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 February 10, 2020

IV. REPORT ON MPO BOARD ACTIONS – Meeting of February 13, 2020

V. ACTION ITEMS

   A. 2045 LRTP and Congestion Management Process – Time Extension request

   B. Resilient Tampa Bay Transportation Pilot Project

VI. STATUS REPORTS / PRESENTATIONS / UPDATES

   None

VII. CONGESTION MANAGEMENT PROCESS (CMP) TASK FORCE ISSUES

VIII. PASCO COUNTY PUBLIC TRANSPORTATION (PCPT) UPDATES

IX. OTHER BUSINESS - MEETINGS HELD / SCHEDULED / ITEMS OF NOTE

   Tampa Bay TMA Leadership Group – March 6, 2020 - Hilton Garden Inn, 2155 Northpoint Parkway, Lutz, FL 33558
   MPOAC Weekend Institute – March 20-22, 2020, FLC University Training Center, Orlando
   April 17-19, 2020, Renaissance Hotel International Plaza, Tampa

X. CAC MEMBER ROUNDTABLE / FUTURE AGENDA TOPICS

XI. ADJOURNMENT – NEXT MEETING DATE – April 9, 2020 – NPR

"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 are 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."
DATE: Monday February 10, 2020
TIME: 1:30 P.M.
LOCATION: Pasco Economic Development Council
16506 Pointe Village Drive, Suite 101
Lutz, FL. 33558

I. CALL TO ORDER AND INTRODUCTIONS

Kevie DeFranc called the TAC meeting to order at 1:30 P.M. He introduced himself and indicated that he is with the City of Zephyrhills Planning Department and the alternate member in place for the absent Chair and Vice-Chair.

MEETING ATTENDEES

Members and Alternates
Deborah J. Bolduc
Cynthia Spidell
Earl Hahn
Tammy Odierna
Kevie DeFranc
Chieh Yang
Chris DeAnnuntis

Pasco County Representatives - MPO Staff
Manny Lajmiri
Aurybel Rivero
Tina Russo

PCPT

Teleconference

Visitors
Mary Duke, Pasco County, Long Range Planning
Channing Bickford, AECOM
Scarlett Sharpe, WSP

Excused Absents

II. Public Input
None

III. Approval of Minutes – Meeting of January 6, 2020

Kevie DeFranc asked the TAC members if they had any questions, corrections, or comments on the January 6, 2020 minutes. Kevie DeFranc noted a correction needed to be made to the spelling of his name. Earl Hahn indicated that in item F, the word “purported” should be corrected to “reported”. Earl Hahn made a motion to approve the minutes. Deborah Bolduc seconded. All members’ present voted in favor; motion passed.

IV. REPORT ON MPO BOARD ACTIONS – Meeting of December 11, 2019

Manny Lajmiri updated the TAC members on the MPO Board meeting that took place on January 9, 2020. He indicated that the election of officers took place. Councilman Jeff Starkey was remained as the Chair for the second year. Lance Smith was selected as Vice-Chair. It was reported to the MPO Board who was selected as Chairs of the various committees. The General Planning Consultant Contract was extended for AECOM and Tindale Oliver for one more year.
V. ACTION ITEMS

A. Approval of System Performance Report and Safety Targets for 2020

Aurybel Rivero made a presentation to the committee regarding the Safety Performance Measures. She went over the Pasco Safety Performance Measures data, Safety Targets and the importance of Safety Performance Measures and Targets to help reduction of fatalities and injuries on the roadway system. Discussion followed. Deborah Bolduc expressed that it would be more beneficial to segregate the fatalities and serious injuries in the pedestrian and bicyclist data than the way it is lumped together. MPO staff indicated that this guidance of indicating the data in this manner comes from FHWA is a requirement for all MPOs for consistency to express the data in that manner. She also indicated that it would be helpful to drill down as to what the causes for fatalities and serious injuries are. Deborah Bolduc indicated concern about the word “target” in this report. MPO staff indicated they are following standard language required from all MPOs. MPO staff also indicated that they would pass along this concern when they met in statewide meetings. MPO also explained that our goal is zero fatalities and injuries, but targets are interim performance levels. Earl Hahn indicated that it would also be helpful to segregate the pedestrian and bicyclist data also by mode and to have as targets a number that is less than the last official data provided by FDOT for the performance measures. Mary Helen Duke and Cynthia Spidell indicated that part of the reason for the increase in fatalities and injuries data is that Pasco County is growing. Manny Lajmiri stated that projects such as US 19 lighting are a direct result to trying to lower these figures. The group indicated that MPO could report the data in the format required but these suggestions are helpful for internal transportation planning purposes. Discussion about electric scooters and Vision Zero followed. Deborah Bolduc made a motion to approve the System Performance Report and Safety Targets for 2020. Earl Hahn seconded the motion with the caveat that he believes that targets should be less than the last official data provided by FDOT for the performance measures. The motion passed.

B. Chair’s Coordinating Committee (CCC) Interlocal Agreement

Manny Lajmiri explained that this an Agreement between MPOs in the area because of the changes that have taken place since 2016 and 2017. The CCC is comprised of six MPOs and eight Counties. In 2016 the state legislature put the CCC under the TBARTA umbrella, since TBARTA was the regional transportation authority. Then a year later, Citrus and Sarasota Counties were removed from under the TBARTA purview. And then another year later, they removed some of the tasks that they are charged with. They are no longer a transportation authority, but a transit authority. So, since TBARTA will not do the coordinating for the CCC as well as other subcommittees, it will fall back on the MPOs. Therefore, the Interlocal Agreement will be needed to reflect the changes mentioned. The attorney assigned to review the Agreement had some reservations about some details. But he agrees with the MPO processing the Agreement as is. Kevie Defranc pointed out that paragraph 2 of page 1 of the Agreement states” …to coordinate transportation planning activities in the urbanized areas...”. He was wondering if the language should be removed and replaced with “…within these counties...”. Manny Lajmiri indicated that the MPOs were created by Federal Laws to serve urbanized areas. Earl Hahn expressed concern regarding Section 11 of the Agreement because it states “…unanimous vote of the MPOs...”. That statement can be interpreted as each MPO has to have a unanimous vote. Manny Lajmiri indicated that what the statement means is that the Agreement goes to each MPO for approval. If any of the MPOs disagrees with the Agreement, then it is void. Cynthia Spidell indicated she didn’t object to that language because the Agreement had already been reviewed by the County Attorney’s staff. Earl Hahn motioned to approve minutes. Deborah Bolduc seconded the motion. The motion passed.

C. Cotee River Study Contract Time Extension with AECOM and Ratify the Study Task Order Executed by the BCC

The MPO utilizes General Planning Consultants (GPC) to perform various Transportation Planning Tasks. The current GPC contract expires in February 2020. The contract may be extended for two one-year extensions. As we
have existing scopes underway that will not be completed by February 2020, it is requested that the MPO extend the AECOM contract for one year to February of 2021. Deborah J. Bolduc made a motion to approve. Kurt Scheible seconded. All members’ present voted in favor; motion passed. Discussion Followed.

The MPO’s General Planning Consultant is conducting the Cotee River Study for the County. Since FDOT is raising questions about the project, it will take longer to coordinate and complete. Therefore, this is a request to extend the contract until June 30th, 2020. Also, the Board of County Commissioners signed this contract but the MPO Board has not signed the contract. So, this is request is also for the MPO Board to sign the agreement. Earl Hahn motioned to extend the contract to June 30th. Deborah Bolduc seconded the motion. The motion passed.

VI. STATUS REPORTS / PRESENTATIONS / UPDATES

A. Vision Zero Update

Channing Bickford made a presentation about Vision Zero goals and objectives. He explained that Vision Zero starts with two questions: 1. How is human behavior conflicting design? 2. How can we influence that human behavior? Vision Zero is about changing behavior through Education, Engagement, Enforcement, Engineering and Evaluation. Vision Zero is a concept that has had success in reducing fatalities and serious injuries. In February the same presentation will be brought to the board. In March or April, Vision Zero will involve engaging another stakeholder. In June Vision Zero will involve education. Some discussion followed.

B. Cotee River Trail Phase I Feasibility Study Update

Mary Helen Duke made the presentation for this item. This project is a feasibility study for a recommended conceptual trail alignment for a golf cart/bike/ped path under US 19 from River Gulf Rd/James Clark Street to Grand Blvd/Bayview Street. It is funded thru an Interlocal Agreement between Pasco County, the City of New Port Richey and Port Richey. AECOM is the consultant working on the project. The project is approximately 75% complete. Alignment B has been selected as the preferred alignment after a joint City-County workshop and going before the MPO Board. After alignment was selected, it was presented to FDOT. There have been some discussions with FDOT about ROW needs, US Code and the FDOT use policy for motorized vehicles. FDOT has indicated that as long as there is a physical separator between the bike/ped trail and golf cart path, then a formal special exception will not be needed. Another determination that needs to be made is who will maintain the trail. Sea level rise has been a consideration. Cost estimates need to be recalculated due to the fact that the initial assumptions were for a narrower path. Discussion followed the presentation.

VII. CONGESTION MANAGEMENT PROCESS (CMP) TASK FORCE ISSUES

Nothing to report

VIII. PASCO COUNTY PUBLIC TRANSPORTATION (PCPT) UPDATES

None

IX. OTHER BUSINESS – MEETINGS HELD / SCHEDULED / ITEMS OF NOTE

A. Tampa Bay TMA Leadership Group – March 6, 2020 - Hilton Garden Inn, 2155 Northpoint Parkway, Lutz, FL 33558
B. MPOAC Weekend Institute – March 20-22, 2020, FLC University Training Center, Orlando April 17-19, 2020, Renaissance Hotel International Plaza, Tampa
X. TAC MEMBER ROUNTABLE / FUTURE AGENDA TOPICS

Deborah Bolduc requested information from the Wesley Chapel Connection Study to see if additional ROW acquisition was necessary to complete the emergency access. Earl Hahn requested information regarding resurfacing of Geiger Road. Manny Lajmiri indicated that he asked Public Works and Geiger road is not in the list of roads to be resurfaced in 2020. Manny sent a subsequent email to determine if it was in the next 5-year program and is waiting for a response. It was supposed to be done in FY17/18 but it has not been done.

XI. ADJOURNMENT – NEXT MEETING DATE – March 9, 2020 – Location (NPR)
AGENDA

I. CALL TO ORDER

II. INVOCATION AND PLEDGE OF ALLEGIANCE

III. ROLL CALL – CLERK

IV. CALL FOR PUBLIC INPUT

Citizen comments to the MPO are invited (three minutes per speaker please).

V. APPROVAL OF MEETING MINUTES

A. Meeting Minutes of December 11, 2019 and January 9, 2020

VI. MPO ADVISORY COMMITTEE REPORTS

A. Citizens Advisory Committee (CAC) Meeting – February 5, 2020

B. Bicycle Pedestrian Advisory Committee (BPAC) – Tri-County BPAC January 29, 2020

VII. ACTION ITEMS

A. Approval of System Performance Report and Safety Targets for 2020

B. Chair’s Coordinating Committee (CCC) Interlocal Agreement

C. Cotee River Study Contract Time Extension with AECOM and ratify the Study Task Order Executed by the BCC

VIII. PASCO COUNTY PUBLIC TRANSPORTATION REPORTS / UPDATES
IX. STATUS REPORTS / PRESENTATIONS / UPDATES

A. Vision Zero Update

B. Cotee River Trail Phase I Feasibility Study Update

C. TBARTA Regional Rapid Transit (RRT) Study Update

X. OTHER BUSINESS – MEETINGS HELD / SCHEDULED / ITEMS OF NOTE

Tampa Bay TMA Leadership Group – March 6, 2020 - Hilton Garden Inn, 2155 Northpoint Parkway, Lutz, FL 33558

MPOAC Weekend Institute – March 20-22, 2020 , FLC University Training Center, Orlando

April 17-19, 2020 , Renaissance Hotel International Plaza, Tampa

XI. ADJOURNMENT

The next meeting will be held in New Port Richey on March 12, 2020

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AGENDA NO: V-A
DATE: March 9, 2020
COMMITTEE: TAC Members
STAFF: MPO Staff
SUBJECT: 2045 LRTP and Congestion Management Process-Time Extension Request
ACTION: Review and Approve

SUMMARY

Tindale Oliver helped the MPO with completing the LRTP analysis and is currently working to finalize the documentation of the LRTP development process. The consultant is requesting a time extension from April 30th to the end of the fiscal year, June 30th, in order to focus on the second major deliverable of the scope. The Congestion Management Process is being updated to reflect the current transportation trends and identify congestion strategies for future funding.

RECOMMENDED ACTION (S)

Review and approve contract time extension with Tindale-Oliver to June 30, 2020.

ATTACHMENT(S)

1. Tindale-Oliver request letter for time extension
February 24, 2020

Mr. Manny Lajmiri  
Senior Planner/Interim Manager  
Pasco County Metropolitan Planning Organization (MPO)  
8731 Citizens Drive, Suite 320  
New Port Richey, FL 34654

Re: MPO19-005 – Time Extension Request  
Phase B: 2045 LRTP and Congestion Management Process

Mr. Lajmiri,

This is a request to extend the subject assignment to June 30, 2020. Under the original scope of services, the timeframe for completion was estimated at 8 months with a completion date of April 30th. Official authorization of the notice to proceed was provided in November 2019. As such, much of the initial effort and focus under this task has been to complete the LRTP and documentation consistent with the federal deadlines. This extension will allow us to move the deadline from April to June and focus on the Congestion Management Process from April to June.

This time extension includes no change to scope or fee.

Let me know if you have any additional questions or need more detail.

Sincerely,

Wally Blain, AICP  
Senior Project Manager
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, experiencing frequent storm events and persistent 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 asset and overall system vulnerability to key climate hazards will allow state and local agencies to integrate appropriate measure and strategies into their planning process, project development, asset management, and day-to-day operation. 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, the Resilient Tampa Bay Transportation pilot project, which includes the Hillsborough Metropolitan Planning Organization, Forward Pinellas, Pasco MPO, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7, conducted a climate vulnerability study utilizing a FHWA Resilience and Durability to Extreme Weather grant.

The study assessed the potential climate vulnerability and risks on transportation network due to storm surge, 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 provide recommendations for inclusion of resiliency strategies in the decision making process of transportation planning.

The study focused on roadway infrastructure in Hillsborough, Pinellas, and Pasco counties. The Tampa Bay regional travel demand model served as the base. 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. It should be noted that the study is a scenario-based evaluation and should not be viewed as a prediction of occurrence.

The report identifies recommendations for incorporating adaptation strategies into the LRTPs for all three MPOs. For Hillsborough County, staff recommends prioritizing transportation mitigation investments with facilities that are highly vulnerable to weather stressors and critical to the community. The full draft report is available at http://www.planhillsborough.org/resilient-tampa-bay-transportation/

This project is part of the FHWA’s Office of Planning, Environment, & Realty (HEP) research program on Resilience and Durability to Extreme Weather https://www.fhwa.dot.gov/environment/sustainability/resilience/pilots/index.cfm

RECOMMENDED ACTION (S)
Review and approve the report

ATTACHMENT(S)
1. Resilient Tampa Bay Transportation Pilot Presentation
Resilience Tampa Bay Transportation Pilot

Tampa Bay TMA
- 2.8M Population
- 2nd largest pop. In FL.
- 1000+ miles of shoreline
- 58% pop. in flood zones

Regional vulnerability assessment of roadways
- Incorporate into LRTPs, hazard mitigation, emergency mgt, and PDRP plans
FHWA 2018-2020 Pilot Program
Resilience & Durability to Extreme Weather

• 1 of 11 Pilot projects looking at integrating into agency practices, tools & resources, or deployment & monitoring.
• FHWA Grant to Hillsborough MPO for $250,000

  • Tampa Bay TMA
  • Caltrans
  • MassDOT
  • PennDOT
  • Atlanta Regional Commission
  • Corpus Christi MPO
  • Mid-America Regional Council (Kansas City, MO & Johnson Co, KS)
  • UDOT
  • Quad Cities - Iowa/Illinois MPO
  • Houston-Gaveston Area Council
  • Navel Facilities Engineering Command (East and Gulf Coast)

Relationship to the Long Range Transportation Plan

» Regional vulnerability assessment of surface transportation assets focusing on inland flooding, storm surge, and sea level rise

» MPO’s are required to adopt a new LRTP every 5 years (2045 planning horizon)

» Address Fixing America’s Surface Transportation (FAST)-Act requirements for MPO long range transportation planning:
  • Consider projects/strategies to improve the resilience and reliability of the transportation system; stormwater mitigation
  • Consultation with agencies and officials responsible for natural disaster risk reduction
Performance Based Investment Programs
Hillsborough MPO LRTP

State of Good Repair & Resilience
Vision Zero
Smart Cities
Real Choices When Not Driving
Major Projects

Study Process Overview

Sea Level Rise – 2045 NOAA
Storm Surge
Increased Precipitation
Transportation Network – 2040+ (adopted network and socio-economic data)
Regional Econometric Analysis
Develop Adaptation and Mitigation Strategies

= stakeholder review
(local mitigation strategy groups, citizen advisory committees, local coordinating boards, TMA, One Bay, etc.)
Stakeholder Participation

» One Bay Resilient Communities Working Groups

» Hillsborough, Pasco, & Pinellas MPO - CAC, TAC, TDCB, LMS- WG


Which roads are most vulnerable to flooding?

» Sea Level Rise – 2045 NOAA
  • High and Intermediate-Low curves.

» Storm Surge - Current
  • Categories 1, 3, and 5

» Sea Level Rise plus Surge
  • Cat 1 High, Cat 1 Int-Low, **Cat 3 High**, Cat 3 Int-Low

» Precipitation
  • **9 inches rain in 1 day**: 33 inches rain in 3 days

» Transportation – 2040
  • Adopted network and socio-economic data

» Econometric – 2045
Downtown Tampa

2045 Downtown Tampa
Category 3 Storm + High SLR
Regional Road Network:
28% Impacted by Cat 3 + SLR
12% impacted by 9 Inch rainfall
Highly Critical and Highly Vulnerable Segments

**High Criticality:**
- Regional mobility
- Connectivity
- Equity
- Emergency operation

**High Vulnerability:**
- Inundation greater than or equal to **11 feet** for either
  - Category 3 storm plus high sea level rise scenario
  - 9 inches precipitation scenario

The Community’s Risk Tolerance is a factor

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Further Evaluation and Prioritization

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Resilience Investments

» Highly Vulnerable Roads
  • Critical roads – raise profile, enhance sub-base, add retention/detention ponds
  • Somewhat critical – enhance sub-base & add retention/detention ponds

» Moderately Vulnerable Roads
  • Critical roads - enhance sub-base & add retention/detention ponds
  • Somewhat critical – depress medians, vegetation

Example Strategies, Costs

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<thead>
<tr>
<th>Representative Project</th>
<th>Adaptation Strategies</th>
<th>Cost (million)</th>
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<td>Gandy Bridge (approaches)</td>
<td>Raise profile</td>
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<td>Big Bend Rd</td>
<td>Drainage, enhanced road surface, vegetation</td>
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<td>Gulf Blvd</td>
<td>Beach/shoreline enhancement, Cross drains and swales</td>
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<td>Roosevelt Blvd</td>
<td>Enhanced road surface, drainage, raised median</td>
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<td>US 19</td>
<td>A) Raise profile B) Beach/shoreline, raise intersections, vegetation</td>
<td>$136.3 $71.0</td>
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<tr>
<td>SR 54</td>
<td>Drainage, raise median, raise intersection profiles</td>
<td>$8.8</td>
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</table>
Adaptation Toolbox

Raise Road Profile

Enhance Road Surface or Subbase

Enhance Drainage

Protect Medians Shoulders

Sources:
- https://hiveminer.com/User/Aaron%20Volkening
- https://www.dirtandgravel.psu.edu/sites/default/files/General%20Resources/Technical%20Bulletins/TB_Raising_Road_Profile.pdf
- "Design Considerations for Embankment Protection During Road Overtopping Events." Mann et al., University of Minnesota, MN/RC 2017-21, 2017.
- Geotechnical Aspects of Pavements, Publication No. FHWA-NHI-10-009, Federal Highway Administration
- Maccaferri Gabion Mat brochure
- Restore America’s Estuaries, Living Shorelines – From Barriers to Opportunities.
**Stormwater Funding: Trend and Need**

» Current funding for stormwater:  
  ~ $46 M/year  
  • Local govt. CIPs + FDOT work program

» Additional funding needed for resilience:  
stormwater related improvements  
• Critical roads that are highly to moderately vulnerable: ~115 miles  
  ~ $427 M total or  
  + ~$22 M annually for 20 years

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**Road Surface Funding: Trend and Need**

» Current funding for road maintenance:  
  ~ $84 M/year  
  • Local govt. CIPs + FDOT work program

» Additional funding for resilience:  
hardening pavement & sub-base,  
raising profile of road, shoreline presv., wave attenuation  
• Critical roads that are highly to moderately vulnerable: ~115 miles  
  ~ $1,439 M total or  
  + ~$72 M annually for 20 years
On the most critical roads, even temporary failure or reduced capacity may be a risk we don’t want!

High Criticality and High Vulnerability Segments

Adaptation Cost

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<th>Lane Miles</th>
<th>Adaptation Cost ($ Millions)</th>
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<tr>
<td>Total</td>
<td>244</td>
<td>$249</td>
</tr>
</tbody>
</table>

High Criticality and High Vulnerability Projects

Estimated Adaptation Benefit

![Graph showing estimated adaptation benefit across different disruption lengths and loss scenarios.]

Implementation Best Practices

Examples

- Incorporate resilience data in Asset Management Plans
  - Identification of vulnerabilities in databases
  - Incorporate enhancements with life cycle or other planned improvements

- Asset Type specific plans/programs
  - Bridges
  - Stormwater master plans
  - Backflow or culvert replacements
Some treatments cost more, but may be more effective

D: Drainage
H: Hardening
C: Coastal
R: Raise

The Cost of Doing Nothing

The economic impact of the vulnerable roads not being available for use grows over the course of a month.

Scenario: Cat 3 Storm + SLR

Break-even point for investing in the most critical roads: ~ 2 ½ weeks.
It’s much sooner if you just focus on less-expensive improvements (not incl. raising profile).
Recommended Action

» Accept the Resilient Tampa Bay: Transportation Pilot Project Report