



PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
2019 LIST OF PRIORITY PROJECTS

APPROVED BY THE PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION BOARD ON AUGUST 8, 2019

(JEFF STARKEY)
CHAIRMAN PASCO COUNTY
METROPOLITAN PLANNING
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PROJECT SELECTION AND PRIORITIZATION PROCESS OVERVIEW

INCREASED CAPACITY PROJECTS

The project selection and prioritization process used by the Metropolitan Planning Organization (MPO) begins with the identification of transportation needs for all transportation modes based on the Mobility 2040 Long-Range Transportation Plan (LRTP) that was adopted December 9, 2014. The transportation projects that were identified in the MPO's "Needs" plan are prioritized to assist in the development of the Cost Affordable Plan. The transition from the "Needs" Plan to the Cost Affordable Plan, in a priority order, is determined by applying a number of technical evaluation criteria including:

- Level of service and traffic data analysis
- Discussion among planning and engineering staff regarding the results of technical evaluations and analysis (Level of Service, traffic volumes, etc.)
- Application of the quantitative roadway project prioritization criteria (project status, Congestion level (LOS), Safety (Crash data), Sociocultural effects, Emergency evacuation routes, Multi-modal connectivity (transit, trails/sidewalks), Truck route, and Access to major development areas or activity centers.

Project priorities are reviewed for input by:

- Public input at large including advertised public comment periods and public hearings, input from the MPO's various standing committees including the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), Bicycle/Pedestrian Advisory Committee (BPAC) and at MPO Board meetings.
- Local governments who are voting members on the MPO.
- Florida Department of Transportation (FDOT) District 7.

The final List of Priority Projects is updated and formally adopted by the MPO Board on an annual basis. Changes or modifications to the List of Priority Projects if necessary can be undertaken throughout the year.

INTERSECTION PROJECTS:

The criteria for prioritizing new intersection projects include, but are not limited to, projected congestion over the next five years (congestion is estimated by dividing approach volumes by the number of approach lanes), total crashes for the past three years, significance in supporting regional mobility, and the availability of right-of-way for future capacity expansion. To view a more detailed description of the Project Selection Process as well as Project Prioritization process/procedures utilized or employed by the MPO please refer to "Executive Summary" in the currently adopted Transportation Improvement Program (TIP).

INTELLIGENT TRANSPORTATION SYSTEM (ITS) / ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS)

Intelligent Transportation System (ITS) or Advanced Traffic Management System (ATMS) type projects were developed through efforts in coordination with FDOT and Pasco County Engineering Services/Traffic Operations and TAC/CMP Committee members. The projects under ATMS provide for automated traffic signal use through the installation of cameras at key signalized intersection locations and the addition of demand responsive signal timing controllers that automatically adjust timing based on time of day and traffic demands. The system is tied into existing and/or planned systems and includes highways both on and off of the State Highway System. The system is housed at the County’s Traffic Operations Center located at the West Pasco Government Center in New Port Richey. ATMS is a technology used primarily to improve the flow of vehicle traffic and improve safety. Real-time traffic data from cameras, speed sensors, etc. flows into a Transportation Management Center (TMC) where it is integrated and processed (e.g. for incident detection), and may result in actions taken (e.g. traffic routing, Dynamic Message Signing (DMS)) with the goal of optimizing or improving traffic flows.

Table 1: Combined Roadway Capacity, Intersection, and ITS Projects (Cost Estimates are Planning Level, not for budgeting, actual costs will change. Years noted are FDOT fiscal years [FY], which run from July 1 to June 30. For example, FDOT Fiscal Year 2020 begins July 1, 2019 and ends June 30, 2020.)

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
NA	1	432734-2	I-75 & Overpass Road Interchange	Old Pasco Road to Boyette Road		Design/Build in FY 2019-2020; flyover ramp added to project
1	3	256334-1	SR 52 4-Lane	US 41	Belamy Bros Blvd.	Design Underway, Fully Funded ROW FY 2024; CST Unfunded
2	2	438447-3	Annual Travel Demand Model Support			Annual Proportionate Share (\$ 56,000) for TMA MPOs (Surveys, Collection, etc)
3	NA		Bruce B Downs	County Line Road	Chancey Road	ATMS - Design Underway; CST in FY 2020 and FY 2021
4	NA		Little Road	Trinity Boulevard	SR 54	ATMS - Design in FY 2020; CST in FY 2021
5	NA		Ridge Road	Broad Street	Moon Lake Road	ATMS - Design in FY 2020; CST in FY 2021
6	NA		Trinity Blvd	Little Road	SR 54	ATMS - Design in FY 2021; CST in FY 2023

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
7	4	419182-2	US 41(SR 45) at SR 54	West of Wilson Road	East of Osprey Road	PD&E and Preliminary Design underway; ROW in FY 2023 and FY 2024; CST in FY 2028 (SIS)
8	5	443368-1	US 301/ US 98	Clinton Ave Intersection Realignment		Realignment Study under way
9	6	256422-2	US 301	SR 39	CR 54	Gall Blvd / 6 th St and 7 th St One Way Pairs ROW FY 2016 through FY 2021; CST Not Funded
10	7	430573-2	I-75/I-275 Southbound	County Line Rd	SR 56	Design in FY 2018; ROW in FY 2023; CST in FY 2027 (SIS)
11	8	416564-2	US 301 4-Lane	SR 56	SR 39	Design in FY 2018; ROW in FY 2021 through FY 2023; CST Not Funded
12	9	408075-2	US 301 6-Lane	CR 54 / Eiland Blvd	Kossik Rd	Design Underway; ROW in FY 2023; CST Not Funded
13	10		SR 54 at Collier Parkway / New Interchange (SIS)			SIS 10-Year Plan
14	11	255796-3	US 301 4-Lane	Hillsborough County Line	SR 56	US 301 PD&E and Design (Fletcher-SR 56) under way (Hillsborough MPO TIP)
15	12	439832-2	SR 52, Meridian, St. Joe Road	Re-alignment (Roundabout Intersection)		Design FY 2021
16	13		CR 578 4-Lane	East of East Rd	Spring Time St	Project on hold with 60% Design Plans complete and 45% ROW maps completed. (Hernando MPO TIP)

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
17	14		CR 578 4-Lane	East of Mariner Blvd	Suncoast Parkway	Project on hold with 60% Design complete and 45% ROW completed. (Hernando MPO TIP)
18	15		SR 52	Intersection with College Ave/Pompanic Street		Under Evaluation

PRIORITY LOCAL TRANSIT PROJECTS

The process for prioritizing transit projects draws upon the most recently adopted Transit Development Plan (Major update) adopted in 2018 and through close coordination with the Pasco County Public Transportation (PCPT) Department.

Table 2: Priority Local Transit Projects (Cost Estimates are Planning Level, not for budgeting, actual costs will change.)

2019 Priority	Project ID#	Project / Service	Status
1		Continue Existing Service	Ongoing with a goal to maintain at least the 2018 level of revenue miles (2.2M) and trips (950k)
2		Continue Administrative and Maintenance Support	Ongoing
3		Shady Hills Connector	Buses Funded in FY19 with projected funding in FY20 for service
4		Increase frequency on Route 19 to 15 minutes	Unfunded
5		Reduce headways on Route 16, 21, 23 and 54 to 30 minutes	Unfunded
6		Later Service Hours on Route 14,16,18,21,25, and 54	Unfunded
7		Add Sunday Service on Existing Routes	Unfunded
8		Wiregrass Connector	Unfunded
9		West Pasco Transit and Fleet Building	Unfunded
10		St Leo's Connector (Connect St Leo to current PCPT routes during peak times)	Unfunded
11		Land O' Lakes Micro Transit	Unfunded
12		Service Improvements on Route 19 (que jumping and signal prioritization)	Unfunded
13		Enhanced Transfer Stations at Key Locations	Start Up Funding in FY20 with follow up funding in following years

PRIORITY REGIONAL TRANSIT PROJECTS

The process for prioritizing transit projects draws upon the most recently adopted Transit Development Plan (Major update) adopted in 2013 and through close coordination with the Pasco County Public Transportation (PCPT) Department.

Table 3: Priority Regional Transit Projects (Cost Estimates are Planning Level, not for budgeting, actual costs will change)

2019 Priority	Project ID#	Project / Service	Status
1		Regional Fare Box	Ongoing; collaboration between Pasco, Hernando, Sarasota, Hillsborough, and Pinellas; Unknown Completion Date
2		Regional Paratransit Service	Pursuing 5310 funding
3		Express Service on US 19	Unfunded
4		Suncoast Express	Unfunded; proposed route between Wiregrass and USF Veterans Hospital
5		SR 52 Cross-County Connector	Unfunded

ACTIVE TRANSPORTATION (TA) PROGRAM

Priority Local Active Transportation Projects (Sidewalks/Trails)

The most recent Federal transportation legislation (FAST ACT) removed the Safe Route to Schools (SRTS) grant program as a MPO planning activity. Florida MPOs no longer have responsibility to identify and rank SRTS projects beginning with the 2017 List of Priority projects. The FAST Act also made other changes to the federal funding programs, including changing the name to the Block Grant Set -Aside program. The criteria utilized in the prioritization of sidewalks, multi-use paths and trails include the following:

- Safety - posted speed limit for vehicular traffic, community interest, existing hazards
- Connectivity/Continuity - connecting to an existing sidewalk/trail, filling a missing gap, connects to a transit stop
- Land Use - observed pedestrian travel usage, connecting to 3 or more land uses (types)
- Target User Population - accessibility and improved mobility for the low income or minority population,
- Consecutive Years (length of time project has been on the priority list).
- Potential for Economic Development / Priority project in critical related Plan (Harbors)

For a detailed assessment (scoring) of specific projects identified as candidates under the TA program please contact the MPO staff. *Priority based on application of project prioritization criteria (Safety (posted speeds along the adjacent roadway, Community Interest, Existing Hazards); Connectivity/Continuity (connecting to an existing sidewalk/trail, filling a missing gap, connects to a transit stop); Land Use Observed pedestrian travel usage, connects to 3 or more land uses); Target User (Accessibility and improved mobility for the low income or minority population); Consecutive Years (Length of time project has been on the priority list). Sidewalks are 5' wide unless otherwise noted.

PRIORITY MULTI-MODAL PROJECTS:

Table 4: Priority Local Bicycle / Pedestrian (Active Transportation) Projects (Cost Estimates are Planning Level, not for budgeting, actual costs will change. Projects needing ROW are not eligible for FDOT Active Transportation grant funding.)

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
1	1		River Gulf Rd / James Clark	Grand Blvd / Bayview St	Under US 19	Cottee River Bridge Crossing feasibility study under way; legislative appropriation pending
NA	2	441094-1	Old CR 54 Sidewalk	Little Rd	SR 54	Design FY 2021 (County Funds); CST FY 2023

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
2	3		Eiland Blvd A Multi-use Path	N of SR 54	Handcart Road	ROW Verification Needed
NA	4		Grand Blvd Sidewalk	Mile Stretch Drive	SR 54	Design FY 2020; CST FY 2021 (County Funded)
NA	5		Fort King Rd / 17 Street	Morningside Dr	Coleman Ave	Safe Routes to School Candidate, application submitted 12/18
4	6		Regency Park Blvd Sidewalk	US 19	Cherry Creek Lane	ROW needed
5	7		Eiland Blvd B Multi-Use Path	Handcart Rd	US 301	ROW needed
6	8		Geiger Rd Sidewalk	Eiland Blvd	US 301	ROW needed
NA	9		Zimmerman Rd Sidewalk	Ranch Rd	SR 52	Safe Routes to Schools Candidate, application submitted 12/18
NA7	10		Ranch Road Sidewalk	West of Martha Ave / US 19	Hanks Lane	ROW needed; County to fund acquisition in FY 2020

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
8	11		Old Dixie Highway Multi-Use Path	North of Brady St	Gulf Way	ROW Verification Needed
NA	12		Mitchell Blvd Multi-Use Path	Trinity Oaks Blvd	Seven Springs Blvd	TA application submitted 3/19
9	13		School Road Sidewalk	US 41	Community Center Drive	ROW Verification Needed
10	14		Wire Rd Multi-Use Path	Pretty Pond Rd	CR 54	ROW Verification Needed
11	15		Leonard Rd Sidewalk	Henley Dr	US 41	ROW Verification Needed
12	16		Jasmine Blvd Sidewalk	US 19	Little Rd	ROW Verification Needed
13	17		Centennial Rd Sidewalk	US 301	Newsome Rd	ROW Verification Needed
14	18		Darlington Rd Sidewalk	US 19	Hama Drive	ROW Verification Needed
NA	19		Ballantrae Blvd Sidewalk	Straton Place	Mentmore Blvd	Safe Routes to Schools Candidate,application submitted 12/18
15	20		17 Street Sidewalk	Meridian Ave	CR 41 / Lock St	ROW Verification Needed
16	21		Perrine Ranch Rd Sidewalk	East of Grand Blvd	Mountain Ash Way	ROW Verification Needed
17	22		Old Dixie Highway Multi-use Path	Gulf Way	Race Track Rd	ROW Verification Needed

Priority Regional Trails

Regional trail projects are identified and ranked through the efforts of the MPO Chairs Coordinating Committee (CCC) - Regional Multi-use Trail (MUT) Committee that includes the West Central Florida MPOs (Pasco, Pinellas, Hillsborough, Hernando/Citrus, Sarasota/Manatee, and Polk), the Tampa Bay Regional Transportation Authority (TBARTA), and the Tampa Bay TMA Leadership Group. The criteria used to develop and rank regional multiuse trails considers regional and local connectivity (to the existing trails, inter-county connectivity, or connectivity to an existing bicycle/pedestrian network), connectivity to regional attractions (regional parks/recreational facilities, educational institutions, malls/shopping districts, intermodal transportation/transit centers, recognized preserve areas, proximity to water bodies, entertainment/sports/historic districts), status of completed development phase (Planning, Development, and Environmental [PD&E]), design status, right-of-way acquisition status, and whether projects are identified on the MPO's Multiuse Trails Map, Pasco County's Greenways/Trails/Blueways (GTB) Map or on the Office of Greenways and Trails (State) and the National Trails System Guide.

Table 5: Priority Regional Trail Projects (Cost Estimates are Planning Level, not for budgeting, actual costs will change.)

2018 Priority	2017 Priority	Project ID#	Project Name	Project From	Project To	Project Information
NA	1		Starkey Gap Trail	North of SR 54	Pinellas County Line	CST Underway
NA	2		Coastal Anclote Trail Connection	Pinellas Trail	Anclote River Park / Gulf Park / Key Vista Nature Park	CST Underway
1	3		Suncoast Parkway Overpass	Bicycle Pedestrian Overpass at SR 54		Study FY 2019; Design FY 2020; CST in FY 2021
2	5		US 19 Overpass	Marine Pkwy		
3	8		Starkey Trail Pedestrian Overpass	South of SR 54	North of SR 54	Design under way by FDOT

2018 Priority	2017 Priority	Project ID#	Project Name	Project From	Project To	Project Information
4	4		Suncoast Parkway Overpass	Bicycle Pedestrian Over SR 52		Design FY 2021; CST in FY 2023
5	6		Withlacochee State Trail Extension	Northern limits of Hardy Trail	North to Withlacochee State Trailhead	Design FY 2019; ROW FY 2021; CST FY 2023
6	7		Orange Belt Trail	Trinity Blvd.	Withlacochee State Trailhead	Study FY2019; Design FY 2020; ROW FY 2021; CST in FY 2023



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Tampa Bay Transportation Management Area (TMA) Leadership Group

2018 Top Priorities

Approved by consensus May 11, 2018

❖ Interstate Modernization Projects

Status: Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4 pending completion of the reevaluation of Tampa Interstate Study EIS, which is underway; interstate modernization including technology; reevaluation of Tampa Interstate Study EIS; and for locational studies for transit centers in the Gateway and Fletcher/Fowler areas. Environmental impact studies are underway, and construction is funded for the Howard Frankland Bridge replacement.

❖ Regional Transit Catalyst Project(s) which may include:

- a. Central Avenue BRT, St. Petersburg downtown to beaches;
- b. Westshore Multimodal Center with fixed guideway connections to downtowns and airports;
- c. Further development of the Regional Transit Feasibility Plan;
- d. Regional Express Bus - opportunities include SR 60/Gulf-to-Bay Blvd, the Veterans Exwy/Suncoast Pkwy, the Gandy/Selmon Exwy corridor, the SR 54/56 corridor, and as a part of Tampa Bay Next; and expansion of regional farebox system to adjoining counties;
- e. Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach;
- f. CSX Rail Corridors – Funding is requested for right-of-way preservation for development of potential commuter routes; and
- g. Waterborne Transportation Projects – Funding is requested for regional waterborne transportation priority projects, which could include the Cross-Bay Ferry, waterborne service from south Hillsborough County to MacDill Air Force Base, and other regional projects.

❖ SR 54/56 Corridor, from US 19 to Bruce B. Downs – Funding is requested to complete a Multimodal Concept and Corridor Assessment/Impact Study.

❖ I-75 Improvements:

- a. Funded 100% by the County with \$15M Special Appropriation I-75 at Big Bend Road – Interchange reconfiguration



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Tampa Bay Transportation Management Area (TMA) Leadership Group

2018 Top Priorities for Multi-Use Trails

Approved by consensus May 11, 2018

- ❖ **Duke Energy Trail** - The trail is partially funded with two gaps needing design and construction. The north gap is from John Chesnut Park to Bright House Field and the south gap is from Belleair Rd to the San Martin Bridge. Once completed, the Duke Energy trail will link with the Pinellas Trail to create a 70-mile loop that includes a connection to Hillsborough County via the Courtney Campbell Trail.
- ❖ **Starkey Trail Connector** - Connection from Pinellas Trail to the Starkey Wilderness Trail through the Brooker Creek Preserve. Approximately eight miles bridging a vital gap between Pasco and Pinellas Counties. Request/Status: \$4m for Construction; Planning & Alignment Studies Complete
- ❖ **South Coast Greenway Phase 1** - part of the Gulf Coast Trail, the South Coast Trail would go from Adamo Drive and extend south the Manatee County line. The entire trail has been broken into six phases. Phase I is funded with immediate potential for extension through Waterset Community. Request/Status: funding for PD&E and design of Phases III and IV.
- ❖ **Bypass Canal Trail** – A 17+ mile trail southward from Flatwoods Park, on the banks of the Bypass Canal per agreement with the Southwest Florida Water Management District. Using existing parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access to the Old Fort King and Withlacoochee State Trail. Request/Status: Hillsborough County requests funding for the design and construction of the next phase.
- ❖ **Orange Belt Trail** – The approximately 37 mile long trail would extend from the Starkey Trail (C2C connector) in the Trinity area of southwest Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor/South Sumter Connector) at U.S. Highway 301 in Trilby in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded (\$1.0M) in 2019. Request/Status: Pasco County requests \$15.5M for right-of-way acquisition and construction.

There is a role for a TMA-focused group, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, especially in the allocation of federal & state funds. The group will focus on major cross-county transportation markets and traffic movements, and on helping the Tampa Bay metropolitan area speak with one voice in discussions of regional transportation prioritization issues and financial resources.