVER GLEN	C.R. 579 (HANDCART)	URBAN/TRANS	MAC	4D	1.090	Yes	12,196	35,820	0.090	1,098	3,222	3,222	0.34	С
500.14	OVERPASS RD EXT	E OF RIVER GLEN	C.R. 579 (HANDCART)	URBAN/TRANS	MAC	4D	1.090	Yes	12,196	35,820	0.090	1,098	3,222	3,222	0.34	С
500.7	OVERPASS RD EXT	C.R. 577 (CURLEY RD)	RIVER GLEN BLVD	URBAN/TRANS	MAC	4D	0.977	Yes	25,427	35,820	0.090	2,288	3,222	3,222	0.71	C
500.9 550	OVERPASS RD EXT PARKWAY BLVD	C.R. 579 (HANDCART) COLLIER PKWY EXT	HIGHLAND BLVD C.R. 583 (EHREN CUTOFF)	URBAN/TRANS URBAN/TRANS	MAC MAC	4D 4D	1.535 1.017	Yes	10,793 903	35,820 35,820	0.090	971 81	3,222	3,222	0.30	C
550.1	PARKWAY BLVD	COLLIER PKWY	COLLIER PKWY EXT	URBAN/TRANS	MAC	4D	0.190		5,590	35,820	0.090	503	3,222	3,222	0.03	C
550.2	PARKWAY BLVD	HALE/SHINING STAR	COLLIER PKWY	URBAN/TRANS	MIC	2U	1.161		594	15,930	0.090	53	1440	1440	0.04	c
525	PASCO RD	SCHARBER RD	C.R. 577 (CURLEY RD)	URBAN/TRANS	MIC	2U	0.754		39	15,930	0.090	4	1440	1440	0.00	C
455.1	PASCO RD	S.R. 52	SCHARBER RD	URBAN/TRANS	MAC	2U	3.145		649	15,930	0.090	58	1440	1440	0.04	С
455	PASCO RD EXT	S.R. 52	COLLIER PKWY	URBAN/TRANS	MIC	2U	0.817	Yes	8,277	15,930	0.090	745	1440	1440	0.52	С
149	PASCO VILLAGE PKWY	CR 583 (EHREN CUTOFF)	SR 52	URBAN/TRANS	MIC	2U	4.239	Yes	3,160	15,930	0.090	284	1440	1440	0.20	С
130.1	PEMBERTON RD	PERRINE RANCH RD	SALAMANDER DR	URBAN/TRANS	MIC	2U	0.574		8,227	15,930	0.090	740	1440	1440	0.51	С
130.2	PEMBERTON RD	SALAMANDER DR	MITCHELL BLVD	URBAN/TRANS	MIC	2U	0.250	Yes	7,740	15,930	0.090	697	1440	1440	0.48	С
530	PERRINE RANCH	C.R. 595 (GRAND BLVD)	C.R. 77 (SEVEN SPRINGS BLVD)	URBAN/TRANS	MAC	2U	1.584		9,411	15,930	0.090	847	1440	1440	0.59	С
540	PERRINE RANCH		PEMBERTON RD	URBAN/TRANS	MIC	2U	0.427		4,446	15,930	0.090	400	1440	1440	0.28	C
250 560	Phelps Rd (extension)	US 19	Old Dixie Hwy (3030)	URBAN/TRANS URBAN/TRANS	MIC	2U 2U	0.910 0.680	Yes	783 4,042	15,930	0.090	70 364	1440 1440	1440	0.05	C
560.1	PLATHE PLATHE	C.R. 77 (ROWAN) OSTEEN	OSTEEN C.R. 1 (LITTLE RD)	URBAN/TRANS URBAN/TRANS	MIC MIC	2U 2U	0.680		4,042 3,960	15,930 15,930	0.090	364 356	1440	1440 1440	0.25	C
0043	PLEASANT PLAINS PARKWAY EXTENSION		ROADWAY "A"	URBAN/TRANS	MIC	2U	2.373	Yes	4,566	15,930	0.090	411	1440		0.29	C
145	PLEASANT PLAINS PKWY	U.S. 41	CONNERTON BLVD	URBAN/TRANS	MIC	4D	3.241	163	653	35,820	0.090	59	3,222	3.222	0.02	č
145	PLEASANT PLAINS PKWY	U.S. 41	CONNERTON BLVD	URBAN/TRANS	MIC	4D	3.241		653	35,820	0.090	59	3,222	3,222	0.02	c
145	PLEASANT PLAINS PKWY	U.S. 41	CONNERTON BLVD	URBAN/TRANS	MIC	4D	3.241		653	35,820	0.090	59	3,222	3,222	0.02	C
079	PLEASANT PLAINS PKWY	ROADWAY "A"	U.S. 41	URBAN/TRANS	MIC	2U	1.421	Yes	985	15,930	0.090	89	1440		0.06	C
565.1	POWER LINE ROAD	FRAZEE HILL	CHRISTIAN RD	URBAN/TRANS	MAC	2U	2.538		164	14,300	0.090	15	1,350	2,710	0.01	В
565.2	POWER LINE ROAD	LOCK ST	LONG AVE	URBAN/TRANS	MAC	2U	0.501		2,205	15,930	0.090	198	1440	1440	0.14	С
565.3	POWER LINE ROAD	LONG AVE	FRAZEE HILL	URBAN/TRANS	MAC	2U	1.007		2,138	15,930	0.090	192	1440	1440	0.13	С
270	PRETTY POND RD	GREENSLOPE	WIRE RD	URBAN/TRANS	MIC	2U	0.740		2,197	15,930	0.090	198	1440	1440	0.14	С
580	RAMSEY	C.R. 41 (BLANTON RD)	C.R. 578 (ST. JOE RD)	URBAN/TRANS	MIC	2U	1.012		2,002	15,930	0.090	180	1440	1440	0.13	С
130.1	RANGELAND BLVD (TOWER RD)	STARKEY RD	LONG SPUR	URBAN/TRANS	MAC	2U	1.370		10,761	15,930	0.090	968	1440	1440	0.67	C
130.2	RANGELAND BLVD (TOWER RD)	LONG SPUR	GUNN HWY EXT	URBAN/TRANS	MAC	4D	1.634		15,158	35,820	0.090	1,364	3,222	3,222	0.42	C
130.2 130.4	RANGELAND BLVD (TOWER RD) RANGELAND BLVD (TOWER RD)	STARKEY RANCH RD A GUNN HWY EXT	GUNN HWY EXT TOWER RD	URBAN/TRANS URBAN/TRANS	MAC MAC	4D 4D	1.634 0.582	Yes	15,158 15,425	35,820 35,820	0.090	1,364 1,388	3,222	3,222	0.42	C
590	RIDGE RD	CONGRESS	ROWAN	URBAN/TRANS	MA	4D 4D	0.615	162	26,123	35,820	0.090	2,351	3,222	3,222	0.43	C
600	RIDGE RD	ROWAN	LEMON	URBAN/TRANS	MA	4D	0.376		30,730	35,820	0.090	2,766	3,222	3,222	0.86	C
600.1	RIDGE RD	LEMON	GALEN WILSON	URBAN/TRANS	MA	4D	0.503		25,044	35,820	0.090	2,254	3,222	3,222	0.70	č
600.2	RIDGE RD	GALEN WILSON	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	4D	0.415		32,773	35,820	0.090	2,950	3,222	3,222	0.92	C
230	RIDGE RD	U.S. 19	LEO KID	URBAN/TRANS	MA	4D	0.103		30,596	35,820	0.090	2,754	3,222	3,222	0.85	С
230.1	RIDGE RD	LEO KID	CONGRESS	URBAN/TRANS	MA	4D	0.511		30,884	35,820	0.090	2,780	3,222	3,222	0.86	С
370	RIDGE RD EXT	C.R. 587 (MOON LAKE)	SWARTHMORE BLVD	URBAN/TRANS	MA	4D	1.125		26,710	35,820	0.090	2,404	3,222	3,222	0.75	С
370.1	RIDGE RD EXT	SWARTHMORE BLVD	SUNCOAST PKWY	URBAN/TRANS	MA	4D	3.593		26,542	35,820	0.090	2,389	3,222	3,222	0.74	С
374	RIDGE RD EXT	SUNCOAST PKWY	ASBEL BLVD	URBAN/TRANS	MA	4D	3.047	Yes	21,929	35,820	0.090	1,974	3,222	3,222	0.61	С
374.1	RIDGE RD EXT	ASBEL BLVD	U.S. 41	URBAN/TRANS	MA	4D	0.911	Yes	19,978	35,820	0.090	1,798	3,222	3,222	0.56	С
720	RIVER CROSSING BLVD	C.R. 1 (LITTLE RD)	ALICO PASS	URBAN/TRANS	MAC	2U	0.839		15,227	15,930	0.090	1,370	1440	1440	0.95	D
720.1 650.6	RIVER CROSSING BLVD RIVER GLEN BLVD	ALICO PASS SR 54	STARKEY BLVD 1.25 MI N OF SR 54	URBAN/TRANS URBAN/TRANS	MAC MIC	2U 4D	0.590 0.853		11,732 1,343	15,930 35,820	0.090	1,056 121	1440 3,222	1440 3,222	0.73	C
650.7	RIVER GLEN BLVD	1.25 MI N OF SR 54	Z. WEST.EXT	URBAN/TRANS	MIC	2U	0.625	Yes	3,550	15,930	0.090	320	1440	1440	0.04	C
115.1	RIVER GLEN BLVD		WELLS RD	URBAN/TRANS	MIC	2U	0.433	Yes	1,392	15,930	0.090	125	1440	1440	0.09	C
115.2	RIVER GLEN BLVD	WELLS RD	OVERPASS RD EXT	URBAN/TRANS	MIC	2U	1.295	Yes	10,388	15,930	0.090	935	1440	1440	0.65	č
0064	ROAD WAY AG		BOYETTE RD EXT	URBAN/TRANS	MIC	2U	2.218	Yes	7,197	15,930	0.090	648	1440	1440	0.45	C
320.3	ROADWAY "A"	BEXLEY RANCH BLVD	NORTH COLLECTOR	URBAN/TRANS	MAC	2U	0.718	Yes	5,013	15,930	0.090	451	1440	1440	0.31	С
320.4	ROADWAY "A"	NORTH COLLECTOR	PLEASANT PLAINS PKWY	URBAN/TRANS	MAC	2U	1.592	Yes	5,058	15,930	0.090	455	1440	1440	0.32	С
074	ROADWAY "A"	TOWER RD	BEXLEY RANCH BLVD	URBAN/TRANS	MAC	2U	1.184	Yes	530	15,930	0.090	48	1440	1440	0.03	С
0092	ROADWAY "ZC"	BEXLEY RANCH BLVD	TOWER RD	URBAN/TRANS	MIC	2U	1.141	Yes	2,306	15,930	0.090	208	1440	1440	0.14	С
150	ROGERLAND RD	CAUFIELD RD	LAWLESS RD	URBAN/TRANS	MIC	2U	1.036		14	15,930		1	1440		0.00	С
460	S.R. 39		CENTRAL	URBAN/TRANS	PA	2U	0.681		17,382	17,700	0.090	1,564			0.98	D
470	S.R. 39	CENTRAL	CHANCEY (Z.EAST)	URBAN/TRANS	PA	2U	2.050		15,244	17,700	0.090	1,372			0.86	C
470.1	S.R. 39		U.S. 301 (GALL BLVD)	URBAN/TRANS	PA	2U	0.768		11,813	17,700	0.090	1,063			0.66	C
480	S.R. 52		ZIMMERMAN	URBAN/TRANS	PA	6D	0.502		20,902	59,900	0.090	1,881			0.35	C
480.1	S.R. 52	ZIMMERMAN	MAJESTIC	URBAN/TRANS	PA PA	6D	0.265		22,355	59,900	0.090	2,012			0.37	C
480.2 480.3	S.R. 52 S.R. 52	MAJESTIC LAMADERA	LAMADERA C.R. 1 (LITTLE RD)	URBAN/TRANS URBAN/TRANS	PA PA	6D 6D	0.554 0.688		20,836 21,296	59,900 59,900	0.090	1,875 1,917		5,390 5,390	0.35	C
480.3 480.4	S.R. 52	C.R. 1 (LITTLE RD)	OSCEOLA	URBAN/TRANS	PA PA	6D	0.509		27,472	59,900	0.090	2,472			0.46	C
480.5	S.R. 52		HICKS	URBAN/TRANS	PA	6D	0.510		17,018	59,900	0.090	1,532			0.48	C

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Section Part	Segment ID	OnStreet	From		Area Type			Length in Miles	CA Project	AADT	Gen. Capacity		Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	
Section Sect																	
Section Color Co																	
SECTION SECT				`													
STOCK STOCK SUNCKCAST PROVY READY (P) SUNCKCAST PROVY PAGE (P) SUNCKCAST PAGE (P) SUNCKCAST PROVY PAGE (P) SUNCKCAST PROVY PAGE (P) SUNCKCAST																	
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SECULD SECULD SECULD SECULD SECULD SECULD SECULD SECULD SECULD SECUED S			SUNLAKE BLVD		URBAN/TRANS												
SECTION PROPERTY OF THAT SERVICE CR. SEG (EMPRIN LUTOFF) URBANTRAMS PA 40 3.202 Ves 27.707 38.000 0.000 3.004 3.000	2525	S.R. 52	BULLOCH BLVD	U.S. 41	URBAN/TRANS	PA				42,453		0.090			5,390	0.71	
SERIC C.R. SEI CHENCUTOFF C.R. SEI (BLLLOWY MOTHER) URBANTRANS PA 40 3.92 Ves 34.770 5.960 0.000 3.000 3.000 3.000 0.000 3.000 0.000	2530	S.R. 52	U.S. 41		URBAN/TRANS										3,580	0.67	
SENSIVE C. R. SET C. R.																	
SEASON S. S. S. C. CALLEST ALLES S.									Yes								
Fig. 12 Fig.																	
Sept 1 S. P. S. PASCO RD MCRENDREE RD URBANTRANS P.A. 80 0.499 749 390 3,901 3,905 3,305 0.880 0.504 3,905 3,905 3,305 0.880 0.504 3,905 3,905 3,305 0.880 0.504 3,905 3																	
SEGUAL S.E. S.E. MICKENDREE RD																	
Senson S. R. C. CLINTON AVE EXT									Vaa								
SECOLOGIC S.R. 52									res								
Section Section Company Comp																	
Sept																	
Sept CR. 577 (CIRLEY RD) CR. 579 (CIRL																	
2885 S. R. S. C. R. 579 HAPPY HILL RD CITY LIMITS (SAINT LEO) URBANTRANS PA 2U 0.937 12,239 17,700 0.090 1,102 1000 1000 0.00 0.00 1.00 1000 1000 0.00 1.00 1000	2960	S.R. 52			URBAN/TRANS	PA		2.458				0.090				0.57	
SR. 52 P.75 SB RAMPS P.75 NB RAMPS URBANTRANS PA D. 0.061 45,092 99,900 0.090 4,088 6,390 0.75 C. 9990 SR. 52 (MERIDAN) MERIDAN N. 1711 ST URBANTRANS PA ZU 0.251 1.1736 1.770 0.090 1.065 1600 1000 0.27 C. 0.0990 SR. 52 (MERIDAN) N. 1711 ST 1.771																	С
SR. 52 (MERIDAN) MERIDIAN N. 17TH ST URBANTRANS PA 2U 0.251 1.17.50 17.700 0.990 1,056 1600 0.050 0.66 C			CITY LIMITS(DADE CITY)														
9995 S.R. 52 (MERIDAN) N. 17TH ST URBANTRANS PA 2U 0.254 4,752 17.700 0.900 428 1600 1600 0.27 C 0.27 C 0.295 S.R. 52 (MERIDAN) LIST US. 301 U.S. 98 BYPASS URBANTRANS PA 2U 0.504 4,761 17.700 0.900 428 1600 1000 0.27 C																	
SR. 52 (MERIDAN)																	
S.R. 52 (MERIDAN) U.S. 901		/															
SR 54 U.S. 301 (GALL BLVD) THI ST URBANTRANS PA 2U 0.050 1.0639 17,700 0.90 958 1600 1600 0.60 C																	
SR. 54 U.S. 19 C.R. 595 (GRAND) URBANTRANS PA 6D 0.674 21,861 59,900 0.900 1,967 5,390 5,390 0.37 C 5,580 SR. 54 C.R. 595 (GRAND) MADISON URBANTRANS PA 6D 0.467 34,712 5,990 0.900 3,746 5,390 5,390 0.37 C 5,580 SR. 54 MADISON C.R. 77 (ROWAN) URBANTRANS PA 6D 0.470 34,1176 59,900 0.900 3,706 5,390 5,390 0.89 C 5,590																	
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SE. 54																	
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\$2820.2 S.R. 54 STARKEY BLVD DUCK SLOUGH BLVD URBANTRANS PA 6D 0.873 49.564 59.900 0.900 4.461 5.390 5.390 0.30 0.30 0.38 C \$2820.3 S.R. 54 DUCK SLOUGH BLVD TRINITY BLVD URBANTRANS PA 6D 0.426 53.028 59.900 0.900 4.461 5.390 5.390 0.71 C \$2820.4 S.R. 54 C.R. 1 (LITTLE RD) HOSPITAL RD URBANTRANS PA 6D 0.426 53.028 59.900 0.900 4.4854 5.390 5.390 0.90 C \$2820.5 S.R. 54 C.R. 1 (LITTLE RD) HOSPITAL RD URBANTRANS PA 6D 0.426 53.028 59.900 0.900 4.4864 5.390 5.390 0.90 C \$2820.5 S.R. 54 TEINITY BLVD C.R. 57 (GUNN HWY) URBANTRANS PA 6D 0.426 53.028 59.900 0.900 0.900 4.461 5.390 5.390 0.70 C \$2820.5 S.R. 54 TEINITY BLVD C.R. 57 (GUNN HWY) URBANTRANS PA 6D 0.1338 59.750 59.900 0.900 5.378 5.390 5.390 1.00 D \$2820.4 S.R. 54 C.R. 587 (GUNN HWY) URBANTRANS PA 6D 0.226 56.227 59.900 0.900 5.378 5.390 5.390 1.00 D \$2820.4 S.R. 54 C.R. 587 (GUNN HWY) URBANTRANS PA 6D 0.226 56.227 59.900 0.900 5.578 5.390 5.390 1.90 C \$2820.5 S.R. 54 C.R. 587 (GUNN HWY) URBANTRANS PA 6D 0.226 56.227 59.900 0.900 5.579 5.390 5.390 5.390 1.90 F \$2825.1 S.R. 54 C.R. 587 (SUNCOAST PKWY URBANTRANS PA 6D 0.226 56.227 59.900 0.900 5.579 5.390	2591.1	S.R. 54	MITCHEL RANCH	C.R. 1 (LITTLE RD)	URBAN/TRANS	PA	6D	0.601		43,011	59,900	0.090		5,390	5,390	0.72	С
READLA S.R. 54 DUCK SLOUGH BLVD TRINITY BLVD URBAN/TRANS PA 6D 1.324 42,599 59,900 0.090 3,834 5.390 5.390 0.70 C	2600	S.R. 54	C.R. 77 (ROWAN)		URBAN/TRANS			0.489					3,895		5,390	0.72	
Regol S.R. 54 C.R. I(LITTLE RD) HOSPITAL RD LIBBANTERANS PA 6D 0.426 53.928 59.900 0.900 4.584 5.390 5.390 0.90 0.87 C. R. 587 C.R. STARKEY BLVD LIBBANTERANS PA 6D 0.913 52.223 59.900 0.900 4.705 5.390 5.390 0.907 C. R. 587 C.R. S87 (GUNN HWY) URBANTERANS PA 6D 0.913 52.223 59.900 0.900 4.705 5.390 5.390 5.390 0.907 C. R. 587 C.R. S87 (GUNN HWY) URBANTERANS PA 6D 0.913 6.226 6.527 59.900 0.900 5.578 5.390 5.390 1.00 D. R. 588 C.R. S87 (GUNN HWY) URBANTERANS PA 6D 0.226 6.5227 6.5900 0.909 5.576 5.390 5.390 5.390 5.390 0.900 C. R. 587 C.R. S87 (GUNN HWY) URBANTERANS PA 6D 0.226 6.5227 6.5900 0.909 5.706 5.390 5.390 5.390 5.390 6.390 0.900 C. R. 587 C.R. S87 (GUNN HWY) URBANTERANS PA 6D 0.226 6.5227 6.5900 0.909 5.576 5.390 5.390 5.390 5.390 6.390 0.900 C. R. 587 C.R. S87 C.R. S	2620.2	S.R. 54	STARKEY BLVD	DUCK SLOUGH BLVD	URBAN/TRANS	PA	6D	0.873		49,564	59,900	0.090			5,390	0.83	С
Record R																	
SR. 54 TRINITY BLVD CR. 587 (GUNN HWY) URBAN/TRANS PA 6D 1.338 59,750 59,900 0.090 5,378 5,390 5,390 5,390 0.900 C																	
Decoration Crossings Dr. Line Line Crossings Dr. Line																	
Reads Sr. 54 Crossings dr Suncoast Pkwy Urban/trans Pa 6D 0.226 65,227 59,900 0.090 5,870 5,390 5,390 1.09 F																	
December Color C			` '														
BALLANTRAE BLVD SUNLAKE DR URBANTRANS PA 6D 1.222 55,191 59,900 0.090 4,967 5,390 5,390 0.92 C																	
2645.3 S.R. 54 OAKSTEAD BLVD U.S. 41 URBAN/TRANS PA 6D 1.737 58,761 59,900 0.090 5,288 5,390 5,390 0.98 D 2645.7 S.R. 54 SUNLAKE DR OAKSTEAD BLVD URBAN/TRANS PA 6D 0.880 51,141 59,900 0.90 4,944 5,390 5,390 0.92 C 2650.1 S.R. 54 U.S. 41 COLLIER PKWY URBAN/TRANS PA 6D 0.623 9,331 59,900 0.90 4,944 5,390 5,390 0.92 C 2660.3 S.R. 54 COLLIER PKWY LIVINGSTON URBAN/TRANS PA 6D 0.623 9,331 59,900 0.90 4,844 5,390 5,390 1.90 1.16 C 2660.3 S.R. 54 URBAN/TRANS PA 6D 0.476 80,951 59,900 0.90 7,286 5,390 5,390 1.26 F 2660.5 S.R. 54 ULYBAN/TRANS PA 6D																	
College Coll																	
2650.1 S.R. 54 U.S. 41 COLLIER PKWY URBAN/TRANS PA 6D 1.807 54,932 59,900 0.090 4,944 5,390 5,390 0.92 C																	
2660.3 S.R. 54 CYPRESS CREEK RD S.R. 56 URBANTRANS PA 6D 0.476 80,951 59,900 0.090 7,286 5,390 5,390 1.35 F																	
2660.4 S.R. 54 LIVINGSTON OAK GROVE DR URBAN/TRANS PA 6D 0.871 75,668 59,900 0.090 6,810 5,390 5,390 1.26 F	2660	S.R. 54	COLLIER PKWY	LIVINGSTON	URBAN/TRANS	PA	6D	0.623		9,331	59,900	0.090	840	5,390	5,390	0.16	С
DAK GROVE DR CYPRESS CREEK RD URBAN/TRANS PA 6D 0.642 74,962 59,900 0.090 6,747 5,390 5,390 1.25 F	2660.3	S.R. 54	CYPRESS CREEK RD	S.R. 56	URBAN/TRANS	PA	6D	0.476		80,951	59,900	0.090	7,286	5,390	5,390	1.35	
1-75 SR 54 SR 54 SR 54 SR 581 URBAN/TRANS PA 8D 0.294 80,606 80,100 0.090 7,255 7,210 7,210 1.01 F																	
2700.1 S.R. 54 VANDINE/BOYETTE C.R. 577 (CURLEY RD) URBAN/TRANS PA 6D 0.469 50,977 59,900 0.090 4,588 5,390 5,390 0.85 C																	
2700.4 S.R. 54 SR 581 SADDLEBROOK WAY URBAN/TRANS PA 6D 1.060 56,910 59,900 0.090 5,122 5,390 5,390 0.95 C																	
2700.5 S.R. 54 SADDLEBROOK WAY VANDINE/BOYETTE URBAN/TRANS PA 6D 0.771 48,641 59,900 0.090 4,378 5,390 5,390 0.81 C																	
2710 S.R. 54 C.R. 577 (CURLEY RD) ZHILLS BYPASS WEST EXT URBAN/TRANS PA 4D 0.206 36,703 39,800 0.090 3,303 3,580 3,580 0.92 C 2710.1 S.R. 54 ZHILLS BYPASS WEST EXT MEADOW POINT URBAN/TRANS PA 4D 0.992 23,856 39,800 0.090 2,147 3,580 3,580 0.60 C 2710.3 S.R. 54 MEADOW POINT C.R. 579 (MORRIS BRIDGE) URBAN/TRANS PA 4D 3,309 17,911 39,800 0.090 1,612 3,580 3,580 0.45 C 2715 S.R. 54 C.R. 579 (MORRIS BRIDGE) DEAN DAIRY URBAN/TRANS PA 4D 2,238 Yes 21,158 39,800 0.090 1,904 3,580 3,580 0.53 C 2720 S.R. 54 DEAN DAIRY ALLEN RD URBAN/TRANS PA 4D 0.502 Yes 17,588 39,800 0.090 1,583 3,580 3,580 0.46 C 2720.1 S.R. 54 ALLEN RD LANE STR URBAN/TRANS PA 4D 0.507 Yes 18,423 39,800 0.090 1,658 3,580 3,580 0.36 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C 2720.2 S.R. 54 COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C 2720.2 S.R. 54 C.R. 577 (CURLEY RD) C									1								
2710.1 S.R. 54 ZHILLS BYPASS WEST EXT MEADOW POINT URBAN/TRANS PA 4D 0.992 23,856 39,800 0.090 2,147 3,580 3,580 0.60 C C C C C C C C C									-								
2710.3 S.R. 54 MEADOW POINT C.R. 579 (MORRIS BRIDGE) URBAN/TRANS PA 4D 3.309 17,911 39,800 0.090 1,612 3,580 3,580 0.45 C									1								
2715 S.R. 54 C.R. 579 (MORRIS BRIDGE) DEAN DAIRY URBAN/TRANS PA 4D 2.238 Yes 21,158 39,800 0.090 1,904 3,580 3,580 0.53 C 2720 S.R. 54 DEAN DAIRY ALLEN RD URBAN/TRANS PA 4D 0.502 Yes 17,588 39,800 0.090 1,583 3,580 3,580 0.44 C 2720.1 S.R. 54 ALLEN RD LANE STR URBAN/TRANS PA 4D 0.507 Yes 18,423 39,800 0.090 1,658 3,580 3,580 0.46 C 2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 3,580 0.38 C																	
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2720.2 S.R. 54 LANE STR COURT ST URBAN/TRANS PA 4D 0.257 Yes 15,290 39,800 0.090 1,376 3,580 0.38 C																	
														3,580	3,580		С
	2720.3	S.R. 54	COURT ST	CITY LIMITS	URBAN/TRANS	PA	4D	0.196	Yes	14,199	39,800	0.090	1,278	3,580	3,580	0.36	

egment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	к	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
010	S.R. 54	CITY LIMITS	6TH ST	URBAN/TRANS	PA	4D	0.451	Yes	11,964	39,800	0.090	1,077	3,580	3,580	0.30	C
	S.R. 54		U.S. 301 (GALL BLVD)	URBAN/TRANS	PA	2U	0.068	Yes	12,800	17,700	0.090	1,152	1600	1600	0.72	C
	S.R. 56	S.R. 54	I-75 SB RAMP	URBAN/TRANS	PA	6D	0.797		72,656	59,900	0.090	6,539	5,390	5,390	1.21	F
340.3	S.R. 56	ANCIENT OAKS DR	C.R. 581	URBAN/TRANS	PA	6D	0.438		62,780	59,900	0.090	5,650	5,390	5,390	1.05	F
340.4	S.R. 56	I-75 SB RAMP	I-75 NB RAMP	URBAN/TRANS	PA	6D	0.188		82,154	59,900	0.090	7,394	5,390	5,390	1.37	F
	S.R. 56		CYPRESS RIDGE BLVD	URBAN/TRANS	PA	6D	0.671		64,863	59,900	0.090	5,838	5,390	5,390	1.08	F
	S.R. 56		ANCIENT OAKS DR	URBAN/TRANS	PA	6D	0.880		60,824	59,900	0.090	5,474	5,390	5,390	1.02	F
	S.R. 56	HALF MILE E OF MANSFIELD		URBAN/TRANS	PA	4D	1.746		48,048	39,800	0.090	4,324	3,580	3,580	1.21	F
	S.R. 56		STANLEY	URBAN/TRANS	PA	4D	0.157		31,246	39,800	0.090	2,812	3,580	3,580	0.79	С
	S.R. 56		C.R. 579 (MORRIS BRIDGE RD)	URBAN/TRANS	PA	4D	3.062		22,971	39,800	0.090	2,067	3,580	3,580	0.58	С
	S.R. 56		SHOPPES OF WIREGRASS	URBAN/TRANS	PA	6D	0.152		60,686	59,900	0.090	5,462	5,390	5,390	1.01	F
	S.R. 56		HALF MILE E OF MANSFIELD	URBAN/TRANS	PA	4D	0.340		54,004	39,800	0.090	4,860	3,580	3,580	1.36	F
	S.R. 56	C.R. 579 (MORRIS BRIDGE RD)		URBAN/TRANS	PA	4D	3.048		14,313	39,800	0.090	1,288	3,580	3,580	0.36	C
	S.R. 56		MANSFIELD BLVD	URBAN/TRANS	PA	6D	1.542	V	57,716	59,900	0.090	5,194	5,390	5,390	0.96	C
	S.R. 56 S.R. 575		CHANCEY RD (Z EAST) HERNANDO CO	URBAN/TRANS URBAN/TRANS	MA MAC	4D 2U	2.392	Yes	4,250 519	39,800 17,700	0.090	383 49	3,580 1600	3,580 1600	0.11	C
	S.R. 581		MYSTIC	URBAN/TRANS	PA	6D	1.606		52,106	59,900	0.095	4,690	5,390	5,390	0.03	C
	S.R. 581		S.R. 54	URBAN/TRANS	PA	6D	1.894		35,092	59,900	0.090	3,158	5,390	5,390	0.87	C
	S.R. 581 EXTENSION		WELLS RD	URBAN/TRANS	MAC	4D	1.044	Yes	13,266	35,820	0.090	1,194	3,222	3,222	0.39	c
	S.R. 581 EXTENSION		S.R. 54	URBAN/TRANS	MAC	4D	1.554	Yes	11,147	35,820	0.090	1,003	3,222	3,222	0.31	c
	S.R. 597 (DALE MABRY)		U.S41	URBAN/TRANS	PA	4D	1.087	100	23,157	39,800	0.090	2,084	3,580	3,580	0.58	Č
	SAN MIGUEL		GALEN WILSON	URBAN/TRANS	MIC	2U	0.831		1,044	15,930	0.090	94	1440	1440	0.07	Č
	SAN MIGUEL		C.R. 1 (LITTLE RD)	URBAN/TRANS	MIC	2U	0.415		1,244	15,930	0.090	112	1440	1440	0.08	c
	SCHARBER		C.R. 578 (ST. JOE RD)	RURAL DEV/UNDEV	MAC	2U	1.515		840	14,300	0.095	80	1,350	2,710	0.06	В
	SCHARBER		DARBY	RURAL DEV/UNDEV	MAC	2U	0.502		507	14,300	0.095	48	1,350	2,710	0.04	В
640	SHADY HILLS RD	S.R. 52	MABLE RIDGE E&W	URBAN/TRANS	MA	4D	1.297	Yes	26,823	35,820	0.090	2,414	3,222	3,222	0.75	С
640.1	SHADY HILLS RD	MABLE RIDGE E&W	HUDSON AVE EXT (S)	URBAN/TRANS	MA	4D	0.906	Yes	32,688	35,820	0.090	2,942	3,222	3,222	0.91	С
640.2	SHADY HILLS RD	HUDSON AVE EXT (S)	HUDSON AVE EXT (N)	URBAN/TRANS	MA	4D	1.505	Yes	32,688	35,820	0.090	2,942	3,222	3,222	0.91	С
640.3	SHADY HILLS RD	HUDSON AVE EXT (N)	DENTON	URBAN/TRANS	MA	4D	0.993	Yes	36,421	35,820	0.090	3,278	3,222	3,222	1.02	F
	SHADY HILLS RD		BOSLEY RD	URBAN/TRANS	MA	4D	1.000	Yes	34,276	35,820	0.090	3,085	3,222	3,222	0.96	D
	SHADY HILLS RD		HERNANDO CO	URBAN/TRANS	MA	4D	1.943	Yes	32,862	35,820	0.090	2,958	3,222	3,222	0.92	С
	SIMONS ROAD	EILAND BLVD	C.R. 41 (FT KING HWY)	URBAN/TRANS	MIC	2U	1.292		379	15,930	0.090	34	1440	1440	0.02	С
	SOFTWIND LN		SHADY HILLS	URBAN/TRANS	MAC	2U	1.589		5,393	15,930	0.090	485	1440	1440	0.34	С
	SOUTH AVE		6TH AVE EXT	URBAN/TRANS	MAC	2U	1.272		3,656	15,930	0.090	329	1440	1440	0.23	С
	SOUTH AVE		7TH ST	URBAN/TRANS	MAC	2U	0.068		3,719	15,930	0.090	335	1440	1440	0.23	С
	SOUTH AVE		20TH ST	URBAN/TRANS	MAC	2U	0.445	V	8,584	15,930	0.090	773	1440	1440	0.54	C
	SOUTH BRANCH BOULEVARD		TOWER RD	URBAN/TRANS	MIC MAC	4D	1.354	Yes	9,252	35,820	0.090	833	3,222	3,222	0.26	C
	STARKEY		DECUBELLIS DIVER CROSSING	URBAN/TRANS	MAC	4D 4D	0.767	Yes	20,106	35,820	0.090	1,810	3,222	3,222	0.56	C
	STARKEY STARKEY		DOC BRITTLE ST	URBAN/TRANS URBAN/TRANS	MAC	4D 4D	0.991	Yes	7,594 5,876	35,820 35,820	0.090	683 529	3,222	3,222	0.21 0.16	C
	STARKEY		ALICO PASS	URBAN/TRANS	MAC	4D	2.105	Yes	10,402	35,820	0.090	936	3,222	3,222	0.16	C
034	STONE RD		REGENCY PARK	URBAN/TRANS	MIC	2U	1.003	res	5,417	15,930	0.090	488	1440	1440	0.29	c
	STRAUBER MEMORIAL HWY		TROUBLE CREEK	URBAN/TRANS	MAC	2U	1.755		2,584	15,930	0.090	233	1440	1440	0.16	C
	SUNCOAST PKWY		S.R. 54	URBAN/TRANS	F	4F	1.301		69,865	74,400	0.090	6,288	6,700	7,190	0.94	D
	SUNCOAST PKWY		S.R. 52	URBAN/TRANS	F	4F	3.361		44,930	74,400	0.095	4,268	6,700	7,190	0.64	C
140	SUNCOAST PKWY	S.R. 52	HERNANDO	URBAN/TRANS	F	4F	8.784		24,690	74,400	0.095	2,346	6,700	7,190	0.35	В
175	SUNCOAST PKWY		TOWER RD	URBAN/TRANS	F	4F	6.406		50,345	74,400	0.095	4,783	6,700	7,190	0.71	C
	SUNCOAST PKWY		RIDGE RD EXT	URBAN/TRANS	F	4F	6.406		50,345	74,400	0.095	4,783	6,700	7,190	0.71	C
	SUNLAKE BLVD		S.R. 54	URBAN/TRANS	MAC	4D	0.833		21,686	35,820	0.090	1,952	3,222	3,222	0.61	С
210.3	SUNLAKE BLVD	HILLSBOROUGH CO	HALF MILE N OF HILLS CO LINE	URBAN/TRANS	MAC	4D	0.528		15,479	35,820	0.090	1,393	3,222	3,222	0.43	С
210.4	SUNLAKE BLVD	HALF MILE N OF HILLS CO LINE		URBAN/TRANS	MAC	4D	0.202		15,479	35,820	0.090	1,393	3,222	3,222	0.43	С
300.1	SUNLAKE BLVD	S.R. 54	MENTMORE	URBAN/TRANS	MAC	4D	0.788		19,338	35,820	0.090	1,740	3,222	3,222	0.54	С
300.2	SUNLAKE BLVD	MENTMORE	LAKE PATIENCE	URBAN/TRANS	MAC	4D	0.706	Yes	23,660	35,820	0.090	2,129	3,222	3,222	0.66	С
310	SUNLAKE BLVD	LAKE PATIENCE	TOWER RD	URBAN/TRANS	MAC	4D	0.704	Yes	35,639	35,820	0.090	3,208	3,222	3,222	1.00	D
	SUNLAKE BLVD		BEXLEY RANCH BLVD	URBAN/TRANS	MAC	4D	1.065	Yes	31,470	35,820	0.090	2,832	3,222	3,222	0.88	С
	SUNLAKE BLVD		NORTH COLLECTOR	URBAN/TRANS	MAC	2U	1.267	Yes	29,806	15,930	0.090	2,683	1440	1440	1.86	F
	SUNLAKE BLVD		PLEASANT PLAINS PKWY EXT	URBAN/TRANS	MAC	4D	2.053	Yes	31,255	35,820	0.090	2,813	3,222	3,222	0.87	С
	SUNLAKE BLVD	PLEASANT PLAINS PKWY EXT		URBAN/TRANS	MAC	4D	0.572	Yes	36,799	35,820	0.090	3,312	3,222	3,222	1.03	F
	SUNLAKE BLVD		ROADWAY "B"	URBAN/TRANS	MAC	4D	5.268	Yes	36,842	35,820		3,316	3,222	3,222	1.03	F
	SUNLAKE BLVD		S.R. 52	URBAN/TRANS	MAC	4D	5.268	Yes	16,242	35,820	0.090	1,462	3,222	3,222	0.45	С
	SUNLAKE NW		S.R. 52	URBAN/TRANS	MAC	2U	5.268	Yes	21,556	15,930		1,940	1440	1440	1.35	F
	SUNLAKE NW		SHADY HILLS RD	URBAN/TRANS	MAC	4D	5.268	Yes	16,036	35,820	0.090	1,443	3,222	3,222	0.45	С
0044	SUNLAKE-BULLOCH CONNECTOR		U.S. 41	URBAN/TRANS	MIC	2U	1.293	Yes	3,010	15,930	0.090	271	1440	1440	0.19	С
20	SUNRAY DR	U.S. 19	DARLINGTON	URBAN/TRANS	MAC	2U	0.937		2,768	15,930	0.090	249	1440	1440	0.17	С
	DOMESTI DIX	0.0. 10	D/ II LEINOT ON	OLIDAM HIVAING	IVIAC	20	0.331	1	۷,100	10,530	0.050	249	1++0	1740	0.17	

Coamont					Functional	Road	Length	CA		Gen.		Peak	P-H	Phys.	P-H	P-H
Segment ID	OnStreet	From	То	Area Type	Class	Type	in Miles	Project	AADT	Capacity	K	Hour Vol.	MSV	Cap.	V/MSV	LOS
5170.1	SUNSHINE RD	C.R. 579 (HANDCART)	DEAN DAIRY	URBAN/TRANS	MIC	2U	1.526	Yes	714	15,930	0.090	64	1440	1440	0.04	С
5170.2	SUNSHINE RD	DEAN DAIRY	C.R. 41 (FT KING HWY)	URBAN/TRANS	MIC	2U	1.013	Yes	816	15,930	0.090	73	1440	1440	0.05	С
9129	SUNSHINE RD	OVERPASS RD	C.R. 579 (HANDCART)	URBAN/TRANS	MIC	2U	0.888	Yes	733	15,930	0.090	66	1440	1440	0.05	С
9049	SYMPHONY PKWY	CONNERTON BLVD	ASBEL	URBAN/TRANS	MIC	2U	1.444	Yes	4,866	15,930	0.090	438	1440	1440	0.30	С
1800.5 1800.6	TOWER RD TOWER RD	BEXLEY RANCH BLVD BALLANTRAE	BALLANTRAE LAKE PATIENCE	URBAN/TRANS URBAN/TRANS	MAC MAC	4D 4D	0.786 0.717	Yes	14,540	35,820	0.090	1,309 929	3,222	3,222	0.41	C
2260	TOWER RD	SUNCOAST PKWY	BEXLEY RANCH BLVD	URBAN/TRANS	MAC	4D 4D	0.689	Yes Yes	10,324 15,784	35,820 35.820	0.090	1,421	3,222	3,222	0.29	C
2260.3	TOWER RD	DREXEL	U.S. 41	URBAN/TRANS	MAC	2U	1.236	Yes	7,001	15,930	0.090	630	1440	1440	0.44	C
2260.4	TOWER RD	SUNLAKE DR	ROADWAY A	URBAN/TRANS	MAC	2U	0.814	Yes	9,881	15,930	0.090	889	1440	1440	0.62	C
2260.5	TOWER RD	ROADWAY A	DREXEL	URBAN/TRANS	MAC	2U	0.429	Yes	10,411	15,930	0.090	937	1440	1440	0.65	C
2270.1	TOWER RD	U.S. 41	C.R. 583 (EHREN CUTOFF)	URBAN/TRANS	MAC	2U	1.472	Yes	5,036	15,930	0.090	453	1440	1440	0.31	С
2390.4	TOWER RD	RANGELAND BLVD (TOWER RD)	LEGACY RD	URBAN/TRANS	MAC	4D	0.583	Yes	15,425	35,820	0.090	1,388	3,222	3,222	0.43	С
2390.5	TOWER RD	LEGACY RD	SUNCOAST PKWY	URBAN/TRANS	MAC	4D	1.704	Yes	15,604	35,820	0.090	1,404	3,222	3,222	0.44	С
5180	TOWER RD	LAKE PATIENCE	SUNLAKE DR	URBAN/TRANS	MAC	4D	0.779	Yes	10,324	35,820	0.090	929	3,222	3,222	0.29	С
2370	TRINITY BLVD	PINELLAS CO	C.R. 1 (LITTLE RD)	URBAN/TRANS	MA	4D	0.527		29,960	35,820	0.090	2,696	3,222	3,222	0.84	С
2380.1	TRINITY BLVD	C.R. 1 (LITTLE RD)	TAMARIND BLVD	URBAN/TRANS	MA	4D	1.047		25,657	35,820	0.090	2,309	3,222	3,222	0.72	С
2380.3	TRINITY BLVD	TAMARIND BLVD	DUCK SLOUGH BLVD	URBAN/TRANS	MA	4D	0.822		25,503	35,820	0.090	2,295	3,222	3,222	0.71	С
2380.4	TRINITY BLVD	DUCK SLOUGH BLVD	S.R. 54	URBAN/TRANS	MA	4D	1.452		23,235	35,820	0.090	2,091	3,222	3,222	0.65	C
1700 1710	TROUBLE CR RD TROUBLE CR RD	VOORHEES C.R. 77 (ROWAN)	C.R. 77 (ROWAN) CECIELA	URBAN/TRANS URBAN/TRANS	MAC MAC	2D 4D	0.867 1.492	 	11,860 17,743	16,726 35,820	0.090	1,067 1,597	1512 3,222	1512 3,222	0.71 0.50	C
1710.1	TROUBLE CR RD	CECIELA	C.R. 1 (LITTLE RD)	URBAN/TRANS	MAC	4D	0.166		20,145	35,820	0.090	1,813	3,222	3,222	0.56	C
1710.1	TROUBLE CR RD	STRAUBER MEMORIAL HWY	U.S. 19	URBAN/TRANS	MAC	2U	0.889		4,841	15,930	0.090	436	1440	1440	0.30	C
1740	TROUBLE CR RD	U.S. 19	C.R. 595 (GRAND)	URBAN/TRANS	MAC	2U	0.643		12,402	15,930	0.090	1,116	1440	1440	0.78	c
1750	TROUBLE CR RD	C.R. 595 (GRAND)	MADISON	URBAN/TRANS	MAC	2U	0.477		10,673	15,930	0.090	961	1440	1440	0.67	C
1760.1	TROUBLE CR RD	MADISON	THYS RD	URBAN/TRANS	MAC	2U	0.496		10,732	15,930	0.090	966	1440	1440	0.67	č
1760.2	TROUBLE CR RD	THYS RD	VOORHEES	URBAN/TRANS	MAC	2U	0.231		11,141	15,930	0.090	1,003	1440	1440	0.70	C
10065	TYNDALL ROAD	MCKENDREE RD	C.R. 577 (CURLEY RD)	URBAN/TRANS	MIC	2U	2.019	Yes	2,190	15,930	0.090	197	1440	1440	0.14	С
2730	U.S. 19	PINELLAS CO	FLORA AVE	URBAN/TRANS	PA	6D	0.255		60,988	59,900	0.090	5,489	5,390	5,390	1.02	F
2730.1	U.S. 19	FLORA AVE	ALT U.S. 19	URBAN/TRANS	PA	6D	0.380		63,342	59,900	0.090	5,701	5,390	5,390	1.06	F
2740	U.S. 19	ALT U.S. 19	C.R.595 (MILE STRETCH / GRAND)	URBAN/TRANS	PA	6D	0.367		74,145	59,900	0.090	6,673	5,390	5,390	1.24	F
2740.1	U.S. 19	C.R.595 (MILE STRETCH / GRAND)	DARLINGTON	URBAN/TRANS	PA	6D	0.506		70,033	59,900	0.090	6,303	5,390	5,390	1.17	F
2740.2	U.S. 19	DARLINGTON	SUNRAY	URBAN/TRANS	PA	6D	0.196		68,875	59,900	0.090	6,199	5,390	5,390	1.15	F
2740.3	U.S. 19	SUNRAY	GULF TRACE	URBAN/TRANS	PA	6D	0.251		73,322	59,900	0.090	6,599	5,390	5,390	1.22	F
2740.4 2740.5	U.S. 19 U.S. 19	GULF TRACE MOOG	MOOG	URBAN/TRANS URBAN/TRANS	PA PA	6D 6D	0.552 0.525		71,003 71,163	59,900 59,900	0.090	6,390 6.405	5,390 5.390	5,390 5.390	1.19 1.19	F
2740.5 2750	U.S. 19	S.R. 54	S.R. 54 TROUBLE CREEK	URBAN/TRANS	PA PA	6D	0.525		67,084	59,900	0.090	6,405	5,390	5,390	1.19	F
2750.1	U.S. 19	TROUBLE CREEK	CITY LIMITS(NEW PORT RICHEY)	URBAN/TRANS	PA	6D	0.226		69,249	59,900	0.090	6,232	5,390	5,390	1.12	F
2760	U.S. 19	CITY LIMITS(PORT RICHEY)	SALT SPRINGS (S)	URBAN/TRANS	PA	6D	0.453		63,238	59,900	0.090	5,691	5,390	5,390	1.06	F
2760.1	U.S. 19	SALT SPRINGS (S)	HOLIDAY HILLS BLVD	URBAN/TRANS	PA	6D	0.101		64,754	59,900	0.090	5,828	5,390	5,390	1.08	F
2760.2	U.S. 19	HOLIDAY HILLS BLVD	EMBASSY	URBAN/TRANS	PA	6D	0.271		64,756	59,900	0.090	5,828	5,390	5,390	1.08	F
2760.3	U.S. 19	EMBASSY	TACOMA	URBAN/TRANS	PA	6D	0.112		64,926	59,900	0.090	5,843	5,390	5,390	1.08	F
2760.4	U.S. 19	TACOMA	SCENIC	URBAN/TRANS	PA	6D	0.188		64,926	59,900	0.090	5,843	5,390	5,390	1.08	F
2760.5	U.S. 19	SCENIC	FOX HOLLOW	URBAN/TRANS	PA	6D	0.357		66,331	59,900	0.090	5,970	5,390	5,390	1.11	F
	U.S. 19	FOX HOLLOW	C.R. 77 (REGENCY)	URBAN/TRANS	PA	6D	0.314		64,468	59,900	0.090	5,802	5,390	5,390	1.08	F
2760.7	U.S. 19	C.R. 77 (REGENCY)	JASMINE	URBAN/TRANS	PA	6D	0.267		68,686	59,900	0.090	6,182	5,390	5,390	1.15	F
2765	U.S. 19	JASMINE	RANCH	URBAN/TRANS	PA	6D	0.490		64,742	59,900	0.090	5,827	5,390	5,390	1.08	F D
2765.1 2765.2	U.S. 19	RANCH S.R. 52	S.R. 52 BEACON WOODS	URBAN/TRANS URBAN/TRANS	PA PA	6D 6D	0.995		59,054	59,900 59,900	0.090	5,315	5,390	5,390	0.99	C
2765.2	U.S. 19 U.S. 19	BEACON WOODS	CLARK	URBAN/TRANS	PA	6D	0.490 1.555		56,328 51,707	59,900	0.090	5,070 4,654	5,390 5,390	5,390 5,390	0.94	c
	U.S. 19	CLARK	HUDSON	URBAN/TRANS	PA	6D	0.317		43,261	59,900	0.090	3,893	5,390	5,390	0.72	c
2780	U.S. 19	HUDSON	RHODES	URBAN/TRANS	PA	6D	0.655		41.850	59,900	0.090	3,767	5,390	5.390	0.72	c
2780.1	U.S. 19	RHODES	NEW YORK	URBAN/TRANS	PA	6D	0.323		40,496	59,900	0.090	3,645	5,390	5,390	0.68	č
2780.2	U.S. 19	NEW YORK	DENTON	URBAN/TRANS	PA	6D	1.306		41,374	59,900	0.090	3,724	5,390	5,390	0.69	C
	U.S. 19	DENTON	LITTLE RD EXT	URBAN/TRANS	PA	6D	0.883		34,216	59,900	0.090	3,079	5,390	5,390	0.57	C
2780.4	U.S. 19	LITTLE RD EXT	C.R. 595A (ARIPEKA)	URBAN/TRANS	PA	6D	1.305		56,128	59,900	0.090	5,052	5,390	5,390	0.94	С
2780.5	U.S. 19	C.R. 595A (ARIPEKA)	HERNANDO CO	URBAN/TRANS	PA	6D	1.380		53,694	59,900	0.090	4,832	5,390	5,390	0.90	С
	U.S. 19	CITY LIMITS(NEW PORT RICHEY)		URBAN/TRANS	PA	6D	0.159		67,834	59,900	0.090	6,105	5,390	5,390	1.13	F
3020.1	U.S. 19	FLORAMAR	MARINE PKWY	URBAN/TRANS	PA	6D	0.204		65,783	59,900	0.090	5,920	5,390	5,390	1.10	F
	U.S. 19	MARINE PKWY	GULF	URBAN/TRANS	PA	6D	0.484		54,936	59,900	0.090	4,944	5,390	5,390	0.92	С
	U.S. 19	GULF	CROSS BAYOU	URBAN/TRANS	PA	6D	0.196		56,276	59,900	0.090	5,065	5,390	5,390	0.94	С
3030.2	U.S. 19	CROSS BAYOU	MAIN	URBAN/TRANS	PA	6D	0.583	ļ	56,891	59,900	0.090	5,120	5,390	5,390	0.95	C
3030.3 3040	U.S. 19	MAIN C. P. 505 (CRAND)	C.R. 595 (GRAND) WASHINGTON	URBAN/TRANS URBAN/TRANS	PA PA	6D 6D	1.748		59,268	59,900 59.900	0.090	5,334	5,390	5,390	0.99 1.00	D F
3040.1	U.S. 19 U.S. 19	C.R. 595 (GRAND) WASHINGTON	BAY	URBAN/TRANS URBAN/TRANS	PA PA	6D	0.256		59,929 62,778	59,900	0.090	5,394 5,650	5,390 5,390	5,390 5,390	1.00	F
	U.S. 19	BAY	RIDGE	URBAN/TRANS	PA	6D	0.201		73,279	59,900	0.090	6,595	5,390	5,390	1.05	F
UUTU.2	0.0. 10	Internal	IMPOL	ONDAN/ HANS	1	JU	0.012	!	13,219	J9,500	0.030	0,333	5,550	5,550	1.44	

AFT (4-20				1F. 2043 COSt AllO												
Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
3050	U.S. 19	RIDGE	CITY LIMITS(PORT RICHEY)	URBAN/TRANS	PA	6D	0.216		63,238	59,900	0.090	5,691	5,390	5,390	1.06	F
2790	U.S. 301 (GALL BLVD)	HILLSBOROUGH CO	S.R. 56	URBAN/TRANS	PA	2U	1.649		23,587	17,700	0.090	2,123	1600	1600	1.33	F
2800	U.S. 301 (GALL BLVD)	S.R. 56	CHANCEY (Z.EAST)	URBAN/TRANS	PA	4D	1.427	Yes	16,211	39,800	0.090	1,459	3,580	3,580	0.41	С
2810	U.S. 301 (GALL BLVD)	CHANCEY (Z.EAST)	CRYSTAL SPRINGS	URBAN/TRANS	PA	4D	0.083		11,915	39,800	0.090	1,072	3,580	3,580	0.30	С
2810.1 2820	U.S. 301 (GALL BLVD)	CRYSTAL SPRINGS S.R. 39	S.R. 39	URBAN/TRANS	PA	4D	0.634	Yes	12,678	39,800	0.090	1,141	3,580	3,580	0.32	C
2820 2820.1	U.S. 301 (GALL BLVD)	PALM GROVE RD	PALM GROVE RD	URBAN/TRANS	PA PA	2U 2O	0.047 0.345	Von	24,208 12,664	17,700 23,880	0.090	2,179 1,140	1600 2,148	1600 2,148	1.36 0.53	F C
2820.1	U.S. 301 (GALL BLVD) U.S. 301 (GALL BLVD)	ALSTON AVE	ALSTON AVE SOUTH CITY LIMITS (ZEPHYRHILLS)	URBAN/TRANS URBAN/TRANS	PA	20	0.345	Yes Yes	12,740	23,880	0.090	1,140	2,148	2,148	0.53	C
2830	U.S. 301 (GALL BLVD)	NORTH CITY LIMITS (ZEPHYRHILLS)	C.R. 530 EXT KOSSIK RD	URBAN/TRANS	PA	6D	0.503	Yes	30,756	59,900	0.090	2,768	5,390	5,390	0.51	C
3100	U.S. 301 (GALL BLVD)	SOUTH CITY LIMITS (ZEPHYRHILLS)	C AVE	URBAN/TRANS	PA	20	0.085	Yes	12,740	23,880	0.090	1,147	2,148	2,148	0.53	C
3100.1	U.S. 301 (GALL BLVD)	C AVE	B AVE	URBAN/TRANS	PA	20	0.073	Yes	12,482	23,880	0.090	1,123	2,148	2,148	0.52	C
3100.2	U.S. 301 (GALL BLVD)	B AVE	A AVE	URBAN/TRANS	PA	20	0.091	Yes	12,482	23,880	0.090	1,123	2,148	2,148	0.52	C
3100.3	U.S. 301 (GALL BLVD)	A AVE	SOUTH RD	URBAN/TRANS	PA	20	0.087	Yes	10,821	23,880	0.090	974	2,148	2,148	0.45	С
3100.4	U.S. 301 (GALL BLVD)	SOUTH RD	S.R. 54 (5TH AVE)	URBAN/TRANS	PA	20	0.262	Yes	14,949	23,880	0.090	1,345	2,148	2,148	0.63	С
3100.5	U.S. 301 (GALL BLVD)	S.R. 54 (5TH AVE)	12 TH AVE	URBAN/TRANS	PA	20	0.480	Yes	14,517	23,880	0.090	1,307	2,148	2,148	0.61	С
3100.6	U.S. 301 (GALL BLVD)	12 TH AVE	6TH ST	URBAN/TRANS	PA	20	0.325	Yes	14,119	23,880	0.090	1,271	2,148	2,148	0.59	С
3100.7	U.S. 301 (GALL BLVD)	6TH ST	GEIGER	URBAN/TRANS	PA	6D	0.092	Yes	29,115	59,900	0.090	2,620	5,390	5,390	0.49	С
3100.8	U.S. 301 (GALL BLVD)	GEIGER	C.R. 41 (FT KING HWY)	URBAN/TRANS	PA	6D	0.261	Yes	28,128	59,900	0.090	2,532	5,390	5,390	0.47	С
3105	U.S. 301 (GALL BLVD)	C.R. 41 (FT KING HWY)	EILAND BLVD	URBAN/TRANS	PA	6D	0.267	Yes	27,141	59,900	0.090	2,443	5,390	5,390	0.45	С
3110	U.S. 301 (GALL BLVD)	EILAND BLVD	DAUGHTRY	URBAN/TRANS	PA	6D	0.502	Yes	36,774	59,900	0.090	3,310	5,390	5,390	0.61	С
3110.1	U.S. 301 (GALL BLVD)	DAUGHTRY	TOWN VIEW	URBAN/TRANS	PA	6D	0.326	Yes	35,540	59,900	0.090	3,199	5,390	5,390	0.59	С
3110.2	U.S. 301 (GALL BLVD)	TOWN VIEW	NORTH CITY LIMITS (ZEPHYRHILLS)	URBAN/TRANS	PA	6D	0.177	Yes	33,971	59,900	0.090	3,057	5,390	5,390	0.57	С
2830.1 2830.2	U.S. 301 (N)	C.R. 530 (KOSSIK RD)	BAILEY HILL RD	URBAN/TRANS	PA	4D	1.001		31,760	39,800	0.090	2,858	3,580	3,580	0.80	С
2830.4	U.S. 301 (N) U.S. 301 (N)	BAILEY HILL RD U.S. 98	WIRE RD CITY LIMITS (DADE)	URBAN/TRANS URBAN/TRANS	PA PA	4D 4D	0.242 0.146		32,159 33,557	39,800 39,800	0.090	2,894 3,020	3,580 3,580	3,580 3,580	0.84	C
2830.5	U.S. 301 (N)	WIRE RD	CENTENNIAL RD	URBAN/TRANS	PA	4D	0.799		31,881	39,800	0.090	2,869	3,580	3,580	0.80	C
2830.6	U.S. 301 (N)	CENTENNIAL RD	U.S. 98	URBAN/TRANS	PA	4D	1.444		33,733	39,800	0.090	3,036	3,580	3,580	0.85	C
2840	U.S. 301 (N)	CITY LIMITS	LOCK ST	URBAN/TRANS	PA	2U	0.074		22,680	17,700	0.090	2,041	1600	1600	1.28	F
2840.2	U.S. 301 (N)	FRAZEE HILL	CHRISTIAN RD	URBAN/TRANS	PA	4D	2.587		21,837	39,800	0.090	1,965	3,580	3,580	0.55	Ċ
2840.3	U.S. 301 (N)	CHRISTIAN RD	U.S. 98 (N)	URBAN/TRANS	PA	4D	1.352		19,100	39,800	0.090	1,719	3,580	3,580	0.48	č
2840.4	U.S. 301 (N)	LOCK ST	LONG AVE	URBAN/TRANS	PA	2U	0.514		25,398	17,700	0.090	2,286	1600	1600	1.43	F
2840.5	U.S. 301 (N)	LONG AVE	FRAZEE HILL	URBAN/TRANS	PA	4D	1.022		24,351	39,800	0.090	2,192	3,580	3,580	0.61	С
2850	U.S. 301 (N)	U.S. 98 (N)	S.R. 575 (TRILBY RD)	URBAN/TRANS	PA	2U	0.717		5,196	17,700	0.090	468	1600	1600	0.29	С
2860	U.S. 301 (N)	S.R. 575 (TRILBY RD)	HERNANDO CO	URBAN/TRANS	PA	2U	1.036		4,764	17,700	0.090	429	1600	1600	0.27	С
3060	U.S. 301 (N)	CITY LIMITS (DADE)	C.R. 52A (CLINTON AVE)	URBAN/TRANS	PA	4D	0.138		33,557	39,800	0.090	3,020	3,580	3,580	0.84	С
3060.1	U.S. 301 (N)	C.R. 52A (CLINTON AVE)	MORNINGSIDE DR	URBAN/TRANS	PA	4D	1.009		24,763	39,800	0.090	2,229	3,580	3,580	0.62	С
3060.2	U.S. 301 (N)	MORNINGSIDE DR	U.S. 98 BYPASS S	URBAN/TRANS	PA	4D	0.810		21,757	39,800	0.090	1,958	3,580	3,580	0.55	С
3070	U.S. 301 (N)	U.S. 98 BYPASS S	CHURCH	URBAN/TRANS	MA	2U	0.576		15,014	17,700	0.090	1,351	1600	1600	0.84	С
3070.1	U.S. 301 (N)	CHURCH	PASCO	URBAN/TRANS	MA	2U	0.062		13,407	17,700	0.090	1,207	1600	1600	0.75	С
3070.2 3080	U.S. 301 (N)	PASCO (MEDIDIAN)	S.R. 52 (MERIDIAN)	URBAN/TRANS	MA MA	2U	0.053		13,407	17,700	0.090	1,207	1600	1600	0.75	С
	U.S. 301 (N) U.S. 301 (N)	S.R. 52 (MERIDIAN) MARTIN LUTHER KING	MARTIN LUTHER KING U.S. 98 BYPASS N	URBAN/TRANS URBAN/TRANS	MA	2U 2U	0.291		11,420 11,008	17,700 17,700	0.090	1,028 991	1600 1600	1600 1600	0.64	C
3090	U.S. 301 (N)	U.S. 98 BYPASS N	CITY LIMITS	URBAN/TRANS	PA	2U	0.366		22,680	17,700	0.090	2,041	1600	1600	1.28	F
2870	U.S. 41	WILLOW BEND PKWY	S.R.597 (DALE MABRY)	URBAN/TRANS	PA	6D	1.041		49,475	59,900	0.090	4,453	5,390	5,390	0.83	C
2880	U.S. 41	S.R.597 (DALE MABRY)	S.R. 54	URBAN/TRANS	PA	8D	0.387		71,018	80,100	0.090	6,392	7,210	7,210	0.89	Č
2890	U.S. 41	S.R. 54	BELL LAKE RD	URBAN/TRANS	PA	6D	1.903		49,323	59,900	0.090	4,439	5,390	5,390	0.82	C
2890.1	U.S. 41	BELL LAKE RD	HALE	URBAN/TRANS	PA	6D	0.561		44,250	59,900	0.090	3,983	5,390	5,390	0.74	С
2900	U.S. 41	HALE	C.R.583 - EHREN CUTOFF	URBAN/TRANS	PA	6D	1.067		42,553	59,900	0.090	3,830	5,390	5,390	0.71	С
2900.10	U.S. 41	C.R.583 - EHREN CUTOFF	HORTON RD	URBAN/TRANS	PA	4D	0.342		38,449	39,800	0.090	3,460	3,580	3,580	0.97	D
2900.11	U.S. 41	HORTON RD	TOWER RD	URBAN/TRANS	PA	4D	0.425		38,044	39,800	0.090	3,424	3,580	3,580	0.96	D
2900.2	U.S. 41	TOWER RD	GATOR LN	URBAN/TRANS	PA	4D	0.887		38,343	39,800	0.090	3,451	3,580	3,580	0.96	D
2900.8	U.S. 41	GATOR LN	PLEASANT PLAINS PKWY	URBAN/TRANS	PA	4D	0.866		37,840	39,800	0.090	3,406	3,580	3,580	0.95	С
2900.9	U.S. 41	PLEASANT PLAINS PKWY	CONNERTON BLVD	URBAN/TRANS	PA	4D	1.211		37,967	39,800	0.090	3,417	3,580	3,580	0.95	С
2910	U.S. 41	CONNERTON BLVD	S.R. 52	URBAN/TRANS	PA	4D	2.574		31,552	39,800	0.090	2,840	3,580	3,580	0.79	С
2920	U.S. 41	S.R. 52	HAMILTON EXT	URBAN/TRANS	PA	2U	2.797		26,358	17,700	0.090	2,372	1600	1600	1.48	F
2920.1	U.S. 41	HAMILTON EXT	C.R. 578 (COUNTY LINE RD NORTH)	URBAN/TRANS	PA	2U	5.712		24,870	17,700	0.090	2,238	1600	1600	1.40	F
2930 2930.5	U.S. 98 U.S. 98	C.R. 35A (OLD LAKELAND HWY)		RURAL DEV/UNDEV	PA PA	2U 2U	5.141		8,787 6.934	23,100 24,200	0.095	835 624	2,190 2170	2,990 2990	0.38	С
2930.5 2940	U.S. 98	.5 M E OF US 301 U.S. 301	C.R. 35A (OLD LAKELAND HWY) C.R. 575 (TRILBY RD)	URBAN/TRANS URBAN/TRANS	PA PA	2U	2.571 0.781		13,936	17,700	0.090	1,324	1600	1600	0.29	B C
2940 2940.1	U.S. 98	U.S. 301 C.R. 575 (TRILBY RD)	HERNANDO CO	URBAN/TRANS	PA PA	2U	1.065	1	13,936	17,700	0.095	1,324	1600	1600	0.83	C
3120	U.S. 98 (BYPASS)	U.S.301 (S)	C.R. 35A (OLD LAKELAND HWY)	URBAN/TRANS	PA	2U	0.556		6,322	17,700	0.090	569	1600	1600	0.87	C
3120.1	U.S. 98 (BYPASS)	C.R. 35A (OLD LAKELAND HWY)	S.R. 52 (MERIDIAN)	URBAN/TRANS	PA	2U	0.336		15,233	17,700	0.090	1,371	1600	1600	0.86	C
3130	U.S. 98 (BYPASS)	S.R. 52 (MERIDIAN)	MARTIN LUTHER KING	URBAN/TRANS	PA	2U	0.312	1	14,656	17,700	0.090	1,319	1600	1600	0.82	C
	U.S. 98 (BYPASS)	MARTIN LUTHER KING	U.S.301 (N)	URBAN/TRANS	PA	2U	0.447		12,714	17,700	0.090	1,144	1600	1600	0.72	č
17070	U.S. 98 REALIGNMENT	US 301	US 98	URBAN/TRANS	PA	2U	0.770	Yes	12,708	17,700	0.090	1,144	1600	1600	0.71	C

DRAFT (4-2020) Pasco LRTP: 2045 Cost Affordable LOS Report LOS Method: Generalized (FDOT 2012)

Segment ID	OnStreet	From	То	Area Type	Functional Class	Road Type	Length in Miles	CA Project	AADT	Gen. Capacity	К	Peak Hour Vol.	P-H MSV	Phys. Cap.	P-H V/MSV	P-H LOS
1770	VOORHEES RD	TROUBLE CR RD	CECIELIA	URBAN/TRANS	MAC	2U	0.494		3,230	15,930	0.090	291	1440	1440	0.20	С
1794	WASHINGTON	C.R.587 (MASS)	CITY LIMITS	URBAN/TRANS	MIC	2U	0.252		4,018	15,930	0.090	362	1440	1440	0.25	С
2244	WASHINGTON	CITY LIMITS	U.S. 19	URBAN/TRANS	MIC	2U	1.045		2,961	15,930	0.090	266	1440	1440	0.19	С
2	WELBILT BLVD	MITCHELL RANCH	MITCHELL BLVD	URBAN/TRANS	MIC	2U	1.406	Yes	9,754	15,930	0.090	878	1440	1440	0.61	С
90.1	WELLS RD	SR 581 EXT	BOYETTE RD	URBAN/TRANS	MIC	2U	1.373		15,260	15,930	0.090	1,373	1440	1440	0.95	D
3400	WELLS RD	BOYETTE RD	CURLEY RD	URBAN/TRANS	MIC	2U	1.337		6,940	15,930	0.090	625	1440	1440	0.43	С
5335	WELLS RD	SR 581 EXT	BOYETTE RD	URBAN/TRANS	MIC	2U	1.373	Yes	5,490	15,930	0.090	494	1440	1440	0.34	С
9099	WELLS RD	CURLEY RD	RIVER GLEN BLVD	URBAN/TRANS	MIC	2U	1.972	Yes	3,514	15,930	0.090	316	1440	1440	0.22	С
9109.1	WELLS RD	RIVER GLEN BLVD	Z. WEST EXT	URBAN/TRANS	MIC	2U	0.763	Yes	12,126	15,930	0.090	1,091	1440	1440	0.76	С
9109.2	WELLS RD	Z. WEST EXT	C.R. 579 (EILAND)	URBAN/TRANS	MIC	2U	0.894	Yes	10,424	15,930	0.090	938	1440	1440	0.65	С
340	WILLOW BEND PKWY	S.R. 597 (DALE MABRY)	U.S. 41	URBAN/TRANS	MAC	4D	0.763	Yes	19,499	35,820	0.090	1,755	3,222	3,222	0.54	С
350	WILLOW BEND PKWY	U.S. 41	COLLIER PKY	URBAN/TRANS	MIC	4D	1.653	Yes	23,923	35,820	0.090	2,153	3,222	3,222	0.67	С
5030	WILSON	S.R.54	LAKE PATIENCE	URBAN/TRANS	MIC	2U	1.758	Yes	3,678	15,930	0.090	331	1440	1440	0.23	С
1420	WIRE RD	CITY LIMITS	C.R. 530 (OTTIS ALLEN RD)	URBAN/TRANS	MAC	2U	0.500		382	15,930	0.090	34	1440	1440	0.02	С
1420.1	WIRE RD	C.R. 530 (OTTIS ALLEN RD)	U.S. 301	URBAN/TRANS	MAC	2U	1.461		1,306	15,930	0.090	118	1440	1440	0.08	С
2220	WIRE RD	C.R. 54	DAUGHTRY	URBAN/TRANS	MAC	2U	0.502		606	15,930	0.090	55	1440	1440	0.04	С
2220.1	WIRE RD	DAUGHTRY	CITY LIMITS	URBAN/TRANS	MAC	2U	0.501		664	15,930	0.090	60	1440	1440	0.04	С
3240.3	WIREGRASS RANCH RD	S.R. 56	N OF SR 56	URBAN/TRANS	MIC	4D	0.501		9,077	35,820	0.090	817	3,222	3,222	0.25	С
3240.4	WIREGRASS RANCH RD	N OF SR 56	CHANCEY EXT	URBAN/TRANS	MIC	4D	0.734		10,595	35,820	0.090	954	3,222	3,222	0.30	С
5320	WIREGRASS RANCH RD	CHANCEY EXT	S.R. 54	URBAN/TRANS	MIC	4D	1.880	Yes	12,977	35,820	0.090	1,168	3,222	3,222	0.36	С
5200.5		BEXLEY RANCH RD	U.S.41	URBAN/TRANS	MIC	2U	0.642		2,286	15,930	0.090	206	1440	1440	0.14	С
	WYNDFIELDS BLVD	SR 56	CHANCEY RD EXT	URBAN/TRANS	MIC	2U	0.746	Yes	9,181	15,930	0.090	826	1440	1440	0.57	С
16995.2	WYNDFIELDS BLVD	CHANCEY RD EXT	SR 54	URBAN/TRANS	MIC	2U	1.139	Yes	2,257	15,930	0.090	203	1440	1440	0.14	С
	WYNDFIELDS BLVD	HILLSBOROUGH CL	OLDWOODS AVE	URBAN/TRANS	MIC	2U	0.989	Yes	1,129	15,930	0.090	102	1440	1440	0.07	С
17000.2	WYNDFIELDS BLVD	OLDWOODS AVE	SR 56	URBAN/TRANS	MIC	2U	0.744	Yes	5,053	15,930	0.090	455	1440	1440	0.32	С
1850	Z.WEST.EXT	S.R. 54	CURLEY RD REALIGNMENT	URBAN/TRANS	MA	4D	0.514	Yes	19,253	35,820	0.090	1,733	3,222	3,222	0.54	С
1850.3	Z.WEST.EXT	WELLS RD	HANDCART	URBAN/TRANS	MA	4D	0.923	Yes	25,687	35,820	0.090	2,312	3,222	3,222	0.72	С
1850.4	Z.WEST.EXT	CURLEY RD REALIGNMENT	RIVER GLEN BLVD	URBAN/TRANS	MA	4D	1.723	Yes	20,900	35,820	0.090	1,881	3,222	3,222	0.58	С
1850.5	Z.WEST.EXT	RIVER GLEN BLVD	WELLS RD	URBAN/TRANS	MA	4D	0.640	Yes	18,276	35,820	0.090	1,645	3,222	3,222	0.51	С

Note: AADT is based on output from the TBRPM 9.0 2045 CA model output, dated 12/06/2019. Peak season model volumes were converted to AADT using the applicable model output correction factor provided in the most recent FDOT Peak Season Correction Report (2018). K factors and D factors provided by FDOT Florida Traffic Online 2018, and the FDOT 2013 Q/LOS Handbook. FDOT 2013 Q/LOS methodology used for AADT to Peak Hour, Peak Direction volume calculations.

Road Type code is the number of lanes (2-8) and type of road (F=Freeway, D=Divided, U=Undivided, O=Oneway

Functional Class code is F=Freeway, PA=Primary Arterial, MA=Minor Arterial, MAC=Major Collector, MIC=Minor Collector or local collector road.

Appendix 11.2

Tampa Bay Regional Planning Model 2045 Measures of Effectiveness Report

Table 1a: Total Population

Table 1a. Total Topulation				
County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	1,295,315	2,006,245	1,828,546	2,006,245
Pinellas	942,778	1,030,000	1,000,951	1,030,000
Pasco	483,997	795,001	700,579	795,001
TMA	2,722,090	3,831,246	3,530,076	3,831,246
Hernando	176,819	269,600	241,748	269,600
Citrus	141,501	186,000	173,249	186,000
District 7 Total	3,040,410	4,286,846	3,945,073	4,286,846
Manatee Segment	14,448	30,683	25,271	30,683
Regional Total	3,054,858	4,317,529	3,970,344	4,317,529

2045 Growth from Base	2045 % Growth from Base
710,930	54.9%
87,222	9.3%
311,004	64.3%
1,109,156	40.7%
92,781	52.5%
44,499	31.4%
1,246,436	41.0%
16,235	112.4%
1,262,671	41.3%

Table 1b: Total Dwelling Units

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	562,012	856,322	788,384	856,322
Pinellas	509,394	561,108	543,873	561,108
Pasco	236,820	372,409	329,081	372,409
TMA	1,308,226	1,789,839	1,661,338	1,789,839
Hernando	85,330	128,531	115,482	128,531
Citrus	78,556	101,558	94,968	101,558
District 7 Total	1,472,112	2,019,928	1,871,788	2,019,928
Manatee Segment	5,995	13,579	11,052	13,579
Regional Total	1,478,107	2,033,507	1,882,840	2,033,507

2045 Growth from Base	2045 % Growth from Base
294,310	52.4%
51,714	10.2%
135,589	57.3%
481,613	36.8%
43,201	50.6%
23,002	29.3%
547,816	37.2%
7,584	126.5%
555,400	37.6%

Table 1c: Total Households

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	508,676	773,092	713,179	773,092
Pinellas	427,719	469,426	455,528	469,426
Pasco	198,624	311,488	274,928	311,488
TMA	1,135,020	1,554,007	1,443,635	1,554,007
Hernando	73,426	107,314	96,417	107,314
Citrus	63,693	83,385	77,745	83,385
District 7 Total	1,272,140	1,744,706	1,617,797	1,744,706
Manatee Segment	4,646	11,927	9,589	11,927
Regional Total	1,276,786	1,756,633	1,627,386	1,756,633

2045 Growth from Base	2045 % Growth from Base
264,416	52.0%
41,707	9.8%
112,864	56.8%
418,987	36.9%
33,888	46.2%
19,692	30.9%
472,566	37.1%
7,281	156.7%
479,847	37.6%

Table 1d: Total Employment

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	832,300	1,236,150	1,128,880	1,236,150
Pinellas	534,900	593,800	574,179	593,800
Pasco	157,500	266,561	228,187	266,561
TMA	1,524,700	2,096,511	1,931,246	2,096,511
Hernando	55,700	87,801	78,731	87,801
Citrus	45,800	61,712	57,482	61,712
District 7 Total	1,626,200	2,246,024	2,067,459	2,246,024
Manatee Segment	2,779	10,158	7,697	10,158
Regional Total	1,628,979	2,256,182	2,075,156	2,256,182

2045 Growth from Base	2045 % Growth from Base
403,850	48.5%
58,900	11.0%
109,061	69.2%
571,811	37.5%
32,101	57.6%
15,912	34.7%
619,824	38.1%
7,379	265.5%
627,203	38.5%

Table 2a: Total Productions

Table 2a. Total Troductions				
County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	5,203,691	8,027,100	7,308,774	8,027,100
Pinellas	4,123,644	4,531,228	4,396,411	4,531,228
Pasco	1,776,413	2,874,004	2,515,458	2,874,004
TMA	11,103,748	15,432,332	14,220,643	15,432,332
Hernando	639,652	932,775	837,427	932,775
Citrus	516,284	673,655	626,790	673,655
District 7 Total	12,259,684	17,038,762	15,684,860	17,038,762
Manatee Segment	358,365	691,363	591,051	691,363
Regional Total	12,618,049	17,730,125	16,275,911	17,730,125

2045 Growth from Base	2045 % Growth from Base
2,823,409	54.3%
407,584	9.9%
1,097,591	61.8%
4,328,584	39.0%
293,123	45.8%
157,371	30.5%
4,779,078	39.0%
332,998	92.9%
5,112,076	40.5%

Table 2b: Total Attractions

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	5,436,849	8,416,976	7,662,941	8,416,976
Pinellas	4,241,584	4,705,562	4,563,456	4,705,562
Pasco	1,620,166	2,642,202	2,314,051	2,642,202
TMA	11,298,599	15,764,740	14,540,448	15,764,740
Hernando	637,701	956,052	846,542	956,052
Citrus	496,260	633,311	587,706	633,311
District 7 Total	12,432,560	17,354,103	15,974,696	17,354,103
Manatee Segment	185,546	376,099	301,188	376,099
Regional Total	12,618,106	17,730,202	16,275,884	17,730,202

2045 Growth from Base	2045 % Growth from Base
2,980,127	54.8%
463,978	10.9%
1,022,036	63.1%
4,466,141	39.5%
318,351	49.9%
137,051	27.6%
4,921,543	39.6%
190,553	102.7%
5,112,096	40.5%

Table 2c: Total Productions Inside USA/Urban Area

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	5,071,022	7,801,273	7,156,410	7,801,273
Pinellas	4,123,644	4,531,228	4,396,411	4,531,228
Pasco	1,723,204	2,685,178	2,369,918	2,685,178
TMA	10,917,870	15,017,679	13,922,739	15,017,679
Hernando	558,852	811,258	728,460	811,258
Citrus	336,283	426,340	399,792	426,340
District 7 Total	11,813,005	16,255,277	15,050,991	16,255,277
Manatee Segment	0	0	0	0
Regional Total	11,813,005	16,255,277	15,050,991	16,255,277

2045 Growth from Base	2045 % Growth from Base
2,730,251	53.8%
407,584	9.9%
961,974	55.8%
4,099,809	37.6%
252,406	45.2%
90,057	26.8%
4,442,272	37.6%
0	
4,442,272	37.6%

Table 2d: Total Attractions Inside USA/Urban Area

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	5,376,877	8,325,525	7,592,074	8,325,525
Pinellas	4,241,584	4,705,562	4,563,456	4,705,562
Pasco	1,586,578	2,481,276	2,193,021	2,481,276
TMA	11,205,039	15,512,363	14,348,551	15,512,363
Hernando	562,880	823,641	732,590	823,641
Citrus	399,878	473,542	449,492	473,542
District 7 Total	12,167,797	16,809,546	15,530,633	16,809,546
Manatee Segment	0	0	0	0
Regional Total	12,167,797	16,809,546	15,530,633	16,809,546

2045 Growth from Base	2045 % Growth from Base
2,948,648	54.8%
463,978	10.9%
894,698	56.4%
4,307,324	38.4%
260,761	46.3%
73,664	18.4%
4,641,749	38.1%
0	
4,641,749	38.1%

Table 2e: Total Productions Outside USA/Urban Area

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	132,669	225,827	152,364	225,827
Pinellas	0	0	0	0
Pasco	53,209	188,826	145,540	188,826
TMA	185,878	414,653	297,904	414,653
Hernando	80,800	121,517	108,967	121,517
Citrus	180,001	247,315	226,998	247,315
District 7 Total	446,679	783,485	633,869	783,485
Manatee Segment	358,365	691,363	591,051	691,363
Regional Total	805,044	1,474,848	1,224,920	1,474,848

2045 Growth from Base	2045 % Growth from Base
93,158	70.2%
0	
135,617	254.9%
228,775	123.1%
40,717	50.4%
67,314	37.4%
336,806	75.4%
332,998	92.9%
669,804	83.2%

Table 2f: Total Attractions Outside USA/Urban Area

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	59,972	91,451	70,867	91,451
Pinellas	0	0	0	0
Pasco	33,588	160,926	121,030	160,926
TMA	93,560	252,377	191,897	252,377
Hernando	74,821	132,411	113,952	132,411
Citrus	96,382	159,769	138,214	159,769
District 7 Total	264,763	544,557	444,063	544,557
Manatee Segment	185,546	376,099	301,188	376,099
Regional Total	450,309	920,656	745,251	920,656

2045 Growth from Base	2045 % Growth from Base
31,479	52.5%
0	
127,338	379.1%
158,817	169.7%
57,590	77.0%
63,387	65.8%
279,794	105.7%
190,553	102.7%
470,347	104.4%

Table 3a: Hillsborough County Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	663	673	695	693
Divided Arterials	1,478	1,643	1,687	1,743
Undivided Arterials	540	457	452	426
Collectors	1,398	1,471	1,482	1,503
One-Way Facilities	97	100	101	101
Ramps	170	191	193	198
HOV Facilities	0	0	0	0
Toll Facilities	173	265	380	472
All Facilities	4,519	4,798	4,990	5,136

2045 Growth from Base	2045 % Growth from Base
30	4.5%
265	17.9%
-114	-21.1%
105	7.5%
4	4.1%
28	16.5%
0	
299	172.8%
617	13.7%

Table 3b: Pinellas County Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	257	305	327	331
Divided Arterials	1,385	1,361	1,344	1,343
Undivided Arterials	247	233	233	230
Collectors	648	669	677	680
One-Way Facilities	112	128	144	148
Ramps	66	72	72	76
HOV Facilities	0	0	0	0
Toll Facilities	20	101	101	101
All Facilities	2,735	2,868	2,898	2,909

2045 Growth from Base	2045 % Growth from Base
74	28.8%
-42	-3.0%
-17	-6.9%
32	4.9%
36	32.1%
10	15.2%
0	
81	405.0%
174	6.4%

Table 3c: Pasco County Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	90	137	140	146
Divided Arterials	596	867	977	1,117
Undivided Arterials	328	244	222	176
Collectors	673	840	1,023	1,160
One-Way Facilities	5	5	10	14
Ramps	11	22	23	23
HOV Facilities	0	0	0	0
Toll Facilities	79	79	79	79
All Facilities	1,782	2,193	2,474	2,716

2045 Growth from Base	2045 % Growth from Base
56	62.2%
521	87.4%
-152	-46.3%
487	72.4%
9	180.0%
12	109.1%
0	
0	0.0%
934	52.4%

Table 3d: TMA Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	1,010	1,115	1,162	1,169
Divided Arterials	3,458	3,870	4,008	4,203
Undivided Arterials	1,114	933	907	832
Collectors	2,719	2,980	3,182	3,343
One-Way Facilities	215	233	255	263
Ramps	247	284	288	297
HOV Facilities	0	0	0	0
Toll Facilities	272	445	560	653
All Facilities	9,035	9,860	10,363	10,760

2045 Growth from Base	2045 % Growth from Base
159	15.7%
745	21.5%
-282	-25.3%
624	22.9%
48	22.3%
50	20.2%
0	
381	140.1%
1,725	19.1%

Table 3e: Hernando County Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	46	69	69	69
Divided Arterials	340	362	364	416
Undivided Arterials	85	119	139	106
Collectors	428	471	498	549
One-Way Facilities	3	3	3	3
Ramps	6	7	7	7
HOV Facilities	0	0	0	0
Toll Facilities	71	74	74	74
All Facilities	978	1,105	1,154	1,224

2045 Growth from Base	2045 % Growth from Base
23	50.0%
76	22.4%
21	24.7%
121	28.3%
0	0.0%
1	16.7%
0	
3	4.2%
246	25.2%

Table 3f: Citrus County Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	0	0	0	0
Divided Arterials	286	344	360	378
Undivided Arterials	108	112	109	101
Collectors	369	386	393	419
One-Way Facilities	0	0	0	0
Ramps	0	3	3	3
HOV Facilities	0	0	0	0
Toll Facilities	0	60	60	60
All Facilities	763	905	924	960

2045 Growth from Base	2045 % Growth from Base
0	
92	32.2%
-7	-6.5%
50	13.6%
0	
3	
0	
60	
197	25.8%

Table 3g: District 7 Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	1,056	1,183	1,231	1,238
Divided Arterials	4,084	4,576	4,732	4,996
Undivided Arterials	1,307	1,165	1,154	1,039
Collectors	3,516	3,837	4,073	4,311
One-Way Facilities	218	236	259	266
Ramps	253	294	298	307
HOV Facilities	0	0	0	0
Toll Facilities	342	579	694	786
All Facilities	10,776	11,870	12,441	12,944

2045 Growth from Base	2045 % Growth from Base
182	17.2%
912	22.3%
-268	-20.5%
795	22.6%
48	22.0%
54	21.3%
0	
444	129.8%
2,168	20.1%

Table 3h: Manatee Segment Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	60	60	60	60
Divided Arterials	40	40	40	40
Undivided Arterials	21	21	21	21
Collectors	61	61	61	61
One-Way Facilities	0	0	0	0
Ramps	11	11	11	11
HOV Facilities	0	0	0	0
Toll Facilities	17	17	17	33
All Facilities	211	211	211	226

2045 Growth from Base	2045 % Growth from Base
0	0.0%
0	0.0%
0	0.0%
0	0.0%
0	
0	0.0%
0	
16	94.1%
15	7.1%

Table 3i: Total Lane Miles by Facility Type

Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Freeways and Expressways	1,116	1,243	1,291	1,298
Divided Arterials	4,124	4,617	4,773	5,037
Undivided Arterials	1,328	1,186	1,176	1,060
Collectors	3,577	3,898	4,134	4,372
One-Way Facilities	218	236	259	266
Ramps	264	305	309	318
HOV Facilities	0	0	0	0
Toll Facilities	360	596	711	819
All Facilities	10,987	12,080	12,652	13,170

2045 Growth from Base	2045 % Growth from Base
182	16.3%
913	22.1%
-268	-20.2%
795	22.2%
48	22.0%
54	20.5%
0	
459	127.5%
2,183	19.9%

Table 4a: Total Vehicle Miles Traveled

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	32,624,199	50,000,590	45,430,494	50,392,762
Pinellas	17,331,317	20,197,592	19,511,020	20,235,434
Pasco	8,966,417	15,723,258	14,262,893	16,274,752
TMA	58,921,932	85,921,440	79,204,407	86,902,949
Hernando	3,912,763	6,611,640	5,851,446	6,429,005
Citrus	2,507,581	3,811,909	3,576,557	3,773,998
District 7 Total	65,342,275	96,344,989	88,632,410	97,105,951
Manatee Segment	1,604,899	2,636,406	2,294,405	2,622,073
Regional Total	66,947,175	98,981,395	90,926,815	99,728,025

2045 Growth from Base	2045 % Growth from Base
17,768,563	54.5%
2,904,117	16.8%
7,308,335	81.5%
27,981,017	47.5%
2,516,242	64.3%
1,266,417	50.5%
31,763,676	48.6%
1,017,174	63.4%
32,780,850	49.0%

Table 4b: Total Vehicle Hours of Travel

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	1,028,030	2,373,946	1,525,237	2,140,786
Pinellas	527,128	649,963	600,076	636,380
Pasco	251,227	530,408	404,860	478,658
TMA	1,806,385	3,554,318	2,530,172	3,255,824
Hernando	105,150	185,056	153,986	172,242
Citrus	72,905	108,366	101,620	106,371
District 7 Total	1,984,440	3,847,740	2,785,778	3,534,437
Manatee Segment	31,053	87,148	60,131	77,448
Regional Total	2,015,493	3,934,888	2,845,910	3,611,886

2045 Growth from Base	2045 % Growth from Base
1,112,756	108.2%
109,252	20.7%
227,431	90.5%
1,449,439	80.2%
67,092	63.8%
33,466	45.9%
1,549,997	78.1%
46,395	149.4%
1,596,393	79.2%

Table 4c: Total Vehicle Emissions of Carbon Monoxide (KILOGRAMS)

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	535,290	1,037,357	819,207	947,988
Pinellas	297,263	354,775	329,809	348,210
Pasco	151,816	295,731	242,844	279,003
TMA	984,369	1,687,864	1,391,859	1,575,200
Hernando	62,728	117,717	98,239	109,296
Citrus	40,872	61,742	57,827	60,756
District 7 Total	1,087,969	1,867,323	1,547,925	1,745,252
Manatee Segment	23,594	41,380	32,176	39,400
Regional Total	1,111,563	1,908,703	1,580,102	1,784,653

2045 Difference from Base	2045 % Difference from Base
412,698	77.1%
50,947	17.1%
127,187	83.8%
590,831	60.0%
46,568	74.2%
19,884	48.6%
657,283	60.4%
15,806	67.0%
673,090	60.6%

 $Table\ 4d:\ Total\ Vehicle\ Emissions\ of\ Hydrocarbons\ (KILOGRAMS)$

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	39,935	71,325	58,737	67,069
Pinellas	21,829	25,907	24,415	25,622
Pasco	11,002	20,855	17,541	20,267
TMA	72,766	118,087	100,693	112,958
Hernando	4,666	8,272	7,051	7,820
Citrus	3,078	4,627	4,339	4,563
District 7 Total	80,510	130,985	112,083	125,342
Manatee Segment	1,681	3,120	2,507	3,008
Regional Total	82,191	134,106	114,590	128,350

2045	2045	
Difference from	% Difference	
Base	from Base	
27,134	67.9%	
3,793	17.4%	
9,265	84.2%	
40,192	55.2%	
3,154	67.6%	
1,485	48.2%	
44,832	55.7%	
1,327	78.9%	
46,159	56.2%	

Table 4e: Total Vehicle Emissions of Oxides of Nitrogen (KILOGRAMS)

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	64,890	98,740	91,375	100,936
Pinellas	33,882	39,220	38,005	39,319
Pasco	18,491	31,836	29,533	33,027
TMA	117,263	169,796	158,914	173,282
Hernando	7,985	14,135	12,509	13,703
Citrus	4,789	7,473	6,998	7,397
District 7 Total	130,037	191,404	178,420	194,382
Manatee Segment	4,002	5,413	5,003	5,564
Regional Total	134,039	196,817	183,423	199,946

2045 Difference from Base	2045 % Difference from Base
36,046	55.5%
5,437	16.0%
14,536	78.6%
56,019	47.8%
5,718	71.6%
2,608	54.5%
64,345	49.5%
1,562	39.0%
65,907	49.2%

Table 4f: Total Fuel Use (GALLONS)

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	2,041,622	3,129,037	2,843,040	3,153,579
Pinellas	1,084,594	1,263,965	1,221,000	1,266,333
Pasco	561,118	983,961	892,572	1,018,474
TMA	3,687,334	5,376,964	4,956,612	5,438,387
Hernando	244,861	413,756	366,183	402,327
Citrus	156,924	238,549	223,821	236,177
District 7 Total	4,089,120	6,029,269	5,546,616	6,076,890
Manatee Segment	100,435	164,986	143,584	164,089
Regional Total	4,189,554	6,194,256	5,690,200	6,240,980

2045	2045
Difference from	% Difference
Base	from Base
1,111,957	54.5%
181,739	16.8%
457,356	81.5%
1,751,053	47.5%
157,466	64.3%
79,253	50.5%
1,987,770	48.6%
63,654	63.4%
2,051,426	49.0%

Table 5a: Highway Overall Unweighted Volume over Capacity Ratios

Tubic but Highway Overan Chweighted Volume Over Capacity Radios				
County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	0.59	0.82	0.73	0.78
Pinellas	0.54	0.59	0.57	0.59
Pasco	0.49	0.67	0.56	0.58
TMA	0.56	0.71	0.64	0.68
Hernando	0.40	0.52	0.45	0.47
Citrus	0.35	0.42	0.39	0.40
District 7 Total	0.54	0.69	0.62	0.65
Manatee Segment	0.43	0.75	0.64	0.71
Regional Total	0.54	0.69	0.62	0.65

2045 Growth from Base	2045 % Growth from Base
0.19	32.2%
0.05	9.3%
0.09	18.4%
0.12	21.4%
0.07	17.5%
0.05	14.3%
0.11	20.4%
0.28	65.1%
0.11	20.4%

Table 5b: Highway Volume over Capacity Ratios Weighted by VMT

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	0.73	0.96	0.86	0.90
Pinellas	0.69	0.73	0.70	0.72
Pasco	0.64	0.83	0.71	0.74
TMA	0.70	0.89	0.79	0.83
Hernando	0.53	0.66	0.58	0.61
Citrus	0.45	0.52	0.51	0.50
District 7 Total	0.68	0.86	0.77	0.80
Manatee Segment	0.74	1.02	0.94	0.99
Regional Total	0.69	0.86	0.77	0.80

2045 Growth from Base	2045 % Growth from Base
0.17	23.3%
0.03	4.3%
0.10	15.6%
0.13	18.6%
0.08	15.1%
0.05	11.1%
0.12	17.6%
0.25	33.8%
0.11	15.9%

Table 5c: Highway Volume over Capacity Ratios Weighted by VHT

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	0.80	1.17	0.89	1.13
Pinellas	0.70	0.77	0.73	0.75
Pasco	0.65	0.89	0.73	0.75
TMA	0.75	1.06	0.83	1.00
Hernando	0.54	0.70	0.60	0.63
Citrus	0.48	0.56	0.54	0.54
District 7 Total	0.73	1.03	0.80	0.97
Manatee Segment	0.80	1.18	1.04	1.13
Regional Total	0.73	1.03	0.81	0.97

2045 Growth from Base	2045 % Growth from Base
0.33	41.3%
0.05	7.1%
0.10	15.4%
0.25	33.3%
0.09	16.7%
0.06	12.5%
0.24	32.9%
0.33	41.3%
0.24	32.9%

Table 5d: Highway Volume over Capacity Ratios (Max Period by Direction) by Major Corridor

Table 5d: Highway Volume over Capacity Ratios (M	ax Per	iod by Direction)	by Major Corri	dor			
Corridor	Dir	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Growth from Base	2045 % Growth from Base
I-4 (Hillsborough Co) from I-275 to I-75	1	0.91	1.11	1.01	1.04	0.13	14.3%
	2	0.95	1.15	1.06	1.12	0.17	17.9%
I-4 (Hillsborough Co) from I-75 to Hillsborough / Polk	1	0.83	1.20	1.00	1.05	0.22	26.5%
County Line	2	0.86	1.24	0.97	1.05	0.19	22.1%
I-275 (Pinellas Co) from Sunshine Skyway Bridge to	1	0.73	0.75	0.73	0.74	0.01	1.4%
Pinellas / Hillsborough Co Line	2	0.78	0.79	0.77	0.78	0.00	0.0%
I-275 (Hillsborough Co) from Pinellas / Hillsborough Co Line to I-4	2	0.95	0.94	0.90	0.94	-0.01	-1.1%
Co Line to 1-4	1	0.97	0.89		0.92	-0.05	-5.2%
I-275 (Hillsborough Co) from I-4 to Bearss	2	0.87	1.08	0.95 0.94	0.99 1.00	0.12	13.8%
	1						16.3%
I-275 (Hillsborough Co) from Bearss to I-75 N	2	0.63	1.04	0.95 0.99	1.01	0.38	60.3%
LZE (ITILL LC) C M (/ITILL L	1	0.72	1.12	0.99	1.07	0.35	48.6%
I-75 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Rd	2	0.65	0.98		0.72	0.07	10.8%
	1	0.64	0.96 1.20	0.86 1.14	0.66 1.09	0.02	3.1%
I-75 (Hillsborough Co) from Big Bend Rd to Leroy Selmon Crosstown Expwy / SR 618	2	0.79	1.11	1.14	1.05	0.30	38.2%
	1	0.76	0.88	0.83	0.96	0.29	29.7%
I-75 (Hillsborough Co) from Leroy Selmon Crosstown Expwy / SR 618 to I-4	2	0.74	0.88	0.83		0.22	
Expwy/ SR 010 to 1-4	1	0.63	0.78	0.74	0.83	0.20	31.7% 45.8%
I-75 (Pasco Co) from I-275 to SR 54	2	0.39	0.86	0.79	0.80	0.27	43.8%
	1		0.86	0.82	0.90	0.04	
I-75 (Hillsborough Co) from I-4 to I-275	2	0.57					38.6%
LZE (D. /H. L.C.) C. OD 54 (D. /	1	0.55 0.70	0.79 0.89	0.74	0.83	0.28	50.9% 18.6%
I-75 (Pasco / Hernando Co) from SR 54 to Pasco / Hernando Co Line	2	0.70	0.89	0.80	0.83	0.13	23.5%
	1			0.81			
I-75 (Hernando Co) from Pasco / Hernando Co Line to Hernando / Sumter Co Line	2	0.46	0.60		0.58	0.12	26.1%
Tiernando / Sumer Co Eme	1	0.44	0.60	0.51	0.57	0.13	29.5% 15.5%
SR 54 (Pasco Co) from US 19 to Little Rd	2	0.59	0.67	0.60	0.66	0.09	11.9%
	1	0.75	0.07	0.02	0.74	-0.01	-1.3%
SR 54 (Pasco Co) from Little Rd to US 41	2	0.73	0.77	0.70	0.75	0.03	4.2%
SD 54 and SD 56 (Dagge Co) from US 41 to Dayge D	1	0.72	1.04	0.71	0.73	-0.02	-2.4%
SR 54 and SR 56 (Pasco Co) from US 41 to Bruce B Downs Blvd / CR 581	2	0.84	1.04	0.87	0.83	-0.02	-4.6%
SR 54 (Pasco Co) from Bruce B Downs Blvd / CR 581	1	0.69	0.86	0.73	0.71	0.02	2.9%
to US 301	2	0.70	0.91	0.76	0.74	0.04	5.7%
Leroy Selmon Crosstown Expwy (Hillsborough Co)	1	0.70	0.91	0.76	0.87	0.21	31.8%
from Willow Ave to I-75	2	0.70	0.93	0.70	0.80	0.10	14.3%
Veteran Expwy (Hillsborough Co) from Hillsborough	1	0.85	0.94		0.93	0.08	9.4%
Ave to Dale Mabry Hwy N	2	0.96	0.97	0.94	0.95	-0.01	-1.0%
US 41 (Hillsborough Co) from Manatee / Hillsborough	1	0.42	0.70	0.60	0.64	0.22	52.4%
Co Line to Big Bend Rd	2	0.35	0.68	0.56	0.66	0.31	88.6%
US 41 (Hillsborough Co) from Big Bend Rd to Selmon	1	0.83	0.99	0.76	0.78	-0.05	-6.0%
Crosstown Expwy	2	0.77	0.93	0.89	0.90	0.13	16.9%
1 7	1	0.68	0.84	0.76	0.79	0.11	16.2%
US 41 (Hillsborough Co) from Busch Blvd to Bearss	2	0.71	0.86	0.78	0.82	0.11	15.5%
US 41 (Hillsborough Co) from Bearss to Hillsborough /	1	0.76	0.81	0.82	0.85	0.09	11.8%
Pasco Co Line	2	0.77	0.84	0.84	0.89	0.12	15.6%
US 41 (Pasco Co) from Hillsborough / Pasco Co Line -	1	0.56	0.81	0.67	0.70	0.14	25.0%
SR 54 to SR 52	2	0.56	0.83	0.68	0.72	0.16	28.6%
US 41 (Pasco Co) from SR 52 to CR 578 / County Line	1	0.40	0.43	0.65	0.66	0.26	65.0%
Rd - Pasco / Hernando Co Line	2	0.35	0.43	0.66	0.67	0.32	91.4%
US 41 (Hernando Co) from CR 578 / County Line Rd -	1	0.31	0.49	0.37	0.42	0.11	35.5%
Pasco / Hernando Co Line to SR 50 / Cortez Blvd	2	0.31	0.49	0.39	0.44	0.13	41.9%
US 41 (Hernando Co) from SR 50 / Cortez Blvd to	1	0.41	0.50	0.48	0.47	0.06	14.6%
Hernando / Citrus County Line	2	0.38	0.48	0.45	0.44	0.06	15.8%
US 41 (Citrus Co) from Hernando / Citrus Co Line to	1	0.41	0.43	0.40	0.44	0.03	7.3%
Citrus / Marion Co Line	2	0.41	0.46	0.40	0.44	0.03	7.3%
		0.41	0.40	0.41	0.44	0.03	1.370

Table 5d: Highway Volume over Capacity Ratios (Max Period by Direction) by Major Corridor (cont.)

Table 5d: Highway Volume over Capacity Ratios (M	ax i ei	iou by Direction)	by Major Corri	aor (cont.)			
Corridor	Dir	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Growth from Base	2045 % Growth from Base
SR 60 / Gulf to Bay Blvd (Pinellas Co) from Causeway	1	0.63	0.67	0.65	0.67	0.04	6.3%
Bridge to Pinellas / Hillsborough Co Line	2	0.64	0.67	0.66	0.67	0.03	4.7%
SR 60 / Courtney Campbell Causeway (Hillsborough	1	0.61	0.64	0.61	0.64	0.03	4.9%
Co from Pinellas / Hillsborough Co Line to Eisenhower Blvd	2	0.62	0.64	0.62	0.63	0.01	1.6%
SR 60 / Kennedy Blvd / Memorial Hwy (Hillsborough	1	0.57	0.81	0.59	0.80	0.23	40.4%
C from Westshore Blvd to Courtney Campbell							
Causeway	2	0.55	0.68	0.57	0.67	0.12	21.8%
SR 60 / Adamo Dr (Hillsborough Co) from Channelside Dr to 50th St	1	0.72	0.87	0.84	0.83	0.11	15.3%
	2	0.73 0.75	0.86	0.81	0.82	0.09	12.3% 16.0%
SR 60 / Adamo Dr (Hillsborough Co) from 50th St to US 301	2	0.75	0.92	0.80	0.85	0.12	11.8%
		0.70	0.93	0.80	0.83	0.09	5.0%
SR 60 / Adamo Dr (Hillsborough Co) from US 301 to I-75	2	0.80	0.87	0.80	0.86	0.04	2.4%
	1	0.34	0.87	0.82	0.88	0.02	14.3%
SR 60 (Hillsborough Co) from I-75 to Turkey Creek Rd		0.79	0.98	0.85	0.91	0.12	15.2%
	1	0.65	0.69	0.68	0.69	0.04	6.2%
US 19 (Pinellas Co) from I-275 to Gandy Blvd	2	0.61	0.65	0.62	0.63	0.02	3.3%
	1	0.68	0.77	0.76	0.78	0.10	14.7%
US 19 (Pinellas Co) from Gandy Blvd to Druid Rd	2	0.66	0.75	0.73	0.75	0.09	13.6%
	1	0.75	0.80	0.78	0.79	0.04	5.3%
US 19 (Pinellas Co) from Druid Rd to US 19 Alt	2	0.78	0.83	0.82	0.83	0.05	6.4%
	1	0.77	0.91	0.88	0.89	0.12	15.6%
US 19 (Pasco Co) from US 19 Alt to Hudson Ave	2	0.73	0.88	0.84	0.85	0.12	16.4%
US 19 (Pasco Co) from Hudson Ave to Pasco /	1	0.55	0.63	0.60	0.61	0.06	10.9%
Hernando Co Line	2	0.61	0.67	0.63	0.65	0.04	6.6%
US 19 (Citrus Co) from Hernando / Citrus County Line	1	0.40	0.44	0.40	0.42	0.02	5.0%
to Citrus / Levy Co Line	2	0.45	0.47	0.44	0.46	0.01	2.2%
Ulmerton Rd (Pinellas Co) from I-275 to Gulf Blvd	1	0.64	0.66	0.64	0.66	0.02	3.1%
Official Rd (Tillehas Co) Holli 1-275 to Guli Bivu	2	0.67	0.68	0.67	0.69	0.02	3.0%
Roosevelt Blvd / E Bay / W Bay (Pinellas Co) from	1	0.66	0.71	0.70	0.69	0.03	4.5%
Gandy Blvd to Indian Rocks Rd	2	0.65	0.69	0.67	0.67	0.02	3.1%
Roosevelt Boulevard Ext (Pinellas Co) from 49th St	1	0.72	0.66	0.65	0.65	-0.07	-9.7%
Bridge to CR 296 / 118th Ave N	2	0.71	0.53	0.53	0.51	-0.20	-28.2%
Dale Mabry Hwy / US 92 (Hillsborough Co) from	1	0.71	0.81	0.77	0.80	0.09	12.7%
Intrabay Blvd to Kennedy Blvd	2	0.73	0.85	0.80	0.85	0.12	16.4%
Dale Mabry Hwy / US 92 (Hillsborough Co) from Kennedy Blvd to Hillsborough Ave	1	0.69	0.82	0.79	0.80	0.11	15.9%
	2	0.68	0.80			0.10	14.7%
Dale Mabry Hwy (Hillsborough Co) from Hillsborough Ave to US 41	1	0.74	0.81	0.78	0.80	0.06	8.1%
	2	0.75 0.41	0.83	0.80 0.62	0.83	0.08	10.7% 53.7%
US 301 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Road	2	0.41	0.69	0.62	0.65	0.23	54.8%
US 301 (Hillsborough Co) from Big Bend Road to	1	0.42	0.09	0.03	0.03	0.23	17.1%
Leroy Selmon Crosstown Expwy / SR 618	2	0.82	0.98	0.90	0.89	0.14	15.6%
US 301 (Hillsborough Co) from Leroy Selmon	1	0.62	0.72	0.61	0.65	0.03	4.8%
Crosstown Expwy / SR 618 to I-4	2	0.63	0.73	0.61	0.62	-0.01	-1.6%
L. S. C.	1	0.64	0.85	0.69	0.71	0.07	10.9%
US 301 (Hillsborough Co) from I-4 to Fowler Ave	2	0.51	0.83	0.64	0.72	0.21	41.2%
US 301 (Hillsborough Co) from Fowler Ave to	1	0.68	0.84	0.75	0.80	0.12	17.6%
Hillsborough / Pasco Co Line	2	0.74	0.87	0.78	0.81	0.07	9.5%
US 301 (Pasco Co) from Hillsborough / Pasco Co Line	1	0.36	0.60	0.47	0.51	0.15	41.7%
to Pasco / Hernando Co Line	2	0.40	0.58	0.47	0.50	0.10	25.0%
US 301 (Hernando Co) from Pasco / Hernando Co Line		0.15	0.30	0.18	0.22	0.07	46.7%
to Hernando / Sumter Co Line	2	0.15	0.29	0.18	0.22	0.07	46.7%

Table 5e: Congested Travel Times in Minutes (Max Period by Direction) by Major Corridor

Table 5e: Congested Travel Times in Minutes (Max I	Period	by Direction) by	Major Corridor				
Corridor	Dir	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2040 Difference from Base	2040 % Difference From Base
I-4 (Hillsborough Co) from I-275 to I-75	1	13.80	29.10	18.20	20.60	6.80	49.3%
1 (Timisotough Co) Holit 1273 to 173	2	16.40	39.00	22.80	28.00	11.60	70.7%
I-4 (Hillsborough Co) from I-75 to Hillsborough / Polk	1	25.90	54.70	30.30	35.90	10.00	38.6%
County Line	2	28.40	69.30	30.90	40.90	12.50	44.0%
I-275 (Pinellas Co) from Sunshine Skyway Bridge to	1	29.70	61.70	50.50	52.90	23.20	78.1%
Pinellas / Hillsborough Co Line	2	34.20	53.90	48.10	50.20	16.00	46.8%
I-275 (Hillsborough Co) from Pinellas / Hillsborough Co Line to I-4	2	16.90	22.10	20.70	22.40	5.50	32.5%
CO Line to 1-4	1	16.00 14.60	21.20 23.70	21.70 17.30	24.10 18.80	8.10 4.20	50.6% 28.8%
I-275 (Hillsborough Co) from I-4 to Bearss	2	15.00	27.70	17.50	19.30	4.30	28.7%
	1	12.10	21.00	17.50	20.90	8.80	72.7%
I-275 (Hillsborough Co) from Bearss to I-75 N	2	8.70	15.80	12.10	14.70	6.00	69.0%
I-75 (Hillsborough Co) from Manatee / Hillsborough	1	14.20	20.00	16.90	21.30	7.10	50.0%
Co Line to Big Bend Rd	2	13.90	18.90	15.60	22.80	8.90	64.0%
I-75 (Hillsborough Co) from Big Bend Rd to Leroy	1	15.10	49.80	40.00	31.90	16.80	111.3%
Selmon Crosstown Expwy / SR 618	2	13.90	36.70	30.60	26.50	12.60	90.6%
I-75 (Hillsborough Co) from Leroy Selmon Crosstown	1	7.20	12.50	11.30	15.50	8.30	115.3%
Expwy / SR 618 to I-4	2	6.30	9.40	8.60	9.80	3.50	55.6%
1.75 (D	1	7.60	6.20	5.70	6.40	-1.20	-15.8%
I-75 (Pasco Co) from I-275 to SR 54	2	9.00	6.90	6.30	7.40	-1.60	-17.8%
1.75 (Hillshammel Ca) from 1.44- 1.275	1	16.20	20.00	17.80	19.40	3.20	19.8%
I-75 (Hillsborough Co) from I-4 to I-275	2	15.90	18.50	17.20	19.50	3.60	22.6%
I-75 (Pasco / Hernando Co) from SR 54 to Pasco /	1	16.00	24.00	20.00	20.00	4.00	25.0%
Hernando Co Line	2	15.70	24.20	20.30	20.30	4.60	29.3%
I-75 (Hernando Co) from Pasco / Hernando Co Line to	1	11.50	11.30	10.80	11.50	0.00	0.0%
Hernando / Sumter Co Line	2	11.50	11.30	10.80	11.50	0.00	0.0%
SR 54 (Pasco Co) from US 19 to Little Rd	1	8.40	10.20	8.70	9.70	1.30	15.5%
SK 54 (1 aseo co) from 65 17 to Entire Ru	2	8.50	9.90	9.00	9.60	1.10	12.9%
SR 54 (Pasco Co) from Little Rd to US 41	1	31.10	36.70	27.20	30.10	-1.00	-3.2%
SK 3 * (1 ases es) from Entire Na to es 11	2	27.90	37.30	27.30	30.50	2.60	9.3%
SR 54 and SR 56 (Pasco Co) from US 41 to Bruce B	1	11.00	20.80	14.20	17.30	6.30	57.3%
Downs Blvd / CR 581	2	13.00	20.30	14.60	15.70	2.70	20.8%
SR 54 (Pasco Co) from Bruce B Downs Blvd / CR 581	1	19.30	27.40	15.10	15.00	-4.30	-22.3%
to US 301	2	22.70	40.90	18.40	17.80	-4.90	-21.6%
Leroy Selmon Crosstown Expwy (Hillsborough Co)	1	22.00	34.30	26.60	28.10	6.10	27.7%
from Willow Ave to I-75	2	24.80	42.50	29.50	31.90	7.10	28.6%
Veteran Expwy (Hillsborough Co) from Hillsborough	1	24.50			45.90	21.40	87.3%
Ave to Dale Mabry Hwy N	2	26.00	54.40		51.50	25.50	98.1%
US 41 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Rd	1	21.70	29.90	24.20	29.80	8.10	37.3%
	2	21.90	36.20	28.50	28.80	6.90	31.5%
US 41 (Hillsborough Co) from Big Bend Rd to Selmon Crosstown Expwy	2	38.40	91.00	73.10	76.10	37.70	98.2%
Clossiowii Expwy	1	28.60	57.40	44.90	44.50	15.90	55.6%
US 41 (Hillsborough Co) from Busch Blvd to Bearss	2	7.40 7.70	11.90 12.90	9.20 9.70	10.10	2.70 3.40	36.5% 44.2%
LIC 41 (IEII-b	1	15.90	19.20	19.50	21.90	6.00	37.7%
US 41 (Hillsborough Co) from Bearss to Hillsborough / Pasco Co Line	2	16.50	21.70	21.00	25.50	9.00	54.5%
US 41 (Pasco Co) from Hillsborough / Pasco Co Line -	1	23.60	37.20	19.70	21.40	-2.20	-9.3%
SR 54 to SR 52	2	25.10	38.80	19.70	21.50	-3.60	-14.3%
US 41 (Pasco Co) from SR 52 to CR 578 / County Line	1	12.20	12.20	13.00	13.20	1.00	8.2%
Rd - Pasco / Hernando Co Line	2	12.20	12.20	13.10	13.30	1.10	9.0%
US 41 (Hernando Co) from CR 578 / County Line Rd -	1	12.40	20.60	20.00	19.80	7.40	59.7%
Pasco / Hernando Co Line to SR 50 / Cortez Blvd	2	12.40	20.30	19.90	19.70	7.30	58.9%
US 41 (Hernando Co) from SR 50 / Cortez Blvd to	1	22.80	26.20	25.20	21.70	-1.10	-4.8%
Hernando / Citrus County Line	2	21.10	22.00	23.40	21.50	0.40	1.9%
US 41 (Citrus Co) from Hernando / Citrus Co Line to	1	56.70	52.70	51.70	49.60	-7.10	-12.5%
Citrus / Marion Co Line	2	53.40	52.70	51.20	51.00	-2.40	-4.5%
L				2 2.20	,		

Table 5e: Congested Travel Times in Minutes (Max Period by Direction) by Major Corridor (cont.)

Corridor	Dir	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Growth from Base	2045 % Growth from Base
SR 60 / Gulf to Bay Blvd (Pinellas Co) from Causeway	1	23.50	28.20	26.20	28.20	4.70	20.0%
Bridge to Pinellas / Hillsborough Co Line	2	27.50	33.40	30.60	32.10	4.60	16.7%
SR 60 / Courtney Campbell Causeway (Hillsborough	1	7.60	7.60	7.50	7.60	0.00	0.0%
Co from Pinellas / Hillsborough Co Line to Eisenhower Blvd	2	7.60	7.70	7.60	7.60	0.00	0.0%
SR 60 / Kennedy Blvd / Memorial Hwy (Hillsborough	1	6.40	10.70	7.00	10.30	3.90	60.9%
C from Westshore Blvd to Courtney Campbell	-						
Causeway	2	6.30	3.70	6.30	3.60	-2.70	-42.9%
SR 60 / Adamo Dr (Hillsborough Co) from Channelside Dr to 50th St	1	6.80	11.10	9.60	9.90	3.10	45.6%
	2	8.10	14.70	12.00	12.70	4.60	56.8%
SR 60 / Adamo Dr (Hillsborough Co) from 50th St to US 301	2	7.70 8.40	13.70 18.10	9.30 9.60	10.50	2.80 3.20	36.4%
	1	3.80	6.10	4.40	5.30	1.50	38.1% 39.5%
SR 60 / Adamo Dr (Hillsborough Co) from US 301 to I-75	2	4.60	8.00	5.10	6.70	2.10	45.7%
	1	24.50	54.60	32.10	40.60	16.10	65.7%
SR 60 (Hillsborough Co) from I-75 to Turkey Creek Rd	2	26.90	71.40	37.50	52.20	25.30	94.1%
	1	17.30	18.90	18.40	19.00	1.70	9.8%
US 19 (Pinellas Co) from I-275 to Gandy Blvd	2	18.40	19.40	19.10	19.30	0.90	4.9%
	1	19.40	15.90	15.40	15.80	-3.60	-18.6%
US 19 (Pinellas Co) from Gandy Blvd to Druid Rd	2	19.60	15.90	15.50	15.90	-3.70	-18.9%
	1	38.60	45.90	40.70	43.40	4.80	12.4%
US 19 (Pinellas Co) from Druid Rd to US 19 Alt	2	42.30	55.30	46.10	50.70	8.40	19.9%
	1	16.40	19.70	18.00	18.80	2.40	14.6%
US 19 (Pasco Co) from US 19 Alt to Hudson Ave	2	14.40	18.00	15.60	16.00	1.60	11.1%
US 19 (Pasco Co) from Hudson Ave to Pasco /	1	31.20	32.80	32.20	32.80	1.60	5.1%
Hernando Co Line	2	32.30	34.30	32.90	33.60	1.30	4.0%
US 19 (Citrus Co) from Hernando / Citrus County Line	1	42.00	43.10	40.30	41.00	-1.00	-2.4%
to Citrus / Levy Co Line	2	41.60	42.30	40.90	41.40	-0.20	-0.5%
Illmoston Dd (Dinallos Co) from I 275 to Culf Dlvd	1	30.30	30.80	29.10	30.00	-0.30	-1.0%
Ulmerton Rd (Pinellas Co) from I-275 to Gulf Blvd	2	28.50	29.40	28.10	28.80	0.30	1.1%
Roosevelt Blvd / E Bay / W Bay (Pinellas Co) from	1	23.20	25.40	23.90	24.30	1.10	4.7%
Gandy Blvd to Indian Rocks Rd	2	22.40	24.70	23.50	24.10	1.70	7.6%
Roosevelt Boulevard Ext (Pinellas Co) from 49th St	1	4.80	3.10	3.20	3.30	-1.50	-31.3%
Bridge to CR 296 / 118th Ave N	2	3.20	2.60	2.50	2.50	-0.70	-21.9%
Dale Mabry Hwy / US 92 (Hillsborough Co) from	1	11.80	16.90	14.90	16.30	4.50	38.1%
Intrabay Blvd to Kennedy Blvd	2	12.10	18.40	15.60	18.10	6.00	49.6%
Dale Mabry Hwy / US 92 (Hillsborough Co) from	1	8.10	14.00	11.60	12.60	4.50	55.6%
Kennedy Blvd to Hillsborough Ave	2	6.40	9.40	7.90	8.90	2.50	39.1%
Dale Mabry Hwy (Hillsborough Co) from Hillsborough	1	33.10	42.60	37.60	41.80	8.70	26.3%
Ave to US 41	2	35.00	51.60	43.10	50.70	15.70	44.9%
US 301 (Hillsborough Co) from Manatee /	1	19.80	29.00	25.20	25.00	5.20	26.3%
Hillsborough Co Line to Big Bend Road	2	21.10	26.70	24.90	25.20	4.10	19.4%
US 301 (Hillsborough Co) from Big Bend Road to Leroy Selmon Crosstown Expwy / SR 618	1	36.00	82.70	71.50	69.10	33.10	91.9%
	2	27.60	56.40	44.50	45.10	17.50	63.4%
US 301 (Hillsborough Co) from Leroy Selmon Crosstown Expwy / SR 618 to I-4	1	9.50	11.70	9.10	9.90	0.40	4.2%
Closstowii Expwy / SK 018 to 1-4	2	9.40	13.20	8.70	9.10	-0.30	-3.2%
US 301 (Hillsborough Co) from I-4 to Fowler Ave	2	9.30 8.10	17.60 18.10	11.70 11.40	13.90	4.60 6.20	49.5% 76.5%
HS 201 (Hillshammer Ca) from Frontier Accept	1	22.30	44.30	26.10	32.40	10.10	45.3%
US 301 (Hillsborough Co) from Fowler Ave to Hillsborough / Pasco Co Line	2	27.30	61.00	32.20	40.80	13.50	49.5%
US 301 (Pasco Co) from Hillsborough / Pasco Co Line	1	41.40	51.40	39.40	40.80	-0.50	-1.2%
to Pasco / Hernando Co Line	2	41.40	48.60	34.80	35.70	-5.40	-13.1%
US 301 (Hernando Co) from Pasco / Hernando Co Line	1	10.00	10.30	10.10	10.10	0.10	1.0%
to Hernando / Sumter Co Line	2	10.00	10.20	10.10	10.10	0.10	1.0%
		10.00	10.20	10.10	10.10	0.10	1.070

Table 5f: Congested Travel Speeds in MPH (Max Period by Direction) by Major Corridor

Table 5f: Congested Travel Speeds in MPH (Max Per	10a by	Direction) by M	lajor Corridor				****
Corridor	Dir	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2040 Difference from Base	2040 % Difference From Base
I-4 (Hillsborough Co) from I-275 to I-75	1	37.50	17.90	28.60	25.30	-12.20	-32.5%
1-4 (Hillsbolough Co) Holli 1-273 to 1-73	2	31.50	13.30	22.70	18.50	-13.00	-41.3%
I-4 (Hillsborough Co) from I-75 to Hillsborough / Polk	1	38.20	18.00	32.60	27.50	-10.70	-28.0%
County Line	2	34.80	14.20	32.00	24.20	-10.60	-30.5%
I-275 (Pinellas Co) from Sunshine Skyway Bridge to	1	46.00	29.70	36.30	34.60	-11.40	-24.8%
Pinellas / Hillsborough Co Line	2	39.90	33.20	37.20	35.70	-4.20	-10.5%
I-275 (Hillsborough Co) from Pinellas / Hillsborough	1	31.40	28.00	29.90	27.60	-3.80	-12.1%
Co Line to I-4	2	32.70	29.50	28.90	26.10	-6.60	-20.2%
I-275 (Hillsborough Co) from I-4 to Bearss	2	36.40	22.50	30.80	28.30	-8.10	-22.3%
	1	36.30 37.40	19.60 21.50	31.00 25.60	28.10 21.60	-8.20 -15.80	-22.6%
I-275 (Hillsborough Co) from Bearss to I-75 N	2	47.90	26.20	34.30	28.20	-19.70	-42.2% -41.1%
I-75 (Hillsborough Co) from Manatee / Hillsborough	1	50.00	35.40	42.00	56.80	6.80	13.6%
Co Line to Big Bend Rd	2	51.10	37.60	45.50	54.10	3.00	5.9%
I-75 (Hillsborough Co) from Big Bend Rd to Leroy	1	38.90	11.80	14.70	18.40	-20.50	-52.7%
Selmon Crosstown Expwy / SR 618	2	42.50	16.10	19.30	22.20	-20.30	-47.8%
I-75 (Hillsborough Co) from Leroy Selmon Crosstown	1	41.10	27.10	30.20	21.90	-19.20	-46.7%
Expwy / SR 618 to I-4	2	47.50	36.30	39.40	34.60	-12.90	-27.2%
1.75 (D. G.) C. 1.275 (GD.54	1	38.30	46.60	51.30	45.30	7.00	18.3%
I-75 (Pasco Co) from I-275 to SR 54	2	32.50	42.20	46.60	39.50	7.00	21.5%
I-75 (Hillsborough Co) from I-4 to I-275	1	49.30	39.80	44.80	41.00	-8.30	-16.8%
1-73 (Timsborough Co) from 1-4 to 1-273	2	49.80	42.90	46.30	40.70	-9.10	-18.3%
I-75 (Pasco / Hernando Co) from SR 54 to Pasco /	1	58.10	38.80	46.60	46.60	-11.50	-19.8%
Hernando Co Line	2	59.20	38.50	45.80	45.80	-13.40	-22.6%
I-75 (Hernando Co) from Pasco / Hernando Co Line to	1	59.70	61.00	63.80	59.80	0.10	0.2%
Hernando / Sumter Co Line	2	60.10	61.30	64.00	60.10	0.00	0.0%
SR 54 (Pasco Co) from US 19 to Little Rd	1	33.90	28.00	32.90	29.40	-4.50	-13.3%
	2	33.50	28.80	31.80	29.70	-3.80	-11.3%
SR 54 (Pasco Co) from Little Rd to US 41	1 2	25.40	21.60	29.00	26.30	0.90	3.5%
CD 54 1 1 1 D 5 C (D) C 1 1 1 1 1 1 D D	1	28.30 29.30	21.20 14.60	29.00 23.80	25.90 22.80	-2.40 -6.50	-8.5% -22.2%
SR 54 and SR 56 (Pasco Co) from US 41 to Bruce B Downs Blvd / CR 581	2	24.60	13.70	21.30	23.30	-1.30	-5.3%
SR 54 (Pasco Co) from Bruce B Downs Blvd / CR 581	1	20.90	14.90	27.00	27.10	6.20	29.7%
to US 301	2	17.90	10.00	22.20	22.90	5.00	27.9%
Leroy Selmon Crosstown Expwy (Hillsborough Co)	1	27.80	17.90	23.00	21.80	-6.00	-21.6%
from Willow Ave to I-75	2	25.60	14.90	21.70	20.10	-5.50	-21.5%
Veteran Expwy (Hillsborough Co) from Hillsborough	1	31.10	28.10	31.00	28.90	-2.20	-7.1%
Ave to Dale Mabry Hwy N	2	25.50	23.00	25.90	24.40	-1.10	-4.3%
US 41 (Hillsborough Co) from Manatee / Hillsborough	1	39.30	28.40	35.20	28.60	-10.70	-27.2%
Co Line to Big Bend Rd	2	38.80	23.50	29.90	29.50	-9.30	-24.0%
US 41 (Hillsborough Co) from Big Bend Rd to Selmon	1	17.30	7.30	11.10	10.70	-6.60	-38.2%
Crosstown Expwy	2	23.30	11.60	13.50	13.70	-9.60	-41.2%
US 41 (Hillsborough Co) from Busch Blvd to Bearss	1	30.90	19.10	24.80	22.50	-8.40	-27.2%
es il (ilinsestough es) nom Busen Biva to Beauss	2	29.50	17.70	23.60	20.60	-8.90	-30.2%
US 41 (Hillsborough Co) from Bearss to Hillsborough /	1	22.50	18.60	18.30	16.30	-6.20	-27.6%
Pasco Co Line	2	21.60	16.40	17.00	14.00	-7.60	-35.2%
US 41 (Pasco Co) from Hillsborough / Pasco Co Line -	1	25.10	16.00	30.20	27.70	2.60	10.4%
SR 54 to SR 52	2	23.60	15.30	30.20	27.60	4.00	16.9%
US 41 (Pasco Co) from SR 52 to CR 578 / County Line Rd - Pasco / Hernando Co Line	1	41.70	41.90	39.10	38.50	-3.20	-7.7%
	2	41.70	41.90	38.80	38.40	-3.30	-7.9%
US 41 (Hernando Co) from CR 578 / County Line Rd - Pasco / Hernando Co Line to SR 50 / Cortez Blvd	1 2	39.40 39.50	32.10 32.60	33.10 33.20	33.40 33.60	-6.00 -5.90	-15.2% -14.9%
US 41 (Hernando Co) from SR 50 / Cortez Blvd to	1		24.60	25.60	29.70	1.40	4.9%
Hernando / Citrus County Line	2	28.30	27.20	25.60	27.90	-0.40	-1.4%
US 41 (Citrus Co) from Hernando / Citrus Co Line to	1	31.80	34.20	34.90	36.40	4.60	14.5%
Citrus / Marion Co Line	2		34.10	35.10	35.30	1.60	4.7%
		33.70	34.10	33.10	33.30	1.00	4.7%

Table 5f: Congested Travel Speeds in MPH (Max Period by Direction) by Major Corridor (cont.)

		Direction) by it	lajor Corridor (c	ont.)			
Corridor	Dir	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Growth from Base	2045 % Growth from Base
SR 60 / Gulf to Bay Blvd (Pinellas Co) from Causeway	1	27.40	22.80	24.60	22.80	-4.60	-16.8%
Bridge to Pinellas / Hillsborough Co Line	2	23.90	19.60	21.40	20.40	-3.50	-14.6%
SR 60 / Courtney Campbell Causeway (Hillsborough	1	46.20	46.50	47.00	46.60	0.40	0.9%
Co from Pinellas / Hillsborough Co Line to Eisenhower Blvd	2	46.40	46.00	46.40	46.30	-0.10	-0.2%
SR 60 / Kennedy Blvd / Memorial Hwy (Hillsborough	1	20.00		26.60		-1.80	-9.0%
C from Westshore Blvd to Courtney Campbell	-		17.40	26.60	18.20		
Causeway	2	19.60	33.00	19.50	34.00	14.40	73.5%
SR 60 / Adamo Dr (Hillsborough Co) from	1	23.80	14.70	17.00	16.30	-7.50	-31.5%
Channelside Dr to 50th St	2	21.50	11.70	14.50	13.60	-7.90	-36.7%
SR 60 / Adamo Dr (Hillsborough Co) from 50th St to	1	22.90	12.90	19.10	16.80	-6.10	-26.6%
US 301	2	21.00	9.80	18.50	15.30	-5.70	-27.1%
SR 60 / Adamo Dr (Hillsborough Co) from US 301 to I		24.70	15.60	21.70	17.90	-6.80	-27.5%
75	2	20.40	11.80	18.50	14.20	-6.20	-30.4%
SR 60 (Hillsborough Co) from I-75 to Turkey Creek Rd	1	23.40	10.50	17.90	14.10	-9.30	-39.7%
	2	21.30	8.00	15.30	11.00	-10.30	-48.4%
US 19 (Pinellas Co) from I-275 to Gandy Blvd	1	30.10	27.70	28.40	27.40	-2.70	-9.0%
	2	31.40	29.70	30.20	29.90	-1.50	-4.8%
US 19 (Pinellas Co) from Gandy Blvd to Druid Rd	1	26.50	32.10	33.20	32.40	5.90	22.3%
	2	27.10	33.20	34.10	33.20	6.10	22.5%
US 19 (Pinellas Co) from Druid Rd to US 19 Alt	1	24.60	20.80	23.40	21.90	-2.70	-11.0%
	2	22.30	17.20	20.60	18.70	-3.60	-16.1%
US 19 (Pasco Co) from US 19 Alt to Hudson Ave	1	25.90	21.50	23.70	22.60	-3.30	-12.7%
770 40 (2) (2) (3) (4) (4)	2	29.50	23.60	27.30	26.60	-2.90	-9.8%
US 19 (Pasco Co) from Hudson Ave to Pasco / Hernando Co Line	2	37.50	35.70	36.30	35.70	-1.80	-4.8%
	1	36.20 35.90	34.10	35.60	34.80	-1.40	-3.9%
US 19 (Citrus Co) from Hernando / Citrus County Line to Citrus / Levy Co Line	2	36.20	34.90 35.60	37.30 36.90	36.70 36.40	0.80	2.2% 0.6%
to Citats / Levy Co Line	1	26.40	25.90	27.40	26.60	0.20	0.8%
Ulmerton Rd (Pinellas Co) from I-275 to Gulf Blvd	2	26.40	25.70	26.80	26.20	-0.20	-0.8%
Roosevelt Blvd / E Bay / W Bay (Pinellas Co) from	1	26.00	23.70	25.30	24.90	-1.10	-4.2%
Gandy Blvd to Indian Rocks Rd	2	27.80	25.40	26.70	26.10	-1.70	-6.1%
Roosevelt Boulevard Ext (Pinellas Co) from 49th St	1	18.50	28.60	27.10	26.70	8.20	44.3%
Bridge to CR 296 / 118th Ave N	2	22.80	31.60	31.80	32.20	9.40	41.2%
Dale Mabry Hwy / US 92 (Hillsborough Co) from	1	25.20	17.70	20.00	18.30	-6.90	-27.4%
Intrabay Blvd to Kennedy Blvd	2	24.70	16.20	19.10	16.40	-8.30	-33.6%
Dale Mabry Hwy / US 92 (Hillsborough Co) from	1	27.40	15.70	19.00	17.50	-9.90	-36.1%
Kennedy Blvd to Hillsborough Ave	2	28.30				-8.00	-28.3%
Dale Mabry Hwy (Hillsborough Co) from Hillsborough	1		20.00		20.30	-5.30	-20.7%
Ave to US 41	2	24.40	16.60	19.80	16.80	-7.60	-31.1%
US 301 (Hillsborough Co) from Manatee /	1	33.80	23.10	26.60	26.80	-7.00	-20.7%
Hillsborough Co Line to Big Bend Road	2	31.70	25.00	26.90	26.50	-5.20	-16.4%
US 301 (Hillsborough Co) from Big Bend Road to	1	16.60	7.20	8.40	8.70	-7.90	-47.6%
Leroy Selmon Crosstown Expwy / SR 618	2	21.70	10.60	13.40	13.30	-8.40	-38.7%
US 301 (Hillsborough Co) from Leroy Selmon	1	28.10	22.90	29.20	26.80	-1.30	-4.6%
Crosstown Expwy / SR 618 to I-4	2	28.30	20.20	30.80	29.20	0.90	3.2%
He 201 (Hill-karran L.C.) C. L.L. E. J. L.	1	30.90	16.40	24.50	20.60	-10.30	-33.3%
US 301 (Hillsborough Co) from I-4 to Fowler Ave	2	35.30	15.90	25.20	20.00	-15.30	-43.3%
US 301 (Hillsborough Co) from Fowler Ave to	1	30.90	15.60	26.40	21.30	-9.60	-31.1%
Hillsborough / Pasco Co Line	2	25.30	11.30	21.40	16.90	-8.40	-33.2%
US 301 (Pasco Co) from Hillsborough / Pasco Co Line	1	33.60	27.10	35.30	34.00	0.40	1.2%
to Pasco / Hernando Co Line	2	33.90	28.60	36.70	35.80	1.90	5.6%
US 301 (Hernando Co) from Pasco / Hernando Co Line	1	40.10	38.90	39.50	39.50	-0.60	-1.5%
to Hernando / Sumter Co Line	2	40.10	39.30	39.50	39.50	-0.60	-1.5%

Table 6a: Highway Vehicle Daily Total Hours of Delay by County

Table va. Highway venicle Daily Total Hours of Delay by County									
County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA					
Hillsborough	226,264	1,167,874	443,756	943,212					
Pinellas	66,965	123,346	91,382	108,683					
Pasco	26,364	151,785	59,790	81,073					
TMA	319,593	1,443,005	594,928	1,132,968					
Hernando	4,476	23,209	10,911	15,020					
Citrus	3,781	7,115	6,546	6,448					
District 7 Total	327,851	1,473,329	612,384	1,154,437					
Manatee Segment	4,900	42,271	21,717	33,113					
Regional Total	332,751	1,515,600	634,101	1,187,550					

2045	2045
Difference from	% Difference
Base	from Base
716,948	316.9%
41,718	62.3%
54,709	207.5%
813,375	254.5%
10,544	235.6%
2,667	70.5%
826,586	252.1%
28,213	575.8%
854,799	256.9%

Table 6d: Highway Truck Daily Total Hours of Delay by County

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	8,698	58,803	24,033	43,571
Pinellas	2,376	4,995	3,438	4,241
Pasco	1,184	8,314	3,473	5,083
TMA	12,257	72,111	30,945	52,895
Hernando	279	1,938	866	1,376
Citrus	133	404	285	369
District 7 Total	12,669	74,452	32,096	54,640
Manatee Segment	542	5,216	2,595	4,272
Regional Total	13,211	79,668	34,692	58,912

2045	2045
Difference from	% Difference
Base	from Base
34,873	400.9%
1,865	78.5%
3,899	329.3%
40,638	331.5%
1,097	393.2%
236	177.4%
41,971	331.3%
3,730	688.2%
45,701	345.9%
45,701	345.9%

Table 6b: Highway Vehicle Daily Total Hours of Delay by Major Corridor

Table 6b: Highway Vehicle Daily Total Hours of Del Corridor	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Difference from Base	2045 % Difference from Base
I-4 (Hillsborough Co) from I-275 to I-75	4,011	27,124	11,032	15,496	11,485	286.3%
I-4 (Hillsborough Co) from I-75 to Hillsborough / Polk County Line	10,642	93,694	26,090	40,545	29,903	281.0%
I-275 (Pinellas Co) from Sunshine Skyway Bridge to Pinellas / Hillsborough Co Line	8,834	23,688	16,038	18,923	10,089	114.2%
I-275 (Hillsborough Co) from Pinellas / Hillsborough Co Line to I-4	10,419	21,964	17,837	22,892	12,473	119.7%
I-275 (Hillsborough Co) from I-4 to Bearss	4,260	16,842	9,038	11,902	7,642	179.4%
I-275 (Hillsborough Co) from Bearss to I-75 N	517	7,564	4,229	6,537	6,020	1164.4%
I-75 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Rd	1,215	12,586	7,809	5,480	4,265	351.0%
I-75 (Hillsborough Co) from Big Bend Rd to Leroy Selmon Crosstown Expwy / SR 618	2,772	44,951	32,012	25,466	22,694	818.7%
I-75 (Hillsborough Co) from Leroy Selmon Crosstown Expwy / SR 618 to I-4	1,758	6,558	4,374	7,977	6,219	353.8%
I-75 (Pasco Co) from I-275 to SR 54	2,705	3,857	2,592	4,550	1,845	68.2%
I-75 (Hillsborough Co) from I-4 to I-275	2,257	13,350	8,682	13,849	11,592	513.6%
I-75 (Pasco / Hernando Co) from SR 54 to Pasco / Hernando Co Line	1,962	18,621	10,584	11,963	10,001	509.7%
I-75 (Hernando Co) from Pasco / Hernando Co Line to Hernando / Sumter Co Line	185	927	367	820	635	343.2%
SR 54 (Pasco Co) from US 19 to Little Rd	112	488	227	416	304	271.4%
SR 54 (Pasco Co) from Little Rd to US 41	2,243	10,482	2,806	5,830	3,587	159.9%
SR 54 and SR 56 (Pasco Co) from US 41 to Bruce B Downs Blvd / CR 581	2,982	15,305	8,396	7,809	4,827	161.9%
SR 54 (Pasco Co) from Bruce B Downs Blvd / CR 581 to US 301	1,492	6,675	1,282	1,560	68	4.6%
Leroy Selmon Crosstown Expwy (Hillsborough Co) from Willow Ave to I-75	6,826	23,937	16,126	21,051	14,225	208.4%
Veteran Expwy (Hillsborough Co) from Hillsborough Ave to Dale Mabry Hwy N	7,781	20,289	15,099	17,717	9,936	127.7%
US 41 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Rd	119	5,077	2,230	2,329	2,210	1857.1%
US 41 (Hillsborough Co) from Big Bend Rd to Selmon Crosstown Expwy	2,970	16,178	10,749	11,282	8,312	279.9%
US 41 (Hillsborough Co) from Busch Blvd to Bearss	166	1,297	593	911	745	448.8%
US 41 (Hillsborough Co) from Bearss to Hillsborough / Pasco Co Line	1,278	3,679	3,031	4,193	2,915	228.1%
US 41 (Pasco Co) from Hillsborough / Pasco Co Line - SR 54 to SR 52	2,397	12,222	1,654	2,635	238	9.9%
US 41 (Pasco Co) from SR 52 to CR 578 / County Line Rd - Pasco / Hernando Co Line	1	6	218	269	268	26800.0%
US 41 (Hernando Co) from CR 578 / County Line Rd - Pasco / Hernando Co Line to SR 50 / Cortez Blvd	1	94	29	51	50	5000.0%
US 41 (Hernando Co) from SR 50 / Cortez Blvd to Hernando / Citrus County Line	998	2,101	1,791	1,720	722	72.3%
US 41 (Citrus Co) from Hernando / Citrus Co Line to Citrus / Marion Co Line	1,587	1,259	1,132	933	(654)	-41.2%

Table 6b: Highway Vehicle Daily Total Hours of Delay by Major Corridor (cont.)

Table 6b: Highway Vehicle Daily Total Hours of Del	ay by Major Co	rridor (cont.)				
Corridor	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Difference from Base	2045 % Difference from Base
SR 60 / Gulf to Bay Blvd (Pinellas Co) from Causeway Bridge to Pinellas / Hillsborough Co Line	3,753	7,158	5,281	6,839	3,086	82.2%
SR 60 / Courtney Campbell Causeway (Hillsborough Co from Pinellas / Hillsborough Co Line to Eisenhower Blvd	223	303	237	293	70	31.4%
SR 60 / Kennedy Blvd / Memorial Hwy (Hillsborough C from Westshore Blvd to Courtney Campbell Causeway	1,209	1,352	844	1,228	19	1.6%
SR 60 / Adamo Dr (Hillsborough Co) from Channelside Dr to 50th St	333	1,886	1,177	1,341	1,008	302.7%
SR 60 / Adamo Dr (Hillsborough Co) from 50th St to US 301	881	3,228	1,426	1,857	976	110.8%
SR 60 / Adamo Dr (Hillsborough Co) from US 301 to I-75	565	1,794	858	1,345	780	138.1%
SR 60 (Hillsborough Co) from I-75 to Turkey Creek Rd	4,122	23,626	8,630	14,589	10,467	253.9%
US 19 (Pinellas Co) from I-275 to Gandy Blvd	970	1,468	1,303	1,547	577	59.5%
US 19 (Pinellas Co) from Gandy Blvd to Druid Rd	4,141	3,085	2,546	2,902	(1,239)	-29.9%
US 19 (Pinellas Co) from Druid Rd to US 19 Alt	6,540	14,016	9,924	11,930	5,390	82.4%
US 19 (Pasco Co) from US 19 Alt to Hudson Ave	2,788	7,612	5,651	6,257	3,469	124.4%
US 19 (Pasco Co) from Hudson Ave to Pasco / Hernando Co Line	582	1,719	1,174	1,339	757	130.1%
US 19 (Citrus Co) from Hernando / Citrus County Line to Citrus / Levy Co Line	833	1,196	808	860	27	3.2%
Ulmerton Rd (Pinellas Co) from I-275 to Gulf Blvd	4,361	4,592	3,615	4,028	(333)	-7.6%
Roosevelt Blvd / E Bay / W Bay (Pinellas Co) from Gandy Blvd to Indian Rocks Rd	1,796	3,082	2,493	2,502	706	39.3%
Roosevelt Boulevard Ext (Pinellas Co) from 49th St Bridge to CR 296 / 118th Ave N	601	308	261	241	(360)	-59.9%
Dale Mabry Hwy / US 92 (Hillsborough Co) from Intrabay Blvd to Kennedy Blvd	1,326	4,022	3,028	3,883	2,557	192.8%
Dale Mabry Hwy / US 92 (Hillsborough Co) from Kennedy Blvd to Hillsborough Ave	913	2,624	1,925	2,234	1,321	144.7%
Dale Mabry Hwy (Hillsborough Co) from Hillsborough Ave to US 41	3,413	7,390	5,099	6,966	3,553	104.1%
US 301 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Road	399	2,989	1,966	1,971	1,572	394.0%
US 301 (Hillsborough Co) from Big Bend Road to Leroy Selmon Crosstown Expwy / SR 618	4,072	22,750	15,821	15,696	11,624	285.5%
US 301 (Hillsborough Co) from Leroy Selmon Crosstown Expwy / SR 618 to I-4	921	2,040	1,056	1,524	603	65.5%
US 301 (Hillsborough Co) from I-4 to Fowler Ave	218	2,730	948	1,649	1,431	656.4%
US 301 (Hillsborough Co) from Fowler Ave to Hillsborough / Pasco Co Line	785	4,599	1,251	2,512	1,727	220.0%
US 301 (Pasco Co) from Hillsborough / Pasco Co Line to Pasco / Hernando Co Line	829	2,866	229	385	(444)	-53.6%

Table 6c: Highway Vehicle Daily Total Hours of Delay by County and Facility Type

Table oc: Highway v	Table 6c: Highway Vehicle Daily Total Hours of Delay by County and Facility Type					
County	Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	
	Freeways and Expressways	39,251	254,029	124,689	156,859	
	Divided Arterials	71,937	290,159	161,172	218,193	
	Undivided Arterials	16,630	72,059	31,580	42,174	
Hillsborough	Collectors	79,120	454,449	63,225	431,605	
Hillsborough	One-Way Facilities	3,254	14,006	10,621	13,002	
	Ramps	11,108	35,523	23,482	34,044	
	HOV Facilities	-	-	-	-	
	Toll Facilities	4,962	47,647	28,987	47,335	
Hillsborough	All Facilities	226,264	1,167,874	443,756	943,212	
	Freeways and Expressways	6,094	9,624	8,434	9,959	
	Divided Arterials	52,144	78,859	57,475	67,639	
Pinellas	Undivided Arterials	3,340	5,202	3,765	4,520	
	Collectors	2,954	9,005	8,186	9,149	
	One-Way Facilities	1,077	2,902	3,109	3,770	
	Ramps	974	2,286	2,024	2,678	
	HOV Facilities	-	-	-	-	
	Toll Facilities	381	15,468	8,389	10,968	
Pinellas	All Facilities	66,965	123,346	91,382	108,683	
	Freeways and Expressways	4,705	22,781	13,369	16,833	
	Divided Arterials	14,013	79,904	32,785	45,216	
	Undivided Arterials	4,623	18,246	3,968	3,007	
Pasco	Collectors	2,261	16,266	4,580	7,648	
rasco	One-Way Facilities	6	65	201	200	
	Ramps	753	8,762	4,586	7,484	
	HOV Facilities	-	-	-	-	
	Toll Facilities	1	5,760	301	683	
Pasco	All Facilities	26,364	151,785	59,790	81,073	
	Freeways and Expressways	50,050	286,435	146,492	183,652	
	Divided Arterials	138,094	448,922	251,432	331,048	
TMA	Undivided Arterials	24,594	95,507	39,313	49,701	
	Collectors	84,336	479,721	75,991	448,403	
	One-Way Facilities	4,338	16,974	13,931	16,971	
	Ramps	12,836	46,571	30,092	44,207	
	HOV Facilities	_	-	-		
	Toll Facilities	5,344	68,875	37,677	58,986	
TMA	All Facilities	319,593	1,443,005	594,928	1,132,968	

2045	2045
Difference	% Difference
from Base	from Base
117,608	299.6%
146,256	203.3%
25,544	153.6%
352,485	445.5%
9,748	299.6%
22,936	206.5%
-	
42,373	854.0%
716,948	316.9%
3,865	63.4%
15,495	29.7%
1,180	35.3%
6,195	209.7%
2,693	250.0%
1,704	174.9%
-	
10,587	2778.7%
41,718	62.3%
12,128	257.8%
31,203	222.7%
(1,616)	-35.0%
5,387	238.3%
194	3233.3%
6,731	893.9%
-	
682	68200.0%
54,709	207.5%
133,602	266.9%
192,954	139.7%
25,107	102.1%
364,067	431.7%
12,633	291.2%
31,371	244.4%
-	
53,642	1003.8%
813,375	254.5%

Table 6c: Highway Vehicle Daily Total Hours of Delay by County and Facility Type

Table 6c: Highway Vehicle Daily Total Hours of Delay by County and Facility Type					
County	Facility Type	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
	Freeways and Expressways	185	927	366	820
	Divided Arterials	2,172	9,439	4,592	6,310
	Undivided Arterials	1,344	6,874	3,698	4,642
Hernando	Collectors	664	5,106	1,835	2,741
Hemando	One-Way Facilities	7	37	26	29
	Ramps	105	824	393	477
	HOV Facilities	-	-	-	-
	Toll Facilities	-	2	1	1
Hernando	All Facilities	4,476	23,209	10,911	15,020
	Freeways and Expressways	-	-	-	-
	Divided Arterials	1,966	2,421	2,668	2,883
	Undivided Arterials	1,365	2,981	1,936	1,891
Citrus	Collectors	450	1,709	1,928	1,633
Citius	One-Way Facilities	-	-	-	-
	Ramps	-	4	13	41
	HOV Facilities	-	-	-	-
	Toll Facilities	-	-	-	-
Citrus	All Facilities	3,781	7,115	6,545	6,448
District 7 Total	Freeways and Expressways	50,235	287,362	146,858	184,472
	Divided Arterials	142,232	460,783	258,691	340,241
	Undivided Arterials	27,302	105,362	44,947	56,234
	Collectors	85,450	486,537	79,754	452,777
	One-Way Facilities	4,344	17,011	13,957	17,001
	Ramps	12,942	47,399	30,498	44,725
	HOV Facilities	-	-	-	-
	Toll Facilities	5,344	68,877	37,678	58,988
District 7 Total	All Facilities	327,851	1,473,329	612,384	1,154,437
	Freeways and Expressways	798	8,323	4,586	7,398
	Divided Arterials	7	799	254	764
	Undivided Arterials	1	469	159	466
Manatee Segment	Collectors	336	4,537	1,709	4,064
Withhatee Beginent	One-Way Facilities	-	-	-	-
	Ramps	677	2,855	1,941	3,558
	HOV Facilities	-	-	-	-
	Toll Facilities	3,082	25,288	13,068	16,863
Manatee Segment	All Facilities	4,900	42,271	21,717	33,113
	Freeways and Expressways	51,033	295,685	151,445	191,869
Regional Total	Divided Arterials	142,239	461,581	258,945	341,005
	Undivided Arterials	27,303	105,831	45,107	56,700
	Collectors	85,786	491,074	81,462	456,840
	One-Way Facilities	4,344	17,011	13,957	17,001
	Ramps	13,619	50,254	32,439	48,283
	HOV Facilities	-	-	-	-
	Toll Facilities	8,426	94,164	50,745	75,851
Regional Total	All Facilities	332,751	1,515,600	634,101	1,187,550

2045	2045
Difference	% Difference
from Base	from Base
635	343.2%
4,138	190.5%
3,298	245.4%
2,077	312.8%
22	314.3%
372	354.3%
-	
1	
10,544	235.6%
-	
917	46.6%
526	38.5%
1,183	262.9%
- 41	
41	
-	
2,667	70.5%
134,237	267.2%
198,009	139.2%
28,932	106.0%
367,327	429.9%
12,657	291.4%
31,783	245.6%
-	
53,644	1003.8%
826,586	252.1%
6,600	827.1%
757	10814.3%
465	46500.0%
3,728	1109.5%
-	
2,881	425.6%
-	
13,781	447.1%
28,213	575.8%
140,836	276.0%
198,766	139.7%
29,397	107.7%
371,054	432.5% 291.4%
12,657 34,664	254.5%
34,004	254.5%
67,425	800.2%
854,799	256.9%
054,177	#30.7 /U

Table 6e: Highway Volume over Capacity Ratio (Max Period Direction) by Major Corridor

Table 6e: Highway Volume over Capacity Ratio (Ma	x Period Directi	on) by Major Co	rridor		i	
Corridor	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Difference from Base	2045 % Difference from Base
I-4 (Hillsborough Co) from I-275 to I-75	1.00	1.15	1.06	1.12	0.12	12.0%
I-4 (Hillsborough Co) from I-75 to Hillsborough / Polk County Line	0.86	1.24	1.00	1.05	0.19	22.1%
I-275 (Pinellas Co) from Sunshine Skyway Bridge to Pinellas / Hillsborough Co Line	0.78	0.79	0.77	0.78	-	0.0%
I-275 (Hillsborough Co) from Pinellas / Hillsborough Co Line to I-4	0.97	0.94	0.90	0.94	(0.03)	-3.1%
I-275 (Hillsborough Co) from I-4 to Bearss	0.87	1.08	0.95	1.00	0.13	14.9%
I-275 (Hillsborough Co) from Bearss to I-75 N	0.72	1.12	0.99	1.07	0.35	48.6%
I-75 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Rd	0.65	0.98	0.90	0.72	0.07	10.8%
I-75 (Hillsborough Co) from Big Bend Rd to Leroy Selmon Crosstown Expwy / SR 618	0.79	1.20	1.14	1.09	0.30	38.0%
I-75 (Hillsborough Co) from Leroy Selmon Crosstown Expwy / SR 618 to I-4	0.74	0.88	0.83	0.96	0.22	29.7%
I-75 (Pasco Co) from I-275 to SR 54	0.86	0.86	0.82	0.90	0.04	4.7%
I-75 (Hillsborough Co) from I-4 to I-275	0.57	0.79	0.74	0.83	0.26	45.6%
I-75 (Pasco / Hernando Co) from SR 54 to Pasco / Hernando Co Line	0.70	0.90	0.81	0.84	0.14	20.0%
I-75 (Hernando Co) from Pasco / Hernando Co Line to Hernando / Sumter Co Line	0.46	0.60	0.52	0.58	0.12	26.1%
SR 54 (Pasco Co) from US 19 to Little Rd	0.59	0.68	0.62	0.67	0.08	13.6%
SR 54 (Pasco Co) from Little Rd to US 41	0.75	0.78	0.71	0.75	-	0.0%
SR 54 and SR 56 (Pasco Co) from US 41 to Bruce B Downs Blvd / CR 581	0.87	1.04	0.91	0.83	(0.04)	-4.6%
SR 54 (Pasco Co) from Bruce B Downs Blvd / CR 581 to US 301	0.70	0.91	0.76	0.74	0.04	5.7%
Leroy Selmon Crosstown Expwy (Hillsborough Co) from Willow Ave to I-75	0.70	0.95	0.76	0.87	0.17	24.3%
Veteran Expwy (Hillsborough Co) from Hillsborough Ave to Dale Mabry Hwy N	0.96	0.97	0.94	0.95	(0.01)	-1.0%
US 41 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Rd	0.42	0.70	0.60	0.66	0.24	57.1%
US 41 (Hillsborough Co) from Big Bend Rd to Selmon Crosstown Expwy	0.83	0.99	0.89	0.90	0.07	8.4%
US 41 (Hillsborough Co) from Busch Blvd to Bearss	0.71	0.86	0.78	0.82	0.11	15.5%
US 41 (Hillsborough Co) from Bearss to Hillsborough / Pasco Co Line	0.77	0.84	0.84	0.89	0.12	15.6%
US 41 (Pasco Co) from Hillsborough / Pasco Co Line - SR 54 to SR 52	0.56	0.83	0.68	0.72	0.16	28.6%
US 41 (Pasco Co) from SR 52 to CR 578 / County Line Rd - Pasco / Hernando Co Line	0.40	0.43	0.66	0.67	0.27	67.5%
US 41 (Hernando Co) from CR 578 / County Line Rd - Pasco / Hernando Co Line to SR 50 / Cortez Blvd	0.31	0.49	0.39	0.44	0.13	41.9%
US 41 (Hernando Co) from SR 50 / Cortez Blvd to Hernando / Citrus County Line	0.41	0.50	0.48	0.47	0.06	14.6%
US 41 (Citrus Co) from Hernando / Citrus Co Line to Citrus / Marion Co Line	0.41	0.46	0.41	0.44	0.03	7.3%

Table 6e: Highway Volume over Capacity Ratio (Max Period Direction) by Major Corridor (cont.)

Table 6e: Highway Volume over Capacity Ratio (Ma	x Period Directi	on) by Major Co	rridor (cont.)		20.45	2015
Corridor	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Difference from Base	2045 % Difference from Base
SR 60 / Gulf to Bay Blvd (Pinellas Co) from Causeway Bridge to Pinellas / Hillsborough Co Line	0.64	0.67	0.66	0.67	0.03	4.7%
SR 60 / Courtney Campbell Causeway (Hillsborough Co from Pinellas / Hillsborough Co Line to Eisenhower Blvd	0.62	0.64	0.62	0.64	0.02	3.2%
SR 60 / Kennedy Blvd / Memorial Hwy (Hillsborough C from Westshore Blvd to Courtney Campbell Causeway	0.57	0.81	0.59	0.80	0.23	40.4%
SR 60 / Adamo Dr (Hillsborough Co) from Channelside Dr to 50th St	0.73	0.87	0.84	0.83	0.10	13.7%
SR 60 / Adamo Dr (Hillsborough Co) from 50th St to US 301	0.76	0.95	0.83	0.87	0.11	14.5%
SR 60 / Adamo Dr (Hillsborough Co) from US 301 to I-75	0.84	0.89	0.82	0.86	0.02	2.4%
SR 60 (Hillsborough Co) from I-75 to Turkey Creek Rd	0.79	0.98	0.85	0.91	0.12	15.2%
US 19 (Pinellas Co) from I-275 to Gandy Blvd	0.65	0.69	0.68	0.69	0.04	6.2%
US 19 (Pinellas Co) from Gandy Blvd to Druid Rd	0.68	0.77	0.76	0.78	0.10	14.7%
US 19 (Pinellas Co) from Druid Rd to US 19 Alt	0.78	0.83	0.82	0.83	0.05	6.4%
US 19 (Pasco Co) from US 19 Alt to Hudson Ave	0.77	0.91	0.88	0.89	0.12	15.6%
US 19 (Pasco Co) from Hudson Ave to Pasco / Hernando Co Line	0.61	0.67	0.63	0.65	0.04	6.6%
US 19 (Citrus Co) from Hernando / Citrus County Line to Citrus / Levy Co Line	0.45	0.47	0.44	0.46	0.01	2.2%
Ulmerton Rd (Pinellas Co) from I-275 to Gulf Blvd	0.67	0.68	0.67	0.69	0.02	3.0%
Roosevelt Blvd / E Bay / W Bay (Pinellas Co) from Gandy Blvd to Indian Rocks Rd	0.66	0.71	0.70	0.69	0.03	4.5%
Roosevelt Boulevard Ext (Pinellas Co) from 49th St Bridge to CR 296 / 118th Ave N	0.72	0.66	0.65	0.65	(0.07)	-9.7%
Dale Mabry Hwy / US 92 (Hillsborough Co) from Intrabay Blvd to Kennedy Blvd	0.73	0.85	0.80	0.85	0.12	16.4%
Dale Mabry Hwy / US 92 (Hillsborough Co) from Kennedy Blvd to Hillsborough Ave	0.69	0.82	0.79	0.80	0.11	15.9%
Dale Mabry Hwy (Hillsborough Co) from Hillsborough Ave to US 41	0.75	0.83	0.80	0.83	0.08	10.7%
US 301 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Road	0.42	0.69	0.63	0.65	0.23	54.8%
US 301 (Hillsborough Co) from Big Bend Road to Leroy Selmon Crosstown Expwy / SR 618	0.82	0.98	0.96	0.96	0.14	17.1%
US 301 (Hillsborough Co) from Leroy Selmon Crosstown Expwy / SR 618 to I-4	0.63	0.73	0.61	0.65	0.02	3.2%
US 301 (Hillsborough Co) from I-4 to Fowler Ave	0.64	0.85	0.69	0.72	0.08	12.5%
US 301 (Hillsborough Co) from Fowler Ave to Hillsborough / Pasco Co Line	0.74	0.87	0.78	0.81	0.07	9.5%
US 301 (Pasco Co) from Hillsborough / Pasco Co Line to Pasco / Hernando Co Line	0.40	0.60	0.47	0.51	0.11	27.5%

Table 6f: Highway Truck Daily Total Hours of Delay by Major Corridor

Table 6f: Highway Truck Daily Total Hours of Delay Corridor	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
I-4 (Hillsborough Co) from I-275 to I-75	195	1,468	682	995
I-4 (Hillsborough Co) from I-75 to Hillsborough / Polk County Line	1,123	12,905	3,948	6,458
I-275 (Pinellas Co) from Sunshine Skyway Bridge to Pinellas / Hillsborough Co Line	613	1,979	1,221	1,581
I-275 (Hillsborough Co) from Pinellas / Hillsborough Co Line to I-4	508	1,212	954	1,265
I-275 (Hillsborough Co) from I-4 to Bearss	155	822	363	517
I-275 (Hillsborough Co) from Bearss to I-75 N	10	338	163	275
I-75 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Rd	116	1,703	999	887
I-75 (Hillsborough Co) from Big Bend Rd to Leroy Selmon Crosstown Expwy / SR 618	168	3,329	2,200	2,021
I-75 (Hillsborough Co) from Leroy Selmon Crosstown Expwy / SR 618 to I-4	105	546	340	664
I-75 (Pasco Co) from I-275 to SR 54	240	433	259	504
I-75 (Hillsborough Co) from I-4 to I-275	173	1,538	897	1,605
I-75 (Pasco / Hernando Co) from SR 54 to Pasco / Hernando Co Line	244	2,827	1,449	1,931
I-75 (Hernando Co) from Pasco / Hernando Co Line to Hernando / Sumter Co Line	35	231	84	207
SR 54 (Pasco Co) from US 19 to Little Rd	2	12	6	11
SR 54 (Pasco Co) from Little Rd to US 41	69	494	127	317
SR 54 and SR 56 (Pasco Co) from US 41 to Bruce B Downs Blvd / CR 581	132	1,178	565	621
SR 54 (Pasco Co) from Bruce B Downs Blvd / CR 581 to US 301	26	110	14	23
Leroy Selmon Crosstown Expwy (Hillsborough Co) from Willow Ave to I-75	413	748	617	691
Veteran Expwy (Hillsborough Co) from Hillsborough Ave to Dale Mabry Hwy N	271	343	290	304
US 41 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Rd	2	121	53	52
US 41 (Hillsborough Co) from Big Bend Rd to Selmon Crosstown Expwy	70	444	328	444
US 41 (Hillsborough Co) from Busch Blvd to Bearss	1	20	10	15
US 41 (Hillsborough Co) from Bearss to Hillsborough / Pasco Co Line	14	49	36	50
US 41 (Pasco Co) from Hillsborough / Pasco Co Line - SR 54 to SR 52	52	400	45	84
US 41 (Pasco Co) from SR 52 to CR 578 / County Line Rd - Pasco / Hernando Co Line	-	-	3	5
US 41 (Hernando Co) from CR 578 / County Line Rd - Pasco / Hernando Co Line to SR 50 / Cortez Blvd	-	2	1	1
US 41 (Hernando Co) from SR 50 / Cortez Blvd to Hernando / Citrus County Line	66	266	195	221
US 41 (Citrus Co) from Hernando / Citrus Co Line to Citrus / Marion Co Line	61	94	79	78

2045 Difference from Base	2045 % Difference from Base
800	410.3%
5,335	475.1%
968	157.9%
757	149.0%
362	233.5%
265	2650.0%
771	664.7%
1,853	1103.0%
559	532.4%
264	110.0%
1,432	827.7%
1,687	691.4%
172	491.4%
9	450.0%
248	359.4%
489	370.5%
(3)	-11.5%
278	67.3%
33	12.2%
50	2500.0%
374	534.3%
14	1400.0%
36	257.1%
32	61.5%
5	#DIV/0!
1	#DIV/0!
155	234.8%
17	27.9%

Table 6f: Highway Truck Daily Total Hours of Delay by Major Corridor (cont.)

Corridor	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
SR 60 / Gulf to Bay Blvd (Pinellas Co) from Causeway Bridge to Pinellas / Hillsborough Co Line	103	242	175	234
SR 60 / Courtney Campbell Causeway (Hillsborough Co from Pinellas / Hillsborough Co Line to Eisenhower Blvd	7	12	9	12
SR 60 / Kennedy Blvd / Memorial Hwy (Hillsborough C from Westshore Blvd to Courtney Campbell Causeway	48	53	41	44
SR 60 / Adamo Dr (Hillsborough Co) from Channelside Dr to 50th St	5	41	23	28
SR 60 / Adamo Dr (Hillsborough Co) from 50th St to US 301	39	130	63	86
SR 60 / Adamo Dr (Hillsborough Co) from US 301 to I-75	26	47	26	40
SR 60 (Hillsborough Co) from I-75 to Turkey Creek Rd	180	1,048	357	651
US 19 (Pinellas Co) from I-275 to Gandy Blvd	40	76	67	84
US 19 (Pinellas Co) from Gandy Blvd to Druid Rd	191	141	115	135
US 19 (Pinellas Co) from Druid Rd to US 19 Alt	134	303	196	241
US 19 (Pasco Co) from US 19 Alt to Hudson Ave	69	210	149	175
US 19 (Pasco Co) from Hudson Ave to Pasco / Hernando Co Line	11	36	21	28
US 19 (Citrus Co) from Hernando / Citrus County Line to Citrus / Levy Co Line	18	19	12	14
Ulmerton Rd (Pinellas Co) from I-275 to Gulf Blvd	186	196	146	165
Roosevelt Blvd / E Bay / W Bay (Pinellas Co) from Gandy Blvd to Indian Rocks Rd	65	112	89	86
Roosevelt Boulevard Ext (Pinellas Co) from 49th St Bridge to CR 296 / 118th Ave N	37	14	11	11
Dale Mabry Hwy / US 92 (Hillsborough Co) from Intrabay Blvd to Kennedy Blvd	41	169	120	163
Dale Mabry Hwy / US 92 (Hillsborough Co) from Kennedy Blvd to Hillsborough Ave	35	100	74	89
Dale Mabry Hwy (Hillsborough Co) from Hillsborough Ave to US 41	83	142	103	130
US 301 (Hillsborough Co) from Manatee / Hillsborough Co Line to Big Bend Road	7	43	25	28
US 301 (Hillsborough Co) from Big Bend Road to Leroy Selmon Crosstown Expwy / SR 618	48	393	255	295
US 301 (Hillsborough Co) from Leroy Selmon Crosstown Expwy / SR 618 to I-4	31	100	36	58
US 301 (Hillsborough Co) from I-4 to Fowler Ave	7	99	30	53
US 301 (Hillsborough Co) from Fowler Ave to Hillsborough / Pasco Co Line	35	143	48	99
US 301 (Pasco Co) from Hillsborough / Pasco Co Line to Pasco / Hernando Co Line	39	157	6	11

2045 Difference from Base	2045 % Difference from Base
131	127.2%
5	71.4%
(4)	-8.3%
23	460.0%
47	120.5%
14	53.8%
471	261.7%
44	110.0%
(56)	-29.3%
107	79.9%
106	153.6%
17	154.5%
(4)	-22.2%
(21)	-11.3%
21	32.3%
(26)	-70.3%
122	297.6%
54	154.3%
47	56.6%
21	300.0%
247	514.6%
27	87.1%
46	657.1%
64	182.9%
(28)	-71.8%
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Table 7a: Peak Transit Route Miles by Agency

Agency	/ County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
HART	Hillsborough	1,212	1,211	1,211	1,494
PSTA	Pinellas	1,341	1,341	1,341	1,363
PCPT	Pasco	383	434	733	733
Combin	ed TMA	2,935	2,986	3,285	3,590
TheBUS	Hernando	96	96	96	96
Citrus Transit	Citrus	133	133	133	133
TBARTA	Regional	0	0	440	441
District	t 7 Total	3,164	3,214	3,954	4,259

2045 Difference from Base	2045 % Difference from Base
282	23.3%
22	1.6%
350	91.4%
655	22.3%
0	0.0%
0	0.0%
441	100.0%
1,095	34.6%

Table 7b: Off-Peak Transit Route Miles by Agency

Agency	/ County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
HART	Hillsborough	934	933	933	1,237
PSTA	Pinellas	1,305	1,305	1,305	1,327
PCPT	Pasco	383	434	733	733
Combin	ed TMA	2,621	2,672	2,972	3,297
TheBUS	Hernando	96	96	96	96
Citrus Transit	Citrus	133	133	133	133
TBARTA	Regional	0	0	440	441
District	7 Total	2,849	2,901	3,641	3,966

2045 Difference from Base	2045 % Difference from Base
303	32.4%
22	1.7%
350	91.4%
676	25.8%
0	0.0%
0	0.0%
441	100.0%
1,117	39.2%

Table 7c: Peak Transit Ridership by Agency

Agency	/ County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
HART	Hillsborough	28,819	39,714	41,811	82,879
PSTA	Pinellas	18,811	19,922	20,153	21,140
PCPT	Pasco	1,476	1,775	4,517	4,461
Combi	ned TMA	49,106	61,411	66,481	108,480
TheBUS	Hernando	280	284	308	288
Citrus Transit	Citrus	10	12	14	19
TBARTA	Regional	0	0	175	234
Distric	et 7 Total	49,396	61,707	66,978	109,021

2045	2045
Difference	% Difference
from Base	from Base
54,060	187.6%
2,329	12.4%
2,985	202.2%
59,374	120.9%
8	2.9%
9	90.0%
234	100.0%
59,625	120.7%
234	100.0%

Table 7d: Off-Peak Transit Ridership by Agency

Tubic / di Oli I cuk I tubis	it rudersimp of rigency				
Agency	/ County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
HART	Hillsborough	25,285	40,581	40,587	88,537
PSTA	Pinellas	28,156	29,664	29,596	31,764
PCPT	Pasco	1,820	2,137	5,236	5,196
Combin	ned TMA	55,261	72,382	75,419	125,497
TheBUS	Hernando	343	343	369	347
Citrus Transit	Citrus	16	16	18	22
TBARTA	Regional	0	0	102	237
District	t 7 Total	55,620	72,741	75,908	126,103

2045	2045
Difference	% Difference
from Base	from Base
63,252	250.2%
3,608	12.8%
3,376	185.5%
70,236	127.1%
4	1.2%
6	37.5%
237	100.0%
70,483	126.7%

Table 7e: Daily Transit Ridership by Agency

Agency	/ County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
HART	Hillsborough	54,104	80,295	82,398	171,416
PSTA	Pinellas	46,967	49,586	49,749	52,904
PCPT	Pasco	3,296	3,912	9,753	9,657
Combin	Combined TMA		133,793	141,900	233,977
TheBUS	Hernando	623	627	677	635
Citrus Transit	Citrus	26	28	32	41
TBARTA	Regional	0	0	277	471
District	t 7 Total	105,016	134,448	142,886	235,124

2045 Difference from Base	2045 % Difference from Base
117,312	216.8%
5,937	12.6%
6,361	193.0%
129,610	124.2%
12	1.9%
15	57.7%
471	100.0%
130,108	123.9%

Table 7f: Daily Transit Ridership by Route Mile by Agency

Agency	/ County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
HART	Hillsborough	44.6	66.3	68.0	114.7
PSTA	Pinellas	35.0	37.0	37.1	38.8
PCPT	Pasco	8.6	9.0	13.3	13.2
Combin	ned TMA	35.6	44.8	43.2	65.2
TheBUS	Hernando	6.5	6.5	7.1	6.6
Citrus Transit	Citrus	0.2	0.2	0.2	0.3
TBARTA	Regional	-	-	0.6	1.1
District	t 7 Total	33.2	41.8	36.1	55.2

2045 Difference from Base	2045 % Difference from Base
70.1	157.2%
3.8	10.9%
4.6	53.5%
29.6	83.1%
0.1	1.5%
0.1	50.0%
1.1	100.0%
22.0	66.3%

Table 7g: Peak Transit Ridership by Agency and Mode

Table 7g: Peal	Fable 7g: Peak Transit Ridership by Agency and Mode									
Agency /	County	Mode	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Difference from Base	2045 % Difference from Base		
		HART local buses	26,665	36,480	38,036	56,137	29,472	110.5%		
		HART express bus	731	499	833	1,005	274	37.5%		
		HART premium bus / in-street BRT	1,410	2,726	2,934	20,824	19,414	1376.9%		
HART	Hillsborough	HART streetcar & AGT	0	0	0	0	0			
HAKI	Timsoorougn	HART light rail	0	0	0	4,723	4,723			
		HART commuter rail	0	0	0	0	0			
		HART project circulator	13	9	8	0	-13	-100.0%		
		HART project fixed-guideway mode	0	0	0	190	190			
		PSTA local bus	18,138	19,102	19,050	20,074	1,936	10.7%		
		PSTA express bus	673	820	1,103	472	-201	-29.9%		
		PSTA premium bus / in-street BRT	0		0	594	594			
PSTA	Pinellas	PSTA light rail	0		0	0	0			
		PSTA commuter rail	0		0	0	0			
		PSTA project circulator	0		0	0	0			
		PSTA project fixed-guideway mode	0		0	0	0			
		HART premium bus / in-street BRT	0		0	0	0			
PCPT	Pasco	PCTC local bus	1,476	1,775	4,315	4,341	2,865	194.1%		
		PCTC express bus	0	-	202	120	120			
		Local Bus	46,279	57,357	61,401	80,552	34,273	74.1%		
		Express Bus	1,404	1,319	2,138	1,597	193	13.7%		
		Premium Bus / In-Street BRT	1,410	2,726	2,934	21,418	20,008	1419.0%		
Combine	d TMA	Streetcar & AGT	0		0	0	0			
Combine		Light Rail	0	0	0	4,723	4,723			
		Commuter Rail	0		0	0	0			
		Project Circulator	13	9	8	0	-13	-100.0%		
		Project Fixed-Guideway Mode	0	0	0	190	190			
TheBUS	Hernando	TBUS local bus	280	284	308	288	8	2.9%		
		TBUS express bus	0	0	0	0	0			
Citrus Transit	Citrus	TBUS local bus	10	12	14	19	9	90.0%		
		TBUS express bus	0		0	0	0			
		REGL express bus	0		0	0	0			
		REGL light rail	0		0	0	0			
TBARTA	Regional	REGL commuter rail	0		0	0	0			
		REGL project circulator	0		0	0	0			
		REGL project mode rail	0		0	0	0			
		Local Bus	46,559	57,641	61,709	80,840	34,281	73.6%		
		Express Bus	1,404	1,319	2,138	1,597	193	13.7%		
		Premium Bus / In-Street BRT	1,410	2,726	2,934	21,418	20,008	1419.0%		
District	7 Total	Streetcar & AGT	0	-	0	0	0			
		Light Rail	0		0	4,723	4,723			
		Commuter Rail	0		0	0	0			
		Project Circulator	13	9	8	0	-13	-100.0%		
		Project Fixed-Guideway Mode	0	0	0	190	190			

Table 7h: Off-Peak Transit Ridership by Agency and Mode

Agency /		t Ridership by Agency and Mode Mode	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Difference from Base	2045 % Difference from Base
		HART local buses	23,492	35,892	35,794	49,042	25,550	108.8%
		HART express bus	5	6	6	56	51	1020.0%
		HART premium bus / in-street BRT	1,645	4,672	4,776	34,806	33,161	2015.9%
HART	Hillsborough	HART streetcar & AGT	143	11	11	145	2	1.4%
111111		HART light rail	0	0	0	4,408	4,408	
		HART commuter rail	0	0	0	0	0	
		HART project circulator	0	0	0	0	0	
		HART project fixed-guideway mode	0	0	0	80	80	
		PSTA local bus	28,105	29,597	29,531	29,896	1,791	6.4%
		PSTA express bus	51	67	65	8	-43	-84.3%
		PSTA premium bus / in-street BRT	0	0	0	1,860	1,860	
PSTA	Pinellas	PSTA light rail	0	0	0	0	0	
		PSTA commuter rail	0	0	0	0	0	
		PSTA project circulator	0	0	0	0	0	
		PSTA project fixed-guideway mode	0	0	0	0	0	
		HART premium bus / in-street BRT	0	0	0	0	0	
PCPT	Pasco	PCTC local bus	1,820	2,137	4,941	4,998	3,178	174.6%
		PCTC express bus	0	0	295	198	198	
		Local Bus	53,417	67,626	70,266	83,936	30,519	57.1%
		Express Bus	56	73	366	262	206	367.9%
		Premium Bus / In-Street BRT	1,645	4,672	4,776	36,666	35,021	2128.9%
Combine	JTMA	Streetcar & AGT	143	11	11	145	2	1.4%
Combine	eu IMA	Light Rail	0	0	0	4,408	4,408	
		Commuter Rail	0	0	0	0	0	
		Project Circulator	0	0	0	0	0	
		Project Fixed-Guideway Mode	0	0	0	80	80	
TheBUS	Hernando	TBUS local bus	343	343	369	347	4	1.2%
THEBUS	пенанио	TBUS express bus	0	0	0	0	0	
Citrus Transit	Citrus	TBUS local bus	16	16	18	22	6	37.5%
Citius Transit	Citius	TBUS express bus	0	0	0	0	0	
		REGL express bus	0	0	0	0	0	
		REGL light rail	0	0	0	0	0	
TBARTA	Regional	REGL commuter rail	0	0	0	0	0	
		REGL project circulator	0	0	0	0	0	
		REGL project mode rail	0	0	0	0	0	
		Local Bus	53,760	67,969	70,635	84,283	30,523	56.8%
		Express Bus	56	73	366	262	206	367.9%
		Premium Bus / In-Street BRT	1,645	4,672	4,776	36,666	35,021	2128.9%
District	7 Total	Streetcar & AGT	143	11	11	145	2	1.4%
District	/ Iotal	Light Rail	0	0	0	4,408	4,408	
		Commuter Rail	0	0	0	0	0	
		Project Circulator	0	0	0	0	0	
		Project Fixed-Guideway Mode	0	0	0	80	80	

Table 7i: Dail	Table 7i: Daily Transit Ridership by Agency and Mode									
Agency /	County	Mode	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	2045 Difference from Base	2045 % Difference from Base		
		HART local buses	50,157	72,372	73,830	105,179	55,022	109.7%		
		HART express bus	736	505	839	1,061	325	44.2%		
		HART premium bus / in-street BRT	3,055	7,398	7,710	55,630	52,575	1720.9%		
****	*****	HART streetcar & AGT	143	11	11	145	2	1.4%		
HART	Hillsborough	HART light rail	0	0	0	9,131	9,131			
		HART commuter rail	0	0	0	0	0			
		HART project circulator	13	9	8	0	-13	-100.0%		
		HART project fixed-guideway mode	0	0	0	270	270			
		PSTA local bus	46,243	48,699	48,581	49,970	3,727	8.1%		
		PSTA express bus	724	887	1,168	480	-244	-33.7%		
		PSTA premium bus / in-street BRT	0	0	0	2,454	2,454			
PSTA Pi	Pinellas	PSTA light rail	0	0	0	0	0			
		PSTA commuter rail	0	0	0	0	0			
		PSTA project circulator	0	0	0	0	0			
		PSTA project fixed-guideway mode	0	0	0	0	0			
		HART premium bus / in-street BRT	0	0	0	0	0			
PCPT	Pasco	PCTC local bus	3,296	3,912	9,256	9,339	6,043	183.3%		
		PCTC express bus	0	0	497	318	318			
		Local Bus	99,696	124,983	131,667	164,488	64,792	65.0%		
		Express Bus	1,460	1,392	2,504	1,859	399	27.3%		
		Premium Bus / In-Street BRT	3,055	7,398	7,710	58,084	55,029	1801.3%		
Combine	A TOMA	Streetcar & AGT	143	11	11	145	2	1.4%		
Combine	ed IMA	Light Rail	0	0	0	9,131	9,131			
		Commuter Rail	0	0	0	0	0			
		Project Circulator	13	9	8	0	-13	-100.0%		
		Project Fixed-Guideway Mode	0	0	0	270	270			
TheBUS	Hernando	TBUS local bus	623	627	677	635	12	1.9%		
THEBUS	пенанио	TBUS express bus	0	0	0	0	0			
Citrus Transit	Citrus	TBUS local bus	26	28	32	41	15	57.7%		
Citrus Transit	Citius	TBUS express bus	0	0	0	0	0			
		REGL express bus	0	0	0	0	0			
		REGL light rail	0	0	0	0	0			
TBARTA	Regional	REGL commuter rail	0	0	0	0	0			
		REGL project circulator	0	0	0	0	0			
		REGL project mode rail	0	0	0	0	0			
		Local Bus	100,319	125,610	132,344	165,123	64,804	64.6%		
		Express Bus	1,460	1,392	2,504	1,859	399	27.3%		
		Premium Bus / In-Street BRT	3,055	7,398	7,710	58,084	55,029	1801.3%		
District	7 Total	Streetcar & AGT	143	11	11	145	2	1.4%		
District	, rotai	Light Rail	0		0	9,131	9,131			
		Commuter Rail	0		0	0	0			
		Project Circulator	13	9	8	0	-13	-100.0%		
		Project Fixed-Guideway Mode	0	0	0	270	270			

Table 9a: Highway Lane Miles within EJ Areas

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	787	817	832	880
Pinellas	1,842	1,901	1,907	1,922
Pasco	310	311	310	313
TMA	2,939	3,029	3,049	3,115
Hernando	99	97	101	102
Citrus	357	370	370	370
District 7 Total	3,396	3,496	3,520	3,587
Manatee Segment	-	-	-	-
Regional Total	3,396	3,496	3,520	3,587

2045 Difference from Base	2045 % Difference from Base
93	11.8%
80	4.3%
3	1.0%
176	6.0%
3	3.0%
13	3.6%
191	5.6%
-	
191	5.6%

Table 9b: Bus Route Miles within EJ Areas

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	341	341	341	318
Pinellas	1,285	1,285	1,285	1,285
Pasco	58	75	88	88
TMA	1,684	1,701	1,714	1,692
Hernando	8	8	8	8
Citrus	41	41	41	41
District 7 Total	1,732	1,750	1,763	1,740
Manatee Segment	-	-	-	-
Regional Total	1,732	1,750	1,763	1,740

2045 Difference from Base	2045 % Difference from Base
(23)	-6.7%
-	0.0%
30	51.7%
8	0.5%
-	0.0%
-	0.0%
8	0.5%
-	
8	0.5%

Table 9c: EJ Population within 1/4 mile of Bus Routes with Headway <= 30 Minutes

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	96,115	152,201	145,989	148,603
Pinellas	207,658	250,263	236,121	250,280
Pasco	1,286	4,176	14,272	15,917
TMA	305,059	406,640	396,383	414,800
Hernando	-	-	-	-
Citrus	-	-	-	-
District 7 Total	305,059	406,640	396,383	414,800
Manatee Segment	-	-	-	-
Regional Total	305,059	406,640	396,383	414,800

2045	2045
Difference	% Difference
from Base	from Base
52,488	54.6%
42,622	20.5%
14,631	1137.8%
109,741	36.0%
-	
-	
109,741	36.0%
-	
109,741	36.0%

Table 9c: Percent of EJ Pop within 1/4 mile of Bus Routes with Headway <= 30 Minutes

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	64%	66%	68%	64%
Pinellas	54%	57%	56%	57%
Pasco	4%	10%	39%	39%
TMA	54%	57%	59%	58%
Hernando	0%	0%	0%	0%
Citrus	0%	0%	0%	0%
District 7 Total	51%	54%	55%	55%
Manatee Segment	0%	0%	0%	0%
Regional Total	51%	54%	55%	55%

2045 Difference from Base	2045 % Difference from Base
0%	0.0%
3%	5.6%
35%	875.0%
4%	7.4%
0%	
0%	
4%	7.8%
0%	
4%	7.8%

Table 9c: EJ Population

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	150,279	231,237	214,723	231,237
Pinellas	385,608	442,895	423,811	442,895
Pasco	33,952	41,031	36,269	41,031
TMA	569,839	715,163	674,803	715,163
Hernando	6,606	10,014	8,984	10,014
Citrus	26,654	33,652	31,628	33,652
District 7 Total	603,099	758,829	715,415	758,829
Manatee Segment	-	-	-	-
Regional Total	603,099	758,829	715,415	758,829

2045 % Difference from Base
53.9%
14.9%
20.9%
25.5%
51.6%
26.3%
25.8%
25.8%

Table 9d: EJ Area Trips by Purpose (Origin Trip Ends)

County		2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough		95,967.6	142,767.5	135,844.9	142,775.4
Pinellas		283,929.9	328,120.4	313,397.9	328,122.1
Pasco		20,101.8	23,997.4	21,332.1	24,000.6
TMA		399,999.3	494,885.3	470,574.8	494,898.1
Hernando	HBW	3,610.4	5,453.2	4,894.5	5,453.8
Citrus		13,669.1	17,090.6	16,102.7	17,089.8
District 7 Total		417,278.9	517,429.1	491,572.0	517,441.7
Manatee Segment		-	-	-	-
Regional Total		417,278.9	517,429.1	491,572.0	517,441.7
Hillsborough		297,322.7	461,208.4	434,299.7	461,211.9
Pinellas		945,828.4	1,091,029.6	1,042,909.8	1,091,032.8
Pasco		80,041.2	95,011.3	84,939.6	95,011.0
TMA		1,323,192.3	1,647,249.3	1,562,149.0	1,647,255.6
Hernando	НВО	14,904.0	21,766.6	19,524.7	21,766.3
Citrus		69,213.7	87,126.5	81,930.9	87,127.3
District 7 Total		1,407,310.0	1,756,142.4	1,663,604.7	1,756,149.3
Manatee Segment		-	-	-	-
Regional Total		1,407,310.0	1,756,142.4	1,663,604.7	1,756,149.3
Hillsborough		170,155.2	277,264.5	257,851.0	277,266.5
Pinellas		341,276.2	382,799.0	368,973.0	382,799.0
Pasco		13,887.0	18,243.2	15,974.1	18,243.8
TMA		525,318.5	678,306.7	642,798.0	678,309.3
Hernando	NHB	10,655.5	12,254.7	11,752.2	12,254.5
Citrus		28,810.1	35,859.7	33,414.2	35,860.0
District 7 Total		564,784.2	726,421.1	687,964.4	726,423.8
Manatee Segment		-	-	-	-
Regional Total		564,784.2	726,421.1	687,964.4	726,423.8
Hillsborough		563,445.5	881,240.3	827,995.5	881,253.8
Pinellas		1,571,034.6	1,801,949.1	1,725,280.7	1,801,953.8
Pasco		114,030.0	137,251.9	122,245.7	137,255.4
TMA		2,248,510.1	2,820,441.3	2,675,521.9	2,820,463.1
Hernando	TOTAL	29,170.0	39,474.5	36,171.4	39,474.6
Citrus		111,692.9	140,076.8	131,447.8	140,077.1
District 7 Total		2,389,373.1	2,999,992.6	2,843,141.1	3,000,014.8
Manatee Segment			-	-	-
Regional Total		2,389,373.1	2,999,992.6	2,843,141.1	3,000,014.8

2045	2045
Difference	% Difference
from Base	from Base
46,807.8	48.8%
44,192.2	15.6%
3,898.8	19.4%
94,898.8	23.7%
1,843.4	51.1%
3,420.7	25.0%
100,162.8	24.0%
-	
100,162.8	24.0%
163,889.2	55.1%
145,204.4	15.4%
14,969.8	18.7%
324,063.3	24.5%
6,862.3	46.0%
17,913.6	25.9%
348,839.3	24.8%
-	
348,839.3	24.8%
107,111.3	62.9%
41,522.8	12.2%
4,356.8	31.4%
152,990.8	29.1%
1,599	15.0%
7,050	24.5%
161,639.6	28.6%
-	
161,639.6	28.6%
317,808.3	56.4%
230,919.2	14.7%
23,225.4	20.4%
571,953.0	25.4%
10,305	35.3%
28,384	25.4%
610,641.7	25.6%
-	
610,641.7	25.6%

Table 9e: Average EJ Area Trip Length in Minutes by Purpose (Origin Trip Ends)

	County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough		13.8	13.1	13.2	13.2
Pinellas		13.7	13.8	13.9	13.9
Pasco		18.9	20.1	20.3	20.8
TMA		14.0	13.9	14.0	14.0
Hernando	HBW	21.5	19.9	20.1	19.8
Citrus		17.6	16.8	16.9	16.9
District 7 Total		14.2	14.1	14.1	14.2
Manatee Segment		-	-	-	-
Regional Total		14.2	14.1	14.1	14.2
Hillsborough		9.4	9.2	9.1	9.2
Pinellas		9.2	9.6	9.4	9.5
Pasco		13.3	14.6	13.4	14.5
TMA		9.5	9.8	9.5	9.8
Hernando	HBO	14.4	12.2	12.2	11.9
Citrus		17.8	17.6	17.8	17.5
District 7 Total		10.0	10.2	10.0	10.2
Manatee Segment		-	-	-	-
Regional Total		10.0	10.2	10.0	10.2
Hillsborough		10.5	10.2	10.3	10.3
Pinellas		10.7	10.7	10.8	10.7
Pasco		10.3	10.9	10.9	11.1
TMA		10.6	10.5	10.6	10.6
Hernando	NHB	9.6	10.3	10.2	10.3
Citrus		10.3	10.8	10.7	10.8
District 7 Total		10.6	10.5	10.6	10.6
Manatee Segment		-	-	-	-
Regional Total		10.6	10.5	10.6	10.6
Hillsborough		10.5	10.1	10.1	10.2
Pinellas		10.4	10.6	10.5	10.6
Pasco		13.9	15.1	14.3	15.2
TMA		10.6	10.7	10.6	10.7
Hernando	TOTAL	13.5	12.7	12.6	12.5
Citrus		15.8	15.8	15.9	15.7
District 7 Total		10.9	10.9	10.8	10.9
Manatee Segment		-	-	-	-
Regional Total		10.9	10.9	10.8	10.9

Difference from Base (0.6) -4.39 0.2 1.59 1.9 10.19 - 0.09 (1.7) -7.99 (0.7) -4.09 - 0.09 (0.2) -2.19 0.3 3.39 1.2 9.09 0.3 3.29 (2.5) -17.49 (0.3) -1.79 0.2 2.09 (0.2) -1.99 - 0.09 0.8 7.89 - 0.09 0.8 7.89 - 0.09 - 0.09 0.1 7.39 1 4.99 - 0.09 0.2 1.99 1.3 9.49 0.1 0.99 (0.1 0.69 - 0.09 - 0.09 - 0.09 - 0.09 - 0.09 - 0.09 - 0.1 0.99 - 0.1 0.99 - 0.09 - 0.1 0.99 - 0.09 - 0.09 - 0.1 0.99 - 0.1 0.99 - 0.09	2045	2045
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(0.3) -1.79 0.2 2.0% - 0.2 2.0% (0.2) -1.99 - 0.0% 0.8 7.89 - 0.0% 1 7.39 1 4.99 - 0.0% - 0.03 - 0.2 1.99 0.2 1.99 1.3 9.49 0.1 0.9% (1) -7.49 (0) -0.69 - 0.0%		
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- 0.2 2.0° (0.2) -1.9° - 0.0° 0.8 7.8° - 0.0° 1 7.3° 1 4.9° - 0.0° - 0.0° (0.3) -2.9° 0.2 1.9° 1.3 9.4° 0.1 0.9° (1) -7.4° (0) -0.6° - 0.0°		
(0.2) -1.99 - 0.09 0.8 7.89 - 0.09 1 7.39 1 4.99 - 0.09 - 0.09 (0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09	0.2	2.0%
(0.2) -1.99 - 0.09 0.8 7.89 - 0.09 1 7.39 1 4.99 - 0.09 - 0.09 (0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09	-	2.00/
- 0.09 0.8 7.89 - 0.09 1 7.39 1 4.99 - 0.09 - 0.09 (0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09		
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1 7.39 1 4.99 - 0.09 - 0.09 - 0.09 (0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09		
1 4.99 - 0.09 - 0.09 (0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09		
- 0.0% 0.0% (0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.0%		
- 0.0% (0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09		
(0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09	-	0.0%
(0.3) -2.99 0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09	-	0.00/
0.2 1.99 1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09		
1.3 9.49 0.1 0.99 (1) -7.49 (0) -0.69 - 0.09		
0.1 0.9% (1) -7.49 (0) -0.69 - 0.0%		
(1) -7.49 (0) -0.69 - 0.09		
(0) -0.69 - 0.09		
- 0.0%		
-		
· · · · · · · · · · · · · · · · · · ·		0.0%
- 0.0%	-	0.001
	-	0.0%

Table 9e: Average EJ Area Trip Length in Miles by Purpose (Origin Trip Ends)

County		2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough		8.1	7.7	7.8	7.8
Pinellas		7.9	8.1	8.2	8.2
Pasco		11.1	12.5	12.7	13.1
TMA		8.1	8.2	8.3	8.3
Hernando	HBW	13.7	12.9	13.2	12.9
Citrus		8.8	9.0	9.0	9.0
District 7 Total		8.2	8.3	8.3	8.4
Manatee Segment		-	-	-	-
Regional Total		8.2	8.3	8.3	8.4
Hillsborough		5.2	5.1	5.0	5.1
Pinellas		5.0	5.3	5.2	5.3
Pasco		7.5	8.6	7.9	8.6
TMA		5.2	5.4	5.3	5.4
Hernando	HBO	8.8	7.5	7.5	7.3
Citrus		9.7	10.6	10.7	10.5
District 7 Total		5.4	5.7	5.5	5.7
Manatee Segment		-	-	-	-
Regional Total		5.4	5.7	5.5	5.7
Hillsborough		5.8	5.5	5.6	5.6
Pinellas		5.7	5.7	5.8	5.8
Pasco		5.2	5.8	5.8	5.9
TMA		5.7	5.6	5.7	5.7
Hernando	NHB	5.0	5.5	5.4	5.5
Citrus		4.8	5.3	5.3	5.4
District 7 Total		5.7	5.6	5.7	5.7
Manatee Segment		-	-	-	-
Regional Total		5.7	5.6	5.7	5.7
Hillsborough		5.9	5.6	5.6	5.7
Pinellas		5.7	5.9	5.8	5.9
Pasco		7.8	8.9	8.4	9.1
TMA		5.8	6.0	5.9	6.0
Hernando	TOTAL	8.0	7.6	7.6	7.5
Citrus		8.3	9.0	9.1	9.0
District 7 Total		6.0	6.1	6.1	6.2
Manatee Segment		-	-	-	-
Regional Total		6.0	6.1	6.1	6.2

2045	2045
% Difference	Difference
from Base	from Base
-3.7%	(0.3)
3.8%	0.3
18.0%	2.0
2.5%	0.2
-5.8%	(0.8)
2.3%	0.2
2.4%	0.2
2.4 70	0.2
2.40/	- 0.2
2.4%	0.2
-1.9%	(0.1)
6.0%	0.3
14.7%	1.1
3.8%	0.2
-17.0%	(1.5)
8.2%	0.8
5.6%	0.3
	-
5.6%	0.3
-3.4%	(0.2)
1.8%	0.1
13.5%	0.7
0.0%	-
10.0%	1
12.5%	1
0.0%	-
	-
0.0%	-
-3.4%	(0.2)
3.5%	0.2
16.7%	1.3
3.4%	0.2
-6.3%	(1)
8.4%	1
3.3%	0.2
	-
3.3%	0.2

Table 9f: Linked Transit Trips Originating in EJ Areas

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	11,497	18,342	18,782	30,493
Pinellas	17,873	19,713	19,352	21,698
Pasco	306	325	739	700
TMA	29,675	38,381	38,873	52,891
Hernando	16	17	22	21
Citrus	8	9	9	10
District 7 Total	29,700	38,407	38,904	52,922
Manatee Segment	-	-	-	-
Regional Total	29,700	38,407	38,904	52,922

2045 Difference from Base	2045 % Difference from Base
18,996	165.2%
3,825	21.4%
394	128.8%
23,216	78.2%
5	31.3%
2	25.0%
23,222	78.2%
-	
23,222	78.2%

Table 9g: Person Trips by Purpose (Origin Trip Ends)

County		2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough		941,495.0	1,400,142.5	1,298,495.5	1,400,184.0
Pinellas		711,665.7	781,268.3	758,093.7	781,273.6
Pasco		301,237.2	477,336.5	421,387.7	477,361.9
TMA		1,954,397.9	2,658,747.2	2,477,976.8	2,658,819.5
Hernando	HBW	103,007.2	150,228.1	134,878.1	150,235.6
Citrus		75,604.0	99,658.2	92,756.1	99,658.6
District 7 Total		2,133,009.1	2,908,633.5	2,705,611.1	2,908,713.7
Manatee Segment		7,629.2	20,365.9	16,189.4	20,353.5
Regional Total		2,140,638.4	2,928,999.4	2,721,800.5	2,929,067.1
Hillsborough		2,946,395.2	4,420,135.3	4,054,068.3	4,421,049.3
Pinellas		2,612,882.7	2,867,991.5	2,783,859.5	2,867,995.4
Pasco		1,153,926.0	1,819,185.5	1,605,673.6	1,819,187.6
TMA		6,713,203.9	9,107,312.3	8,443,601.5	9,108,232.4
Hernando	НВО	416,697.8	600,054.3	540,389.5	600,047.7
Citrus		338,457.7	445,801.1	414,881.6	445,807.2
District 7 Total		7,468,359.4	10,153,167.6	9,398,872.6	10,154,087.2
Manatee Segment		36,367.7	78,491.0	64,499.7	78,478.2
Regional Total		7,504,727.1	10,231,658.6	9,463,372.3	10,232,565.4
Hillsborough		1,175,191.0	1,996,357.4	1,765,039.2	1,996,365.2
Pinellas		705,376.3	778,316.9	754,044.5	778,314.0
Pasco		287,210.6	522,234.8	440,628.1	522,234.4
TMA		2,167,777.8	3,296,909.1	2,959,711.8	3,296,913.5
Hernando	NHB	106,162.0	162,672.9	144,166.5	162,671.6
Citrus		90,824.7	114,015.5	105,880.4	114,015.4
District 7 Total		2,364,764.5	3,573,597.6	3,209,758.7	3,573,600.5
Manatee Segment		4,837.6	16,614.1	12,603.9	16,614.0
Regional Total		2,369,602.2	3,590,211.6	3,222,362.6	3,590,214.6
Hillsborough		5,063,081.2	7,816,635.2	7,117,603.0	7,817,598.5
Pinellas		4,029,924.7	4,427,576.6	4,295,997.8	4,427,583.0
Pasco		1,742,373.8	2,818,756.8	2,467,689.4	2,818,784.0
TMA		10,835,379.7	15,062,968.6	13,881,290.2	15,063,965.4
Hernando	TOTAL	625,867.0	912,955.3	819,434.1	912,954.9
Citrus		504,886.4	659,474.8	613,518.2	659,481.1
District 7 Total		11,966,133.1	16,635,398.7	15,314,242.4	16,636,401.4
Manatee Segment		48,834.6	115,470.9	93,293.0	115,445.7
Regional Total		12,014,967.7	16,750,869.6	15,407,535.4	16,751,847.1

2045	2045
Difference	% Difference
from Base	from Base
458,689.0	48.7%
69,607.9	9.8%
176,124.7	58.5%
704,421.6	36.0%
47,228.4	45.8%
24,054.6	31.8%
775,704.6	36.4%
12,724.3	166.8%
788,428.7	36.8%
1,474,654.1	50.0%
255,112.7	9.8%
665,261.6	57.7%
2,395,028.5	35.7%
183,349.9	44.0%
107,349.5	31.7%
2,685,727.8	36.0%
42,110.5	115.8%
2,727,838.3	36.3%
821,174.2	69.9%
72,937.7	10.3%
235,023.8	81.8%
1,129,135.7	52.1%
56,510	53.2%
23,191	25.5%
1,208,836.0	51.1%
11,776.4	243.4%
1,220,612.4	51.5%
2,754,517.3	54.4%
397,658.3	9.9%
1,076,410.2	61.8%
4,228,585.7	39.0%
287,088	45.9%
154,595	30.6%
4,670,268.3	39.0%
66,611.1	136.4%
4,736,879.4	39.4%
.,,,,,,,,,,,,,,	221170

Table 9h: Average Person Trip Length in Minutes by Purpose (Origin Trip Ends)

	County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough		17.2	16.3	16.6	16.6
Pinellas		14.6	14.6	14.7	14.7
Pasco		21.5	21.4	21.6	21.6
TMA		16.9	16.7	16.9	16.9
Hernando	HBW	20.6	21.0	20.9	21.0
Citrus		17.5	16.6	16.7	16.6
District 7 Total		17.1	16.9	17.1	17.1
Manatee Segment		19.9	20.3	21.1	20.9
Regional Total		17.1	17.0	17.1	17.1
Hillsborough		12.4	11.5	11.6	11.6
Pinellas		9.7	10.0	9.8	9.9
Pasco		13.7	13.4	13.2	13.3
TMA		11.5	11.4	11.3	11.4
Hernando	НВО	15.0	15.1	15.0	15.0
Citrus		18.1	17.9	18.1	17.6
District 7 Total		12.0	11.9	11.8	11.9
Manatee Segment		20.5	18.5	19.0	18.7
Regional Total		12.1	11.9	11.9	11.9
Hillsborough		10.9	10.4	10.6	10.6
Pinellas		10.9	10.9	10.9	10.9
Pasco		11.0	11.2	11.5	11.5
TMA		10.9	10.6	10.8	10.8
Hernando	NHB	10.2	11.1	11.0	11.1
Citrus		11.0	11.3	11.3	11.4
District 7 Total		10.9	10.7	10.9	10.8
Manatee Segment		8.2	10.2	10.2	10.3
Regional Total		10.9	10.7	10.9	10.8
Hillsborough		12.9	12.1	12.3	12.2
Pinellas		10.7	10.9	10.9	10.9
Pasco		14.6	14.4	14.3	14.4
TMA		12.4	12.2	12.2	12.3
Hernando	TOTAL	15.1	15.4	15.3	15.3
Citrus		16.8	16.6	16.7	16.4
District 7 Total		12.7	12.5	12.6	12.6
Manatee Segment		19.2	17.6	18.1	17.9
Regional Total		12.7	12.6	12.6	12.6

2045	2045
Difference	% Difference
from Base	from Base
(0.6)	-3.5%
0.1	0.7%
0.1	0.5%
-	0.0%
0.4	1.9%
(0.9)	-5.1%
-	0.0%
1.0	5.0%
-	0.0%
(0.8)	-6.5%
0.2	2.1%
(0.4)	-2.9%
(0.1)	-0.9%
-	0.0%
(0.5)	-2.8%
(0.1)	-0.8%
(1.8)	-8.8%
(0.2)	-1.7%
(0.3)	-2.8%
-	0.0%
0.5	4.5%
(0.1)	-0.9%
1	8.8%
0	3.6%
(0.1)	-0.9%
2.1	25.6%
(0.1)	-0.9%
(0.7)	-5.4%
0.2	1.9%
(0.2)	-1.4%
(0.1)	-0.8%
0	1.3%
(0)	-2.4%
(0.1)	-0.8%
(1.3)	-6.8%
(0.1)	-0.8%
(0,1)	0.370

Table 9h: Average Person Trip Length in Miles by Purpose (Origin Trip Ends)

County		2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough		10.2	9.9	10.1	10.1
Pinellas		8.3	8.4	8.5	8.5
Pasco		12.8	13.6	13.8	13.8
TMA		9.9	10.1	10.2	10.3
Hernando	HBW	12.0	12.6	12.6	12.7
Citrus		8.9	8.9	8.9	9.0
District 7 Total		10.0	10.2	10.3	10.4
Manatee Segment		16.2	16.7	17.4	17.1
Regional Total		10.0	10.3	10.4	10.4
Hillsborough		7.0	6.5	6.6	6.5
Pinellas		5.2	5.5	5.4	5.5
Pasco		7.5	7.8	7.7	7.8
TMA		6.4	6.4	6.4	6.5
Hernando	НВО	8.5	8.9	8.8	8.8
Citrus		9.9	10.6	10.8	10.5
District 7 Total		6.7	6.8	6.7	6.8
Manatee Segment		16.5	14.8	15.4	15.0
Regional Total		6.7	6.8	6.8	6.8
Hillsborough		6.0	5.6	5.7	5.7
Pinellas		5.8	5.9	5.9	5.9
Pasco		5.8	6.2	6.5	6.5
TMA		5.9	5.8	5.9	5.9
Hernando	NHB	5.4	5.9	5.9	5.9
Citrus		5.2	5.6	5.5	5.7
District 7 Total		5.8	5.8	5.9	5.9
Manatee Segment		6.1	7.1	7.2	7.1
Regional Total		5.8	5.8	5.9	5.9
Hillsborough		7.3	6.9	7.0	7.0
Pinellas		5.9	6.1	6.0	6.1
Pasco		8.2	8.5	8.5	8.6
TMA		6.9	6.9	7.0	7.0
Hernando	TOTAL	8.6	9.0	8.9	8.9
Citrus		8.9	9.5	9.6	9.4
District 7 Total		7.1	7.2	7.2	7.2
Manatee Segment		15.4	14.1	14.6	14.3
Regional Total		7.1	7.2	7.2	7.3

2045	2045
Difference	% Difference
from Base	from Base
(0.1)	-1.0%
0.2	2.4%
1.0	7.8%
0.4	4.0%
0.7	5.8%
0.1	1.1%
0.4	4.0%
0.9	5.6%
0.4	4.0%
(0.5)	-7.1%
0.3	5.8%
0.3	4.0%
0.1	1.6%
0.3	3.5%
0.6	6.1%
0.1	1.5%
(1.5)	-9.1%
0.1	1.5%
(0.3)	-5.0%
0.1	1.7%
0.7	12.1%
-	0.0%
1	9.3%
1	9.6%
0.1	1.7%
1.0	16.4%
0.1	1.7%
(0.3)	-4.1%
0.2	3.4%
0.4	4.9%
0.1	1.4%
0	3.5%
1	5.6%
0.1	1.4%
(1.1)	-7.1%
0.2	2.8%

Table 9i: Person Trips by Purpose (Destination Trip Ends)

Table 91: Person Trips by Purpose (Destination Trip Ends)						
C	County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	
Hillsborough		994,401.1	1,469,319.2	1,368,805.8	1,469,300.3	
Pinellas		742,101.4	829,505.1	801,434.5	829,593.2	
Pasco		222,408.5	358,273.4	312,820.8	358,285.4	
TMA		1,958,911.0	2,657,097.8	2,483,061.1	2,657,178.8	
Hernando	HBW	95,182.5	144,678.0	128,902.0	144,681.6	
Citrus		75,587.8	99,678.5	92,757.8	99,673.1	
District 7 Total		2,129,681.3	2,901,454.3	2,704,720.9	2,901,533.5	
Manatee Segment		3,299.0	10,841.0	8,386.4	10,833.4	
Regional Total		2,132,980.2	2,912,295.2	2,713,107.3	2,912,366.8	
Hillsborough		3,042,708.4	4,583,341.4	4,189,538.9	4,580,299.3	
Pinellas		2,642,449.9	2,895,239.8	2,823,441.0	2,901,328.0	
Pasco		1,062,697.8	1,675,062.4	1,485,758.8	1,674,251.1	
TMA		6,747,856.1	9,153,643.6	8,498,738.8	9,155,878.4	
Hernando	НВО	418,437.8	619,717.0	547,271.8	619,292.1	
Citrus		315,695.4	400,191.6	370,777.4	399,670.6	
District 7 Total		7,481,989.3	10,173,552.2	9,416,787.9	10,174,841.1	
Manatee Segment		14,320.5	41,567.2	32,803.5	41,365.1	
Regional Total		7,496,309.8	10,215,119.3	9,449,591.4	10,216,206.2	
Hillsborough		1,175,315.5	1,998,643.0	1,766,414.4	1,998,291.9	
Pinellas		705,295.3	774,986.3	752,627.2	776,135.1	
Pasco		287,394.6	522,710.6	440,772.3	522,468.5	
TMA		2,168,005.4	3,296,339.9	2,959,813.8	3,296,895.6	
Hernando	NHB	106,241.9	163,014.8	144,208.5	162,766.1	
Citrus		90,514.2	113,748.6	105,537.1	113,647.7	
District 7 Total		2,364,761.4	3,573,103.3	3,209,559.4	3,573,309.4	
Manatee Segment		4,844.4	16,820.4	12,710.3	16,748.3	
Regional Total		2,369,605.8	3,589,923.7	3,222,269.7	3,590,057.7	
Hillsborough		5,212,424.9	8,051,303.7	7,324,759.1	8,047,891.4	
Pinellas		4,089,846.6	4,499,731.2	4,377,502.7	4,507,056.3	
Pasco		1,572,500.9	2,556,046.4	2,239,351.9	2,555,005.0	
TMA		10,874,772.4	15,107,081.3	13,941,613.7	15,109,952.8	
Hernando	TOTAL	619,862.2	927,409.7	820,382.2	926,739.8	
Citrus		481,797.3	613,618.8	569,072.2	612,991.3	
District 7 Total		11,976,432.0	16,648,109.8	15,331,068.1	16,649,683.9	
Manatee Segment		22,463.8	69,228.5	53,900.2	68,946.8	
Regional Total		11,998,895.8	16,717,338.3	15,384,968.4	16,718,630.7	

2045 Difference from Base	2045 % Difference from Base
474,899.2	47.8%
87,491.8	11.8%
135,876.9	61.1%
698,267.8	35.6%
49,499.1	52.0%
24,085.3	31.9%
771,852.2	36.2%
7,534.4	228.4%
779,386.6	36.5%
1,537,590.9	50.5%
258,878.1	9.8%
611,553.3	57.5%
2,408,022.3	35.7%
200,854.3	48.0%
83,975.2	26.6%
2,692,851.8	36.0%
27,044.6	188.9%
2,719,896.4	36.3%
822,976.4	70.0%
70,839.8	10.0%
235,073.9	81.8%
1,128,890.2	52.1%
56,524	53.2%
23,134	25.6%
1,208,548.0	51.1%
11,903.9	245.7%
1,220,451.9	51.5%
2,835,466.5	54.4%
417,209.7	10.2%
982,504.1	62.5%
4,235,180.4	38.9%
306,878	49.5%
131,194	27.2%
4,673,251.9	39.0%
46,483.0	206.9%
4,719,734.9	39.3%

Table 9j: Average Person Trip Length in Minutes by Purpose (Destination Trip Ends)

	County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough		18.0	17.3	17.4	17.5
Pinellas		16.0	16.1	16.4	16.4
Pasco		16.1	16.4	16.6	16.6
TMA		17.0	16.8	17.0	17.1
Hernando	HBW	17.2	18.7	18.6	18.8
Citrus		20.3	20.1	19.1	19.9
District 7 Total		17.2	17.0	17.2	17.2
Manatee Segment		14.6	15.1	15.2	14.9
Regional Total		17.2	17.0	17.2	17.2
Hillsborough		13.3	12.7	12.8	12.8
Pinellas		10.3	10.2	10.3	10.2
Pasco		11.6	11.5	11.3	11.3
TMA		11.8	11.7	11.7	11.7
Hernando	HBO	14.0	14.9	14.3	14.7
Citrus		16.6	15.6	15.4	15.4
District 7 Total		12.2	12.0	12.0	12.0
Manatee Segment		6.8	9.5	9.2	9.4
Regional Total		12.1	12.0	12.0	12.0
Hillsborough		10.9	10.4	10.6	10.6
Pinellas		10.9	10.8	10.9	10.9
Pasco		11.0	11.2	11.6	11.5
TMA		10.9	10.6	10.8	10.8
Hernando	NHB	10.3	11.1	11.0	11.1
Citrus		11.0	11.3	11.2	11.3
District 7 Total		10.9	10.7	10.9	10.8
Manatee Segment		8.4	10.4	10.3	10.4
Regional Total		10.9	10.7	10.9	10.8
Hillsborough		13.7	13.0	13.1	13.1
Pinellas		11.4	11.4	11.5	11.5
Pasco		12.2	12.1	12.1	12.1
TMA		12.6	12.4	12.4	12.4
Hernando	TOTAL	13.9	14.8	14.4	14.7
Citrus		16.1	15.5	15.2	15.4
District 7 Total		12.8	12.6	12.7	12.7
Manatee Segment		8.3	10.6	10.4	10.5
Regional Total		12.8	12.6	12.6	12.7

2045	2045
Difference	% Difference
from Base	from Base
(0.5)	-2.8%
0.4	2.5%
0.5	3.1%
0.1	0.6%
1.6	9.3%
(0.4)	-2.0%
-	0.0%
0.3	2.1%
-	0.0%
(0.5)	-3.8%
(0.1)	-1.0%
(0.3)	-2.6%
(0.1)	-0.8%
0.7	5.0%
(1.2)	-7.2%
(0.2)	-1.6%
2.6	38.2%
(0.1)	-0.8%
(0.3)	-2.8%
-	0.0%
0.5	4.5%
(0.1)	-0.9%
1	7.8%
0	2.7%
(0.1)	-0.9%
2.0	23.8%
(0.1)	-0.9%
(0.6)	-4.4%
0.1	0.9%
(0.1)	-0.8%
(0.2)	-1.6%
1	5.8%
(1)	-4.3%
(0.1)	-0.8%
2.2	26.5%
(0.1)	-0.8%

Table 9j: Average Person Trip Length in Miles by Purpose (Destination Trip Ends)

Table 9J: Average Person 1 rip Length in Miles by Purpose (Destination 1 rip Ends)					
	County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough		10.9	10.7	10.8	10.9
Pinellas		9.4	9.8	9.9	10.0
Pasco		8.9	9.6	9.8	9.8
TMA		10.1	10.3	10.4	10.4
Hernando	HBW	9.7	11.1	10.9	11.2
Citrus		10.7	11.3	10.6	11.3
District 7 Total		10.1	10.3	10.4	10.5
Manatee Segment		11.1	11.0	11.3	11.0
Regional Total		10.1	10.3	10.4	10.5
Hillsborough		7.6	7.5	7.5	7.5
Pinellas		5.7	5.7	5.7	5.7
Pasco		6.2	6.4	6.3	6.3
TMA		6.6	6.7	6.7	6.7
Hernando	НВО	7.9	8.8	8.3	8.7
Citrus		8.7	8.6	8.5	8.6
District 7 Total		6.8	6.9	6.9	6.9
Manatee Segment		4.5	6.1	6.0	6.1
Regional Total		6.8	6.9	6.9	6.9
Hillsborough		6.0	5.6	5.7	5.7
Pinellas		5.8	5.8	5.9	5.9
Pasco		5.9	6.3	6.6	6.5
TMA		5.9	5.8	5.9	5.9
Hernando	NHB	5.4	5.9	5.9	5.9
Citrus		5.1	5.6	5.5	5.6
District 7 Total		5.8	5.8	5.9	5.9
Manatee Segment		6.2	7.2	7.3	7.2
Regional Total		5.8	5.8	5.9	5.9
Hillsborough		7.8	7.6	7.7	7.7
Pinellas		6.4	6.5	6.5	6.5
Pasco		6.5	6.8	6.9	6.8
TMA		7.1	7.1	7.2	7.2
Hernando	TOTAL	7.7	8.6	8.3	8.6
Citrus		8.4	8.5	8.3	8.5
District 7 Total		7.2	7.3	7.3	7.3
Manatee Segment		5.8	7.2	7.2	7.1
Regional Total		7.2	7.3	7.3	7.3

2045	2045
Difference	% Difference
from Base	from Base
-	0.0%
0.6	6.4%
0.9	10.1%
0.3	3.0%
1.5	15.5%
0.6	5.6%
0.4	4.0%
(0.1)	-0.9%
0.4	4.0%
(0.1)	-1.3%
ı	0.0%
0.1	1.6%
0.1	1.5%
0.8	10.1%
(0.1)	-1.1%
0.1	1.5%
1.6	35.6%
0.1	1.5%
(0.3)	-5.0%
0.1	1.7%
0.6	10.2%
-	0.0%
1	9.3%
1	9.8%
0.1	1.7%
1.0	16.1%
0.1	1.7%
(0.1)	-1.3%
0.1	1.6%
0.3	4.6%
0.1	1.4%
1	11.7%
0	1.2%
0.1	1.4%
1.3	22.4%
0.1	1.4%

Table 9k: Population within 1/4 mile of Bus Routes with Headway <= 30 Minutes

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA	
Hillsborough	172,908	288,215	274,628	290,980	
Pinellas	266,661	316,268	299,883	316,403	
Pasco	2,752	6,400	23,015	25,582	
TMA	442,321	610,883	597,526	632,965	
Hernando	-	-	-	-	
Citrus	-	-	-	-	
District 7 Total	442,321	610,883	597,526	632,965	
Manatee Segment	-	-	-	-	
Regional Total	442,321	610,883	597,526	632,965	

2045 Difference	2045 % Difference
from Base	from Base
118,073	68.3%
49,741	18.7%
22,830	829.6%
190,644	43.1%
-	
-	
190,644	43.1%
-	
190,644	43.1%

Table 9k: Percent of Population within 1/4 mile of Bus Routes with Headway <= 30 Minutes

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	13%	14%	15%	14%
Pinellas	28%	31%	30%	31%
Pasco	1%	1%	3%	3%
TMA	16%	16%	17%	17%
Hernando	0%	0%	0%	0%
Citrus	0%	0%	0%	0%
District 7 Total	15%	14%	15%	15%
Manatee Segment	0%	0%	0%	0%
Regional Total	14%	14%	15%	15%

2045 Difference from Base	2045 % Difference from Base
1%	7.7%
3%	10.7%
2%	200.0%
1%	6.3%
0%	
0%	
0%	0.0%
0%	
1%	7.1%

Table 91: Employment within 1/4 mile of Bus Routes with Headway \leq 30 Minutes

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	175,466	295,602	275,175	301,324
Pinellas	223,903	251,528	242,470	251,675
Pasco	1,184	2,147	13,332	15,082
TMA	400,553	549,277	530,977	568,080
Hernando	-	-	-	-
Citrus	-	-	-	-
District 7 Total	400,553	549,277	530,977	568,080
Manatee Segment	-	-	-	-
Regional Total	400,553	549,277	530,977	568,080

2045 Difference	2045 % Difference
from Base	from Base
125,857	71.7%
27,772	12.4%
13,898	1174.3%
167,528	41.8%
-	
-	
167,528	41.8%
-	
167,528	41.8%

Table 91: Percent of Employment within 1/4 mile of Bus Routes with Headway <= 30 Minutes

County	2015 Base Trad	2024 EC 45 SE	2035 ICA	2045 CA
Hillsborough	21%	24%	24%	24%
Pinellas	42%	42%	42%	42%
Pasco	1%	1%	6%	6%
TMA	26%	26%	27%	27%
Hernando	0%	0%	0%	0%
Citrus	0%	0%	0%	0%
District 7 Total	25%	24%	26%	25%
Manatee Segment	0%	0%	0%	0%
Regional Total	25%	24%	26%	25%

2045	2045
Difference	% Difference
from Base	from Base
3%	14.3%
0%	0.0%
5%	500.0%
1%	3.8%
0%	
0%	
0%	0.0%
0%	
0%	0.0%