

**Pinellas County Metropolitan Planning Organization  
2035 Long Range Transportation Plan  
Environmental Resource Evaluation Methodology**

The Pinellas County Metropolitan Planning Organization’s 2035 Long Range Transportation Plan (LRTP) identifies needed transportation improvement projects and strategies to support future transportation demand within the county. These candidate transportation projects are evaluated based on their contribution to achieve mobility, safety, environmental preservation, and other community goals. The results of this evaluation and project prioritization process are used to support funding decisions for priority transportation investments in the county.

In support of this process, an environmental resource evaluation was conducted for each transportation project in the draft Cost-Feasible LRTP to determine the relative potential project effects to natural and cultural resources. The environmental resource evaluation characterized each candidate project in the draft Cost-Feasible LRTP as having potentially low, moderate or high effects to the natural and cultural resources. Potential project effects were analyzed within a defined buffer area around each candidate project. Low potential effects suggest that the project’s potential impacts to environmental resources are relatively low in comparison to other candidate projects. Moderate potential effects indicate that the project’s potential impacts are moderate relative to other projects. High potential effects indicate relatively high impacts and suggest that environmental mitigation measures may need to be identified during the project development phase.

The “low”, “moderate”, and “high” rankings were assigned to each environmental resource issue for the candidate projects in the Draft Cost-Feasible LRTP using a simple numeric value (e.g. low = 1; moderate = 2; high = 3). These numeric values were summed for each issue to derive a “consolidated environmental score” for each candidate project. The final scores, as displayed in Table 1, inform the prioritization of the candidate projects. Low scores indicate less overall environmental impacts and less estimated costs associated with potential mitigation, and high scores indicate potentially higher environmental impacts and mitigation costs.

**Table 1. Project Scores**

<b>Score Range</b>	<b>Overall Effect</b>
11 - 16	Low
17 - 22	Moderate
23 - 33	High

The potential project effects were evaluated for certain issues defined within the Environmental Screening Tool (EST). These issues include: Contaminated Sites, Farmlands, Floodplains, Historic Resources, Archaeological Sites, Navigation, Recreation

Areas, Section 4(f) Potential, Special Designations, Water Quality and Quantity, Wetlands, and Wildlife and Habitat. Evaluation measures including a distinct range of values used to determine potential low, moderate, and high impacts on resources were developed for each issue. Datasets of the EST that are specific to Pinellas County were used to support the evaluation and measurement of potential project effects for each defined issue. The evaluation measures and ranges for each resource are summarized and presented in the Table 2.

**Table 2. Environmental Evaluation Measures**

<b>Environmental Resource</b>	<b>Resources Impacted</b>	<b>Potential Effects</b>
Contaminated Sites	None	Low
	$1 < x \leq 2$ sites	Moderate
	$x > 2$ sites	High
Farmlands	$x \leq 5$ acres	Low
	$5 < x \leq 10$ acres	Moderate
	$x > 10$ acres	High
Floodplains	$x \leq 5$ acres	Low
	$5 < x \leq 10$ acres	Moderate
	$x > 10$ acres	High
Historic Resources	$x \leq 5$ sites	Low
	$5 < x \leq 10$ sites	Moderate
	$x > 10$ sites	High
	Locally designated resources present	High
Archaeological Sites	$x \leq 5$ sites	Low
	$5 < x \leq 10$ sites	Moderate
	$x > 10$ sites	High
	Sensitive Sites Present	High
	High Probability Area Present	High
Navigation	Absent	Low
	Additional Lanes	Moderate
	New Crossing	High
Recreation Areas	Absent	Low
	Present	High
Section 4(f) Potential	Absent	Low
	Present	High
Special Designations	$x \leq 5$ acres	Low
	$5 < x \leq 10$ acres	Moderate
	$x > 10$ acres	High
Water Quality & Quantity	Impaired Waterbodies Absent	Low
	Impaired Waterbodies Present	Moderate
Wetlands	$x \leq 5$ acres	Low
	$5 < x \leq 10$ acres	Moderate
	$x > 10$ acres	High
Wildlife & Habitat	State & Federal Listed Species	Highly Dependent on Project Type, Habitats Present, & Species Potentially Present
	Conservation Lands	

### *Contaminated Sites*

The potential effect for the Contaminated Sites category is based on the total number of known contamination sites and known producers of toxic or hazardous wastes identified within the project's 100-foot buffer (urban). The following eight datasets provide information on these sites and facilities: FDEP Off-Site Contamination Notices, Hazardous Waste Sites, National Priority List Sites, Super ACT Risk Sources, Solid Waste Facilities, Superfund Hazardous Waste Sites, Toxic Release Inventory Sites, and US EPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities. The total number of sites within the buffer area was used to estimate low, moderate, or high effect.

Since the same site may occur in multiple databases, the listing of sites within each dataset were compared to the search results of the other datasets to ensure that sites were counted only once in the analyses.

### *Farmlands*

The potential effect for the Farmlands category is based on the acreage of Prime Farm Land within the 100-foot project buffer. The total acreage was used to estimate a potentially low, moderate, or high project effect.

### *Floodplains*

The potential effect for the Floodplains category is based on the total acreage of designated 100-year floodplain identified within the project's 100-foot buffer. The two datasets assessed in this category include: DFIRM 100-Year Flood Plain and FEMA Flood Insurance Rate Maps 1996. The reported 100-year floodplain acreage was used to estimate a potentially low, moderate, or high effect (i.e., the results of the two datasets were not added).

### *Historic Resources*

For the purposes of this effort, historic resources are categorized as those listed in or eligible for the National Register of Historic Places. National Register resources can be categorized as historic buildings, structures, districts, objects, cemeteries, roads, canals, railroads, and landscapes. This data is available through the following Florida Master Site File datasets:

- Historic structures (individual buildings, structures, and objects)
- Historic bridges
- Historic cemeteries
- Resource groups (roads, canals, railroads, neighborhoods, districts)
- National Register of Historic Places.

The potential effect to historic resources is based on the number of historic resources within the project's 200-foot buffer. The total number of resources within the buffer area was used to estimate low, moderate, or high potential project effect.

### *Archaeological Sites*

Archaeological Resources include campsites, villages, settlements and other evidence of past human activity that span Florida's long period of human occupation from the earliest hunters and gatherers through the early- to mid- 1900s. For this analysis, these resources are categorized into Sensitive Sites and Unevaluated Archaeological Sites. Sensitive sites include those listed on or potentially eligible for the National Register of Historic Places, sites with known or suspected human remains, or known Seminole, Miccosukee, or Creek cultural or heritage sites, as identified in the Florida Master Site File archaeological sites and National Register datasets. Unevaluated sites include those sites included in the Florida Master Site archaeological sites dataset for which no National Register eligibility is recorded.

The potential effect to archaeological sites is based on the total number of sites within the project's 200-foot buffer. A project is considered to have a potentially high effect if a Sensitive Site is located within the project buffer. For Unevaluated sites, the total number of sites within the buffer area was used to estimate low, moderate, or high potential project effect.

### *Navigation*

The potential effect for the Navigation category is based on the presence or absence of navigable water crossings within the project corridor. If the proposed project does not cross a navigable waterway, the potential effect was assumed to be low. If the proposed project includes adding lanes to an existing water crossing, the potential effect was assumed to be moderate. If the proposed project involves a new crossing over a navigable waterway, the degree of effect was assumed to be high.

### *Recreation Areas*

The potential effect for the Recreation Areas category is based on the absence or presence of recreational features within or in proximity to the project corridor. Such resources include: multi-use trails, local and state parks, marine facilities, etc. (refer to list of datasets). If a recreational feature was not identified within the 100-foot project buffer then the degree of effect was assumed to be low. If a recreational feature is present within the 100-foot project buffer, then the degree of effect was assumed to be high.

### *Section 4(f) Potential*

The potential effect for the Section 4(f) category is based on the absence or presence of Section 4(f) protected resources. Such resources include: historic and archaeological features, public land, recreational facilities, etc. (refer to list of datasets). If a Section 4(f) resource was not identified within the 100-foot project buffer, then the degree of effect was assumed to be low.

If a Section 4(f) resource is present within the 100-foot project buffer, then the degree of effect was assumed to be high.

### *Special Designations*

The potential effect for the Special Designations category is based on the total acres of the special designated properties and features within the 100-foot project buffer. The special designated properties and features assessed in this category include: Florida Forever Board of Trustees (BOT) Projects, Native American Lands, and Special or Outstanding Florida Waters. The total acreage was used to estimate a potentially low, moderate, or high effect.

### *Water Quality and Quantity*

The potential effect for the Water Quality and Quantity category is based on the presence of designated impaired waterbodies within the project's 100-foot buffer (urban). Listings of impaired waterbodies are contained in the FDEP Total Maximum Daily Loads for Listed Waters dataset and Impaired Waters – 303(d) dataset. If an Impaired waterbody was not identified within the 100-foot project buffer, then the degree of effect was assumed to be low. If an Impaired waterbody is present within the 100-foot project buffer, then the degree of effect was assumed to be moderate.

### *Wetlands*

The potential effect for the Wetlands category is based on the acreage of wetlands within the project's 100-foot buffer as reported by the SWFWMD 2007 dataset. The total wetland acreage reported by the dataset was used to assign a potentially low, moderate, or high effect.

### *Wildlife and Habitat*

The potential effect for the Wildlife and Habitat category is highly dependent on proposed project type, habitats present, and mix of species potentially present. Datasets that were reviewed to assess the potential degree of effect include the following: Bald Eagle Nesting Territories, Black Bear Road Kills, FFWCC Management Areas, FFWCC Wildlife Observations, Florida Species Observations 2007, FNAI Bird

Rookeries, Florida Forever BOT Projects, Florida Managed Areas, Florida Natural Areas Inventory Managed Lands, Florida State Parks, Public Land, Threatened or Endangered Species, and Water Management District Owned Lands.

**Table 3. Datasets by Environmental Resource**

<b>Environmental Resource</b>	<b>Database</b>
Contaminated Sites	FDEP Off-Site Contamination Notices
	Hazardous Waste Sites
	National Priority List Sites
	Super Act Risk Resources
	Solid Waste Facilities
	Superfund Hazardous Waste Sites
	Toxic Release Inventory Sites
	USEPA Resource Conservation & Recovery Act (RCRA) Regulated Facilities
Farmlands	Prime Farm Land
Floodplains	DFIRM 100-Year Flood Plain
	FEMA Flood Insurance Rate Maps 1996
Historic Resources	Florida Master Site File Historic Structures Florida Master Site File Historic Bridges Florida Master Site File Resource Groups Florida Master Site File Historic Cemeteries Florida Master Site File National Register of Historic Places
Archaeological Sites	Florida Master Site File Archaeological Sites Florida Master Site File National Register of Historic Places
Navigation	Navigable Waterway Crossings
Recreation Areas	Existing Recreational Trails 2005
	FFWCC Management Areas
	Florida Managed Areas
	Florida Marine Facilities
	Florida Natural Areas Inventory Managed Lands
	Florida State Parks
	Greenways Ecological Priority Linkages
	Geocoded Parks
	Geocoded Schools
	OGT : Hiking Trails Priorities
	OGT : Multi-Use Trails Priorities
	OGT : Paddling Trails Priorities
	Off Road Vehicle Recreational Trails 2002
	Public Land
Short Trails and Overlooks	
Section 4(f) Potential	Refer to datasets listed under Historic Resources, Archaeological Sites, and Recreation Areas
Special Designations	Florida Forever BOT Projects
	Native American Lands
	Special or Outstanding Florida Waters
Water Quality & Quantity	FDEP Total Maximum Daily Loads for Listed Waters
	Impaired Waters -- 303(d)
Wetlands	SWFWMD 2007

Environmental Resource	Database
Wildlife & Habitat	Bald Eagle Nesting Territories
	Black Bear Road Kills
	FFWCC Management Areas
	FFWCC Wildlife Observations
	Florida Species Observations 2007
	FNAI Bird Rookeries
	Florida Forever BOT Projects
	Florida Managed Areas
	Florida Natural Areas Inventory Managed Lands
	Florida State Parks
	Public Land
	Threatened or Endangered Species
	Water Management District Owned Lands

# Pinellas County Rail Transit Network

## ETDM Planning Screen

### Purpose and Need Statement

#### **Project Description**

The Pinellas County Rail Transit Network is a proposed network of five passenger rail lines under consideration by the Pinellas County Metropolitan Planning Organization, for inclusion in the 2035 Long Range Transportation Plan (LRTP). Collectively these lines would add up to 80.2 miles of new double tracked passenger rail. The proposed rail lines are portrayed on the Rail Transit Network Map under *Project Documents* and the descriptions follow:

Red Line (ETDM #12256) - the Red Line connects Downtown St. Petersburg to South Tampa. This proposed transit rail line begins with the Downtown St. Petersburg Loop and runs along 4<sup>th</sup> Street heading north to I-275 where it will cross the bay and terminate at the end of the Howard Frankland Bridge. The total length of this proposed transit rail line is approximately 21.7 miles.

Orange Line (ETDM #12258) - the Orange Line connects Downtown St. Petersburg to Downtown Clearwater. This proposed transit rail line begins with the Downtown St. Petersburg Loop and runs north along 4<sup>th</sup> Street to Ulmerton Road via Roosevelt Boulevard. It then runs west along Ulmerton Road until joining the existing CSX line heading northwest, ending at SR 60. The total length of the Orange line is approximately 24.1 miles.

Green Line (ETDM #12259) - the Green Line connects Clearwater to Oldsmar. This proposed transit rail line begins at SR 60 and follows the path of the existing CSX rail line north-eastward ending at the Hillsborough County line. The total length of this proposed transit rail line is approximately 13.2 miles.

Blue Line (ETDM #12260) - the Blue Line connects Downtown St. Petersburg to Downtown Clearwater. This proposed transit rail line begins at the Downtown St. Petersburg Loop, follows the path of the existing CSX rail line heading northwest and ends at SR 60. The total length of this proposed transit rail line is 19.2 miles.

Purple Line (ETDM #12257) - the Purple Line connects the Gateway Employment Center with Pasco County. This proposed transit rail line begins at I-275 and 118<sup>th</sup> Avenue and runs along Roosevelt Boulevard; heads north on US 19 and ends at the Pasco County line. The total length of this proposed transit rail line is 23.8 miles.

#### **Plan Consistency**

The proposed rail transit network is not identified in the adopted 2025 Pinellas LRTP. However the rail network serves several goals, objectives, and policies in the adopted plan, including the goal to 'Provide for a safe and energy efficient "multi-modal" and "intermodal" transportation system that serves the

transportation needs of Pinellas County while enhancing the quality of life for its citizens'. The rail network will be included in the 2035 Pinellas LRTP as the rail needs network, which is anticipated to be adopted December 2009. The Orange and Red lines will be included as unfunded projects in the cost-feasible plan and the Blue, Purple, and Green Rail lines will be included in the policy plan. The Rail Network is not identified in the Pinellas County Comprehensive Plan; last adopted March 18, 2008. However, the proposed rail network is supported by Objective 1.8 that calls for the increased efficiency and effectiveness of mass transit service as well as opportunities for multi-passenger vehicle travel in Pinellas County. Furthermore, the cost-feasible projects will be incorporated in the next comprehensive plan update.

### **Executive Summary**

The need for this project is based on the following criteria:

Capacity: Existing capacity on several major roads that parallel the proposed rail network will not be able to meet predicted future demand of vehicles in 2035. These include I-275, US 19, Ulmerton Road and Roosevelt Blvd.

Growth Management Planning: Pinellas County is expected grow significantly in population and employment by 2035. The Proposed Network will provide transportation between several major activity centers within the county expected to accommodate this growth.

Transit: Many of the corridors that link major activity centers in the county are currently served by bus transit and receive a substantial number of riders.

#### Local, State, and Federal Government Support:

The provision of a rail transit network will help to meet a directive from the Florida Legislature to develop and implement a regional transit master plan for the Tampa Bay region.

#### Freight Mobility:

Increasing transit along the proposed rail corridors will reduce the number of passenger vehicles heading to and from employment centers and improve the flow of traffic for freight travel. **Capacity**

The proposed transit rail network will alleviate demand on existing parallel road facilities. The Green and Blue Rail Lines almost exclusively follow the path of the existing CSX line. There are few roads that parallel these paths, but they do connect to a number of major roads in the county. The Red, Orange, and Purple rail lines run along several roads in Pinellas County. Currently Ulmerton Road, US 19, and I-275 are at a level of service of F or D (Table 1). The St. Petersburg Downtown Loop and 4<sup>th</sup> Street are at a level of C or higher. The Tampa Bay Regional Planning Model (TBRPM) predicts that in 2035 the three facilities at level F and D will have a volume to capacity ratio of 1.5. This means that the future volume of vehicles that will use these facilities will be at least 50% greater than the current capacity on these facilities. These facilities will require capacity improvements to meet future demand in 2035. The TBRPM also predicts that the road facilities at a LOS of A, B, or C in 2008 will have a .0-.90 volume to capacity

ratio. This means that these facilities will experience a future volume of vehicles at 90% or lower than their existing capacity. These facilities will be adequate to meet future demand in 2035 without capacity improvements.

**Table 1. Parallel Roadway Network Capacity**

Roads	2008 LOS	Volume to Capacity Ratio
Ulmerton Road (Roosevelt Blvd. to CSX Line)	F	Greater than 1.5
US 19 (Roosevelt Blvd North to Pasco County)	F	Greater than 1.5
Roosevelt Blvd. (4 <sup>th</sup> St. to East Bay Dr)	F,D	Greater than 1.5
4th Street (St. Pete Downtown. Loop to Roosevelt)	A, B, or C	.0-.90
I-275 ( Roosevelt Blvd. to S. Tampa)	D	Greater than 1.5
St. Petersburg Downtown Loop	A, B, or C	.0-.90

Source: Pinellas County Metropolitan Planning Organization and FDOT

The proposed rail line network will provide an alternative mode for commuters on these roads and alleviate congestion by reducing the number of vehicle trips on these existing road facilities.

**Growth Management Planning**

Pinellas County’s population is expected to grow from 944,199 (BEBR) in 2007 to 1,100,000 (Pinellas 2035 LRTP) in 2035, a .59 % annual growth rate. Employment is expected to grow from 515,453 (Agency for Workforce Innovation) in 2008 to 665,400 in 2035 (Pinellas 2035 LRTP), a 1.08 % annual growth rate. The proposed rail transit network will link several central business districts and the majority of community redevelopment areas in Pinellas County. Collectively these areas have a population of approximately 65,885 people and 147,225 jobs (Pinellas 2035 LRTP Growth Trend Scenario). Of the expected growth in Pinellas County, it is anticipated that these areas will receive 79,495 people and 45,401 jobs. The proposed transit rail network would link the approximately 145,377 people and 192,626 jobs and provide accessibility to this future population.

**Transit**

Pinellas County is currently served by the Pinellas Suncoast Transit Authority (PSTA) bus operations. PSTA operates 33 local bus routes, five commuter routes, two express routes, and three shuttle circulator routes. Several bus routes run along the path of the proposed rail lines and or link the same CBD and community redevelopment areas (Table 2). Of these routes, five are among the top ten PSTA routes with the highest ridership. This represents an existing demand for transit the along the proposed rail corridors.

**Table 2. Bus Routes Currently Serving Proposed Rail Network**

Route	Ridership(FY 2006/2007)	Frequency of Bus Service
19	741,328	20 min.
18	648,992	20 min.
52	559,553	30 min.
59	333,713	1 hr.
74	253,142	25 min.
73	69,864	1 hr.
67	58,572	1 hr.
100x	27,985	30 min.
Total	2,693,149	

Source: PSTA 2008 Transit Development Plan

The proposed rail network would provide a higher level of reliability and frequency to at least 2,693,149 riders annually. It would improve mobility choices for a large segment of the Pinellas population that currently is using transit and encourage more users.

**Local, State, and Federal Government Support**

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida region. The adoption of the proposed rail network in the Pinellas MPO’s LRTP will contribute to meeting this directive.

**Freight Mobility**

Increasing transit along the proposed rail corridors will reduce the number of passenger vehicles heading to and from employment centers including freight activity centers. This will allow more capacity for freight travel and fewer delays. Many of the proposed rail lines parallel Strategic Intermodal System and Florida Intrastate Highway System facilities including I-275, US 19, I-375, I-175, Roosevelt Blvd., and Ulmerton Road. These facilities will likely experience a decrease in vehicle traffic if the proposed rail network is constructed.

## **Purpose and Need Statement**

### **I-275 (SR 93) FROM SUNSHINE SKYWAY BRIDGE TO GANDY BOULEVARD (US 92/SR 600)**

Pinellas County MPO

## **Project Description Summary**

This project is proposed to improve the operational capacity of I-275 between the Sunshine Skyway Bridge and Gandy Boulevard by adding two Special Use Lanes (SULs) in each direction. SULs may include several options for maximizing the corridor's capacity, such as high occupancy vehicle (HOV) lanes, transit ways, or access/service roads and provide greater flexibility for system management and operations in the future. The appropriate SUL treatment to be employed within the proposed improvement will be evaluated and determined in the project development phase. I-275, as it currently exists, is a 4-lane facility from the Sunshine Skyway Bridge to 54<sup>th</sup> Avenue South. Between 54<sup>th</sup> Avenue South and Gandy Boulevard, I-275 is a 6/8-lane freeway.

## **Purpose and Need Statement**

### **Regional Connectivity**

I-275 is a north-south interstate highway that is a major trade and tourism corridor. I-275 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic. As an SIS/FIHS facility and part of the regional roadway network, I-275 is included in the 2025 Regional Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC). Preserving the operational integrity and regional functionality of I-275 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

### **Plan Consistency**

The proposed improvement is included in the Florida Department of Transportation's (FDOT's) Draft SIS Highway Component 2035 Cost Feasible Plan, dated August 2008. The Pinellas Metropolitan Planning Organization's (MPO's) Draft 2035 Long Range Transportation Plan (LRTP) is scheduled to be adopted in December 2009. The proposed improvement is included in the MPO's list of 2015 – 2035 Cost Feasible Roadway Projects. Project limits, phasing and funding is consistent with FDOT's SIS 2035 Cost Feasible Plan mentioned above. This project is also consistent with the Transportation Element of the Pinellas County Comprehensive Plan adopted March 18, 2008.

### **Emergency Evacuation**

I - 275 is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network.

## **Purpose and Need Statement**

### **I-275 (SR 93) FROM SUNSHINE SKYWAY BRIDGE TO GANDY BOULEVARD (US 92/SR 600)**

Pinellas County MPO

#### **Future Population and Employment Growth in Corridor**

The 2006 population of Pinellas County, according to the Pinellas County MPO's Forecast 2035 Employment Socioeconomic Data, December 2008, was 944,202 and was anticipated to increase to 1,017,262 by 2035. This reflected an average annual increase of 2,519 persons, or about 0.3 percent per year from the 2006 estimate. Based on the above source, employment in 2006 was 565,400 and is projected to be 671,000 in 2035. This represents an increase in employment of approximately 0.5%. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

Due to the fact that Pinellas County is so densely populated, and there are very few large tracts of developable land remaining, large scale development projects cannot be easily accommodated. Most of the future growth in the County will be redevelopment and infill projects. Pinellas County has a healthy and diverse economic base which includes a concentration in the manufacturing industry. The County is committed to economic growth, competitive business incentives, workforce training, diversified high-tech industries, and business incentives designed to promote job growth and land recycling. I-275 provides regional accessibility to area tourist and recreational destinations, major employment/activity centers, and is convenient for commuters and other work-related travel.

#### **Future Traffic**

In 2008, I-275 from Sunshine Skyway Bridge to Gandy Blvd in Pinellas County carried 99,600 Average Annual Daily Traffic (AADT) with 6 % of the traffic being trucks. By 2030, I-275 within these limits is projected to reach volumes of approximately 203,100 AADT. Based on the Generalized Annual Average Daily Volumes for a six-lane freeway from the Florida Department of Transportation 2009 Quality/Level of Service Handbook, the existing level of service is "C". Without the proposed improvement, the operating conditions will continue to deteriorate. The FDOT LOS standard for I-275 in this area is "D".

#### **Access to Intermodal Facilities and Freight Activity Centers**

The Pinellas County MPO – Goods Movement Study, December 2008, identifies the interstate system represented by I-275, I-175 and I-375 as a regional freight mobility corridor and indicates that it is essential to maintain adequate capacity and efficient operations within this corridor.

I-275 is part of the highway network that provides access to regional intermodal facilities/freight activity centers such as the Dome Industrial Center, South Central CSXT Corridor, Saint Petersburg Seaport, Gateway Triangle, Tampa International Airport and Saint Petersburg-Clearwater International Airport. Improvements to I-275 within the

**Purpose and Need Statement**

**I-275 (SR 93) FROM SUNSHINE SKYWAY BRIDGE TO GANDY BOULEVARD  
(US 92/SR 600)**

Pinellas County MPO

project limits will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

# Pinellas County MPO Draft 2035 Cost-Feasible LRTP Environmental Evaluation Results

Potential Effects (High, Moderate, Low or Fatal Flaw)																																
ETDM Project Number	Project Name	From	To	Contaminated Sites			Floodplains			Historic & Archaeological			Navigation		Recreation			Special Designations			Water Quality & Quantity		Wetlands			Wildlife & Habitat <sup>5</sup>			Section 4(f) Potential <sup>6</sup>		Total Numeric Score	Summary of Potential Effects
				Number of Sites	Description <sup>1</sup>	Potential Effect	Acres	Description <sup>2</sup>	Potential Effect	Number of Sites	Description <sup>3</sup>	Potential Effect	Presence	Potential Effect	Presence	Potential Effect	Acres	Description <sup>4</sup>	Potential Effect	Impaired Waterbody Presence	Potential Effect	Acres	Description	Potential Effect	Numeric Score	Description	Potential Effect	Numeric Score	Presence	Potential Effect		
12060	CF: Alt US Highway 19	Live Oak Street	Anclote Boulevard	3	Super Act Risk Resources = 1 USEPA RCRA Regulated Facility = 3	HIGH	27.50	FEMA 1996- 27.4 ac Zone AE, FEMA 1996 .1 ac Zone VE	HIGH	1	FSF Historic Standing Structures = 1	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Absent	LOW	10.59	Wetlands 2007 = 10.59 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Present	HIGH	19	MODERATE
12061	CF: Sunset Point Road	Highland Avenue	Douglas Avenue	7	Super Act Risk Resources = 3 USEPA RCRA Regulated Facility = 4	HIGH	5.70	Firm 1996- 5.7 ac Zone AE	MODERATE	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0.82	Wetlands 2007 = .82 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	16	LOW
12062	CF: Sunset Point Road	Keene Road	Highland Avenue	4	Super Act Risk Resources = 1 USEPA RCRA Regulated Facility = 4	HIGH	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Absent	LOW	0	Wetlands 2007 = 0 acres (100-ft buffer)	LOW	1	lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	13	LOW
12063	CF: Marshall Street	McMullen-Booth Road	Green Springs Drive	0	n/a	LOW	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	1.26	Wetlands 2007 = 1.26 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	13	LOW
12064	CF: Elm Avenue	Marshall Street	Cedar Street	0	n/a	LOW	0.00	n/a	LOW	1	FSF Archaeological or Historic Sites = 1	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Present	HIGH	15	LOW
12065	CF: Belcher Road	Druid Road	NE Coachman Road	9	Super Act Risk Resources = 3 USEPA RCRA Regulated Facility = 6	HIGH	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	15	LOW
12066	CF: Nursery Road	Belcher Road	Highland Avenue	3	Super Act Risk Resources = 1 USEPA RCRA Regulated Facility = 2	HIGH	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	15	LOW
12067	CF: Nursery Road	US Highway 19	Belcher Road	3	Super Act Risk Resources = 3	HIGH	2.60	Firm 1996- 2.6 ac Zone AE	LOW	0	n/a	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Present	HIGH	19	MODERATE
12068	CF: Indian Rocks Road	West Bay Drive	Walsingham Road	10	= 2 USEPA RCRA Regulated Facility = 10; FDEP Off-site Contamination Notices =	HIGH	17.90	FEMA 1996- 17.9 ac Zone AE	HIGH	1	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0.4	Wetlands 2007 = 0.4 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	17	MODERATE
12069	CF: 16th Avenue SE	Donegan Road	Seminole Boulevard	2	USEPA RCRA Regulated Facility = 2	MODERATE	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	FFBOT Project	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	14	LOW
12070	CF: 16th Avenue SE	Lake Avenue	Donegan Road	1	USEPA RCRA Regulated Facility = 2	MODERATE	3.70	Firm 1996- 3.7 ac Zone A	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0.28	Wetlands 2007 = 0.28 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	14	LOW
12071	CF: 16th Avenue SE	Starkey Road	Lake Avenue	0	n/a	LOW	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	FFBOT Project	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	13	LOW
12072	CF: 142nd Avenue North	Starkey Road	Belcher Road	0	n/a	LOW	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0.03	Wetlands 2007 = 0.03 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	13	LOW
12073	CF: 142nd Avenue North	Belcher Road	66th Street North	1	USEPA RCRA Regulated Facility = 1	MODERATE	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	14	LOW
12074	CF: Ulmerton Road	East of Wild Acres Road	Lake Seminole Bypass Canal	8	USEPA RCRA Regulated Facility = 8	HIGH	6.90	Firm 1996- 6.9 ac Zone AE	MODERATE	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	16	LOW
12075	CF: Starkey Road	Ulmerton Road	East Bay Drive	12	USEPA RCRA Regulated Facility = 12	HIGH	1.10	FEMA 1996- 1.1 ac Zone A	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	15	LOW
12076	CF: Starkey Road	Bryan Dairy Road	Ulmerton Road	7	USEPA RCRA Regulated Facility = 7; Toxic Releases Inventory Sites = 2	HIGH	0.10	Firm 1996- .1 ac Zone AE	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0.12	Wetlands 2007 = 0.12 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	15	LOW
12077	CF: Alt US Highway 19	Brevard Street	Klosterman Road	2	Super Act Risk Resources = 1 USEPA RCRA Regulated Facility = 1	MODERATE	20.40	Firm 1996- 20.4 ac Zone AE	HIGH	1	n/a	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	Conservation lands = .7 acres; Florida Managed Areas = .7 Acres	LOW	1	Present	HIGH	20	MODERATE
12078	CF: Roosevelt Boulevard Connector/CR 296/ Stage 5 of 6	North of Ulmerton Road	49th Street Bridge/Roosevelt Blvd	3	USEPA RCRA Regulated Facility = 3; Toxic Releases Inventory Sites = 1	HIGH	1.60	Firm 1996- 1.6 ac Zone AE	LOW	0	n/a	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Present	HIGH	0.08	Wetlands 2007 = 0.8 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	17	MODERATE
12079	CF: 126th Ave North	US Highway 19	34th Street North	13	USEPA RCRA Regulated Facility = 12; Toxic Releases Inventory Sites = 2	HIGH	15.30	Firm 1996- 15.3 ac Zone AE	HIGH	0	n/a	LOW	Absent	LOW	Absent	LOW	0	FFBOT Project	LOW	Present	HIGH	3.24	Wetlands 2007 = 3.24 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	17	MODERATE
12080	CF: 118th Ave N. Expressway, Future SR 690	Roosevelt Blvd. Connector/CR 296 at 40th U.S. Highway 19		4	USEPA RCRA Regulated Facility = 4 ; Toxic Releases Inventory Sites = 1	HIGH	5.20	Firm 1996- 5.2 ac Zone A	MODERATE	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0.59	Wetlands 2007 = .59 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	16	LOW
12081	CF: Ulmerton Road	W. of 38th Street	E. of 49th Street N.	6	USEPA RCRA Regulated Facility = 6	HIGH	0.90	Firm 1996- .9 ac Zone AE	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (100-ft buffer)	LOW	2	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	16	LOW

# Pinellas County MPO Draft 2035 Cost-Feasible LRTP Environmental Evaluation Results

Potential Effects (High, Moderate, Low or Fatal Flaw)																																
ETDM Project Number	Project Name	From	To	Contaminated Sites			Floodplains			Historic & Archaeological			Navigation		Recreation		Special Designations			Water Quality & Quantity		Wetlands			Wildlife & Habitat <sup>5</sup>			Section 4(f) Potential <sup>6</sup>		Total Numeric Score	Summary of Potential Effects	
				Number of Sites	Description <sup>1</sup>	Potential Effect	Acres	Description <sup>2</sup>	Potential Effect	Number of Sites	Description <sup>3</sup>	Potential Effect	Presence	Potential Effect	Presence	Potential Effect	Acres	Description <sup>4</sup>	Potential Effect	Impaired Waterbody Presence	Potential Effect	Acres	Description	Potential Effect	Numeric Score	Description	Potential Effect	Numeric Score	Presence			Potential Effect
12082	CF: Gandy Blvd.	West of Grand Avenue	US Highway 19	2	USEPA RCRA Regulated Facility = 2	MODERATE	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	16	LOW
12083	CF: Gandy Boulevard	West of I-275	West of Grand Avenue	1	USEPA RCRA Regulated Facility = 1	MODERATE	2.00	FEMA 1996- 2.0 ac Zone AE	LOW	0	n/a	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	16	LOW
12084	CF: Gandy Boulevard	West of 9th Street	West of I-275	0	n/a	LOW	18.10	FEMA 1996- 18.10 ac Zone AE	HIGH	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0.29	Wetlands 2007 = .29 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	15	LOW
12085	CF: Alt US Highway 19	Orange Street	Tampa Road	1	USEPA RCRA Regulated Facility = 1	MODERATE	21.90	FEMA 1996- 21.90 ac Zone AE	HIGH	0	n/a	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Absent	LOW	1.76	Wetlands 2007 = 1.76 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Present	HIGH	18	MODERATE
12086	CF: Gandy Boulevard	East of 4th Street North	West of 9th Street North	0	n/a	LOW	11.30	Firm 1996- 11.30 ac Zone AE	HIGH	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 4.0 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	15	LOW
12087	CF: 62nd Avenue North	66th Street	49th Street	2	= 1; USEPA RCRA Regulated Facility = 1; Toxic Releas Inventory Sites = 1	MODERATE	20.70	Firm 1996- 0.9 ac Zone A, Firm 1996- 19.8 ac Zone AE	HIGH	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	1.04	Wetlands 2007 = 1.04 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	16	LOW
12088	CF: 58th Street South	22nd Avenue South	11th Avenue South	1	USEPA RCRA Regulated Facility = 1	MODERATE	0.00	n/a	LOW	2	FSF Historic Standing Structures=2	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Absent	LOW	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Present	HIGH	14	LOW
12089	CF: Forest Lakes Boulevard	SR 584	SR 580	0	n/a	LOW	9.30	Firm 1996- 9.30 ac Zone AE	MODERATE	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Present	HIGH	0.5	Wetlands 2007 = .5 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	14	LOW
12090	CF: US Highway 19	South of Countryside Boulevard	North of Sunset Point Road	4	USEPA RCRA Regulated Facility = 4	HIGH	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	17	MODERATE
12091	CF: Sunset Point Road	Douglas Avenue	Alternate US Highway 19	0	n/a	LOW	6.00	Firm 1996- 5.4 ac Zone AE, Firm 1996- .6 ac Zone VE	MODERATE	2	FSF Archaeological or Historic Sites=2	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0.0 acres (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Present	HIGH	18	MODERATE
12092	CF: Belleair Road	Keene Road	US Highway 19	1	Super Act Risk Sources =1	MODERATE	17.00	Firm 1996- 17.0 ac Zone AE	HIGH	2	FSF Resource Groups=1	LOW	Absent	LOW	Present	HIGH	0	n/a	LOW	Present	HIGH	0	Wetlands 2007 = 0 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Present	HIGH	20	MODERATE
12093	CF: Roosevelt Boulevard	28th Street North	Ulmerton Road	0	n/a	LOW	13.00	Firm 1996- 13.0 ac Zone AE	HIGH	0	n/a	LOW	Absent	LOW	Absent	LOW	0	FFBOT Project	LOW	Absent	LOW	0	Wetlands 2007 = 0.0 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	13	LOW
12094	CF: Roosevelt Boulevard Connector/CR 296/Stage 3 of 6	Roosevelt Boulevard West of 9th Street	West of I-275 Interchange	1	Toxic Releas Inventory Sites = 1; USEPA RCRA Regulated Facility = 1	MODERATE	21.60	Firm 1996- 21.6 ac Zone AE	HIGH	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Absent	LOW	0.92	Wetlands 2007 = .92 acres (200-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	14	LOW
12095	CF: US Highway 19	North of CR 95	North of SR 580	4	Super Act Risk Resources = 1 USEPA RCRA Regulated Facility = 3	HIGH	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Absent	LOW	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	13	LOW
12277	CF: Roosevelt Boulevard Connector/ CR 296/Stage 4 of 6	North of Ulmerton Road	East of 40th Street	14	= 1; USEPA RCRA Regulated Facility = 12; Toxic Releas Inventory Sites = 2	HIGH	0.20	Firm 1996- 0.2 ac Zone AE	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Absent	LOW	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	13	LOW
12217	CF: Huey Avenue Extension	Cypress Street	Pine Street	0	n/a	LOW	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Absent	LOW	2.26	Wetlands 2007 = 2.26 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	11	LOW
12261	CF: Disston Avenue Extension	Woodhill Drive	Meres Boulevard	0	n/a	LOW	0.00	n/a	LOW	0	n/a	LOW	Absent	LOW	Absent	LOW	0	n/a	LOW	Absent	LOW	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	No public conservation lands or Florida Forever BOT projects; no listed species occurrences	LOW	1	Absent	LOW	11	LOW
12276	CF: I-275	Sunshine Skyway Bridge	Gandy Boulevard	0	n/a	LOW	0.00	Firm 1996- 0.2 ac Zone A, Firm 1996- 55.5 ac Zone AE, Firm 1996- 76.1 ac Zone VE	LOW	0	n/a	LOW	New Crossing	HIGH	Absent	LOW	0	n/a	LOW	Absent	LOW	0	Wetlands 2007 = 0.0 acre (100-ft buffer)	LOW	1	FFWCC WILDLIFE OBSERVATIONS= 1;	MODERATE	2	Absent	LOW	14	LOW

**NOTES:**  
1. USEPA RCRA Regulated Facility: US Environmental Protection Agency Resource Conservation and Recovery Act Regulated Facility  
2. Firm 1996: FEMA Flood Insurance Rate Maps 1996  
Zone A : An area inundated by 100-year flooding, for which no Base Flood I  
Zone AE : An area inundated by 100-year flooding, for which Base Flood E  
Zon VE: An area inundated by 100-year flooding with velocity hazard (wave action); BFEs have been determined.  
3. FSF: Florida Site File  
FDOT RCI Bridges: FDOT Roadway Characteristics Inventory Bridges  
4. FFBOT : Florida Forever Board of Trustee Project  
SFWMD Save our Rivers Lands: South Florida Water Management District Save our Rivers Lands  
5. Using a 100-foot buffer  
6. Applicable only to federally funded projects.