



# 2040 Long Range Transportation Plan



# 2040 LONG RANGE TRANSPORTATION PLAN

## Pinellas County Metropolitan Planning Organization

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*\*Beach communities include the cities of Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian Shores, Madeira Beach, North Redington Beach, Treasure Island, Redington Beach, Redington Shores, St Pete Beach*

*\*\*Inland communities include the cities of Belleair, Belleair Bluffs, Gulfport, Kenneth City, Seminole, South Pasadena*

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Planning Assumptions

Scenario Planning and Benefit Analysis

Socioeconomic Data Forecast

Financial Resources

Environmental Justice

Light Rail Station Area Concepts

Safety Element

Security Element

Public Outreach Summary

## Components of the 2040 Pinellas Transportation Plan

Pinellas County is not unlike regions across the country facing considerable challenges when it comes to addressing existing transportation problems and planning for future needs. Once reliable funding sources are becoming unsustainable, construction projects are becoming more costly—especially in built-out urban environments such as Pinellas County—and people are looking for more choices and flexibility in how they travel.

The 2040 LRTP responds to the regional vision of creating an interconnected, reliable, and sustainable transportation network that provides people with efficient choices for different modes of travel. It consists of five parts, each of which builds upon the story of where the county has been, where it is now, and the planned vision for the future.

### Part 1: Introduction

- What is the 2040 Pinellas Transportation Plan?



### Part 2: A Look Back

- Background of transportation in Pinellas County
- Major transportation developments over time

### Part 3: Current Context and Challenges

- Current and forecasted demographics and travel patterns
- Mobility trends and planning assumptions



### Part 4: Vision for the Future

- 2040 Pinellas Transportation Vision Statement
- Guiding Goals and Objectives

### Part 5: Plan Improvements and Implementation

- Multimodal needs
- Financial resources
- Project prioritization
- Cost affordable/unfunded projects
- Plan Performance Evaluation









# CHAPTER 01

## Introduction





# INTRODUCTION

## What is the 2040 Pinellas Transportation Plan?

*The 2040 Pinellas Transportation Plan: A Vision for the Future* serves as the Long Range Transportation Plan (LRTP) for Pinellas County. It is a comprehensive and coordinated effort to plan for the transportation and mobility needs of Pinellas County between now and 2040 in a responsible and sustainable manner. This plan recognizes that the highway, transit, bicycle, and pedestrian networks that form the multi-modal transportation system connect the communities of Pinellas County. These networks provide access to important commercial routes that service the businesses, commuters, and the broader regional economy as well as the residents and visitors to Pinellas County.

The multi-modal transportation system in Pinellas County has experienced great transformation over time including the conversion of a freight corridor to the Pinellas Trail and construction of grade-separated interchanges along US 19. Future projects will help to provide seamless public transportation service within Pinellas County and the Tampa Bay Region as well as the construction of the Gateway Express project connecting US 19 and I-275.

This system represents a significant public investment that is essential for providing a positive quality of life and serving the mobility needs of a broad customer base. A transportation system that moves people and provides mobility choices is critical to the prosperity of Pinellas County and the greater Tampa Bay Region. Pinellas County will remain a great place to live, work, and visit as investments over the next 25 years are made to maintain and enhance the existing transportation system by providing transportation choices. The 2040 Long Range Transportation Plan lays out the course of action to achieve this goal as illustrated in Figure 1-1.

The 2040 Pinellas Transportation Plan identifies a list of transportation strategies, including projects and programs expected to be implemented between now and the year 2040. It also includes a list of important but unfunded transportation projects for future consideration should additional funding become available.

1. Develop measurable goals to guide the LRTP planning process in achieving the future vision for Pinellas County.

2. Evaluate future growth in population and employment to coordinate transportation infrastructure with land use decisions

3. Identify and respond to transportation issues and challenges facing Pinellas County, including safety, aging infrastructure, congestion, and fiscal constraints.

4. Coordinate transportation decision making regionally to incorporate local, regional, and state needs.

5. Prioritize future transportation using criteria to select projects that address the goals of the LRTP.

6. Select projects for the 2040 Cost Feasible LRTP based on priorities and available revenues.

Figure 1-1: Steps to develop the LRTP:



### The Role of the Pinellas MPO

The Pinellas Metropolitan Planning Organization (MPO) is a federally-designated agency responsible for carrying out the continuing, cooperative, and coordinated (“3C”) multimodal transportation planning process for Pinellas County. Federal law requires that an urbanized area with a population greater than 50,000 people establish an MPO to ensure that the 3C process is carried out during decision-making to expend federal funds for transportation projects and programs.

Urbanized areas greater than 200,000 residents are designated as a Transportation Management Area (TMA). Pinellas County is part of the Tampa Bay TMA which also includes the urban areas of Pasco and Hillsborough Counties. MPOs such as Pinellas are responsible for developing plans, policies, and priorities that guide local decision making on transportation issues. One of the major tasks includes the development of a 20-year LRTP that is updated every 5 years. Because of the unique characteristics of the Tampa Bay region, the Pinellas MPO coordinates the development of the LRTP alongside the Hillsborough MPO and the Pasco MPO to ensure consistency among the three MPOs that plan for the entire TMA. This regional coordination extends beyond the three counties of the TMA to include coordination within the greater Tampa Bay Region, covering all of the Florida Department of Transportation (FDOT) District 7 to include

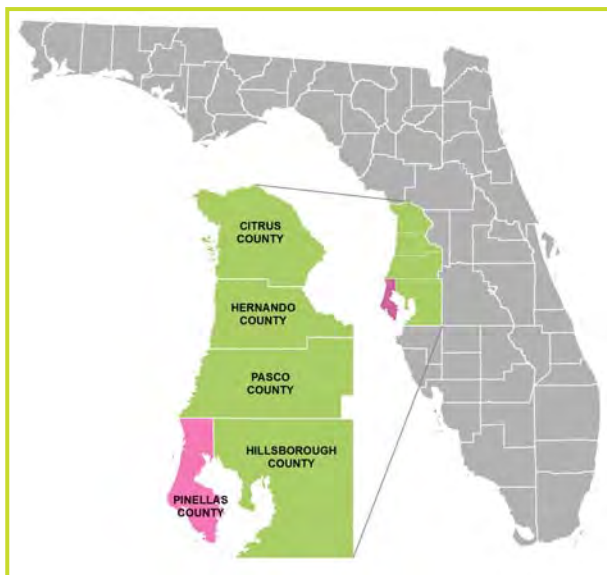


Figure 1-2: FDOT District 7 - Pinellas County is part of the Florida Department of Transportation District 7 along with Hillsborough, Pasco, Hernando and Citrus counties.

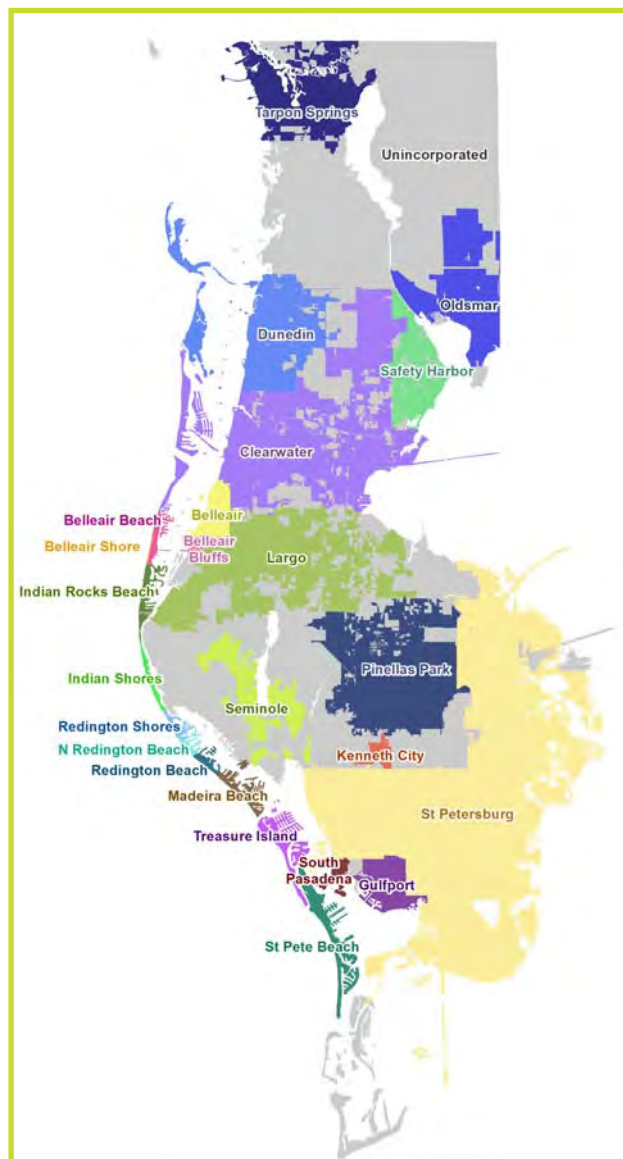


Figure 1-3: Municipalities and Unincorporated Areas of Pinellas County—The Pinellas County MPO coordinates closely with 24 incorporated municipalities and Pinellas County government.

the Hernando/Citrus MPO. Figure 1-2 identifies the counties of District 7.

Coordination in developing the 2040 LRTP also includes local government partners that contribute to the creation and validation of future growth patterns. Addressing these growth patterns, which are reflected in the local government comprehensive plans, helps to determine the necessary transportation investments.

These investments are prioritized through the 2040 LRTP based on the vision and adopted goals of the MPO.

## Federal Requirements for L RTPs

The 2040 Pinellas Transportation Plan addresses federal mandates for regional transportation planning that were first established in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Reauthorized several times as shown in Figure 1-4, the current transportation legislation Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law on July 6, 2012 and establishes the requirements for developing the 2040 L RTP.

For the first time since ISTEA was passed, performance based planning was introduced at the federal level through the MAP-21 legislation. Building on previous transportation legislation, MAP-21 requires more emphasis on addressing challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Continuing the designation of federal planning factors to be considered in the 2040 L RTP, MAP-21 includes eight unique areas that are to be considered. Listed on the following page in Figure 1-6, these **eight Federal Highway Administration (FHWA) planning factors** illustrate the need for L RTPs to recognize and address the interrelationship of transportation, land use, and economic development planning.

## Federal Legislation Guiding L RTPs

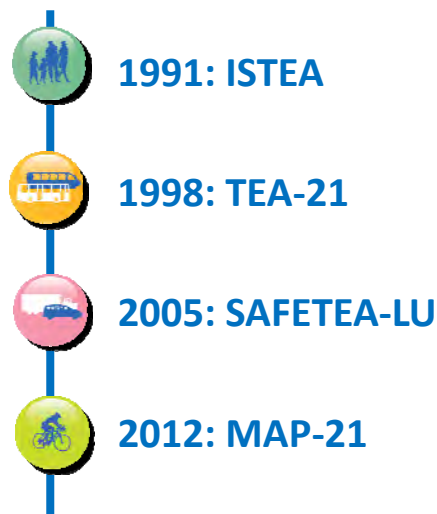


Figure 1-4: Progression of Federal Transportation Authorizations.

In addition to the eight FHWA Planning Factors, Federal regulations require that Long Range Transportation Plans:

- are updated at least once every five years;
- include a planning horizon of not less than 20 years;
- be developed through an open and inclusive process that ensures public input and seeks out and considers the needs of those traditionally underserved by existing transportation systems;
- reflect the most recent and valid assumptions for demographic, socio-economic, travel, and land use data;
- be financially constrained and include reasonable assumptions for future revenue sources; and
- conform to the Clean Air Act and its amendments and to applicable State Implementation Plans for regional air quality.

These requirements are carried out by more than 400 MPOs nationwide as shown in Figure 1-5.

## MPOs in the Continental United States



Figure 1-5: National MPOs - There are more than 400 MPOs nationally. Florida, Texas, Georgia, North Carolina, California, Pennsylvania, Illinois, and Ohio each have 15 or more.





Figure 1-6: FHWA Planning Factors

### State Requirements for LRTPs

The Florida Department of Transportation (FDOT) Office of Policy Planning produces an MPO Program Management Handbook to assist the MPOs within the state in identifying and meeting the MPO planning requirements. Specifically, the handbook is used to provide guidance on state and federal requirements for the 2040 LRTP. The 2040 LRTP was developed consistent with the guidance in this handbook. The MPO works with the FDOT on an ongoing basis to plan, develop, and program roadway projects on the State Highway System (SHS). For the 2040 LRTP, the MPO and the FDOT worked together to put forth a list of roadway projects based on regional and local mobility needs including projects for the Strategic

### Intermodal System (SIS).

The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.

For the 2040 LRTP, the MPO incorporated the FDOT implementation schedule for the SIS projects. For projects not on the SIS, but on the SHS, the MPO established a phasing plan based on available funds, LRTP priorities, and projected future needs. In addition to reviewing and refining the phasing plans for transportation facilities, FDOT worked with the MPO in developing revenue

projections, estimating project costs, and determining the demand for road widening and transit investments by modeling future travel patterns.

### *Consistency with Other County and Regional Plans*

In addition to the federal and state requirements, the Pinellas MPO has developed the 2040 LRTP through local and regional coordination. This coordination has taken place on both a technical and a policy level. By participating in the Technical Review Team, staff from the Pinellas MPO has met regularly with staff from the other Tampa Bay area MPOs including Hernando/Citrus, Hillsborough, and Pasco. At a policy level, the chair of the MPO Board participates in the West Central Florida MPO Chairs Coordinating Committee (CCC) where the region's MPOs meet annually to develop regional policies and priorities for future projects. Merged with the Tampa Bay Area Regional Transportation Authority (TBARTA), the regional planning process has become more streamlined in the Tampa Bay area.

In recent years, the three MPOs of the Tampa-St. Petersburg TMA have joined together in order to develop consensus priorities for the TMA, especially in the allocation of federal & state funds. The group focuses on

major cross-county traffic movements and on helping the Tampa Bay metropolitan area speak with one voice in discussions of regional transportation prioritization issues and financial resources.

Internal to Pinellas County, the MPO has coordinated the LRTP development with the land use policies established in the Pinellas Countywide Plan as well as the Comprehensive Plans for the County and the 24 incorporated cities. The MPO also coordinated with staff from each local agency to develop growth scenarios for determining the vision of Pinellas County, confirming MPO priorities for implementation of future projects by local agencies, and determining estimates of future revenues used in the LRTP.

Close coordination with the Pinellas Suncoast Transit Authority (PSTA) was also required for developing the 2040 LRTP. Developing a vision for the future of Pinellas County included coordination of the multi-modal transportation system and future land use decisions that make transit a viable option.

Details on the development of the LRTP are included in the remainder of this document. Highlighted below in Figure 1-7 are some of the major milestones accomplished during the plan development.

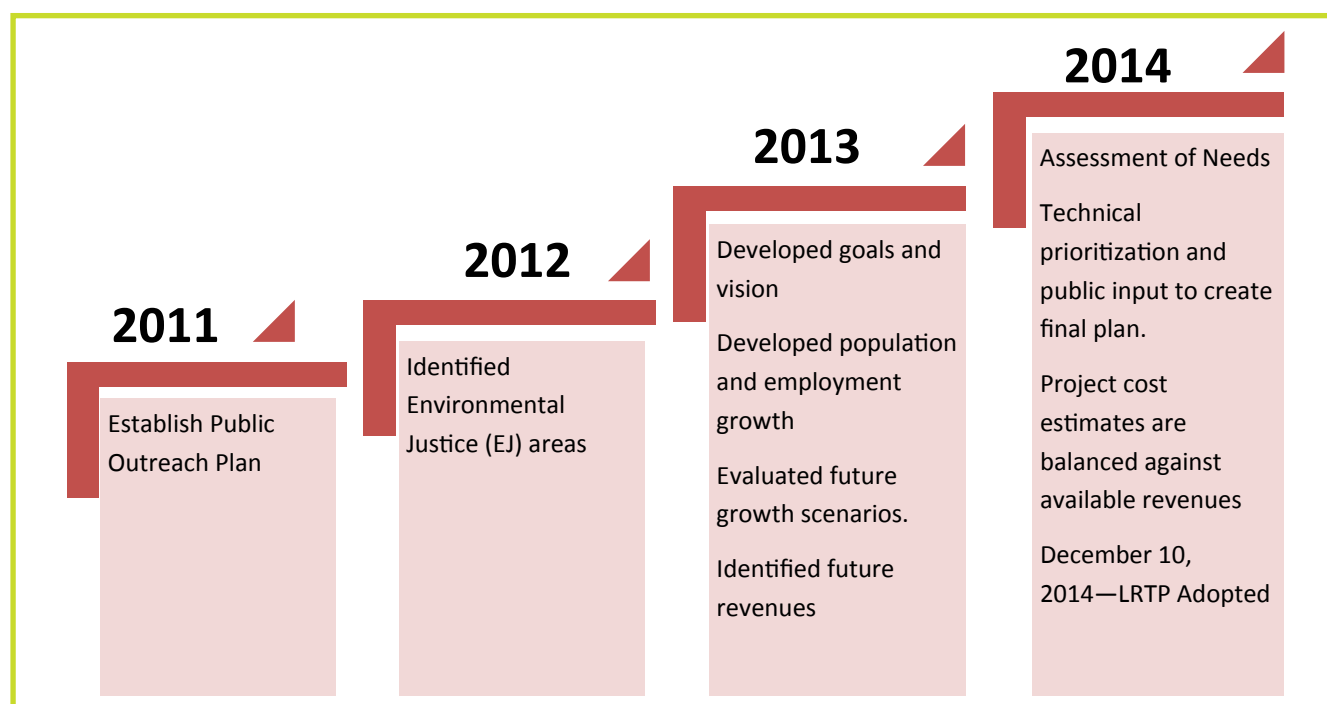


Figure 1-7: 2040 LRTP Development Timeline





# CHAPTER 02

A Look Back





*Figure 2-1: Clearwater Main Highway (1915)*

In 1915 a \$715,000 voter-approved bond was issued to pay for 75 miles of 9-foot-wide brick road built on sand into the chartered city of Clear Water Harbor, now known as Clearwater.



*The Gandy Bridge opened in 1924*

# A LOOK BACK

# 02

Through its history, Pinellas County has attracted a diverse mix of people, all of whom have shaped the many interconnected communities in existence today. Initially home to the Tocobaga Indians, Spanish explorers discovered the Tampa Bay region in the 1600s. Just two years after Spain ceded Florida to the United States, the U.S. Army established Fort Brooke (later to become Tampa) in 1823. In 1834, much of west central Florida, including the Pinellas peninsula, was identified as Hillsborough County. The Pinellas peninsula became an individual county in 1912 after voters decided to secede from Hillsborough County.

Transportation has changed greatly in Pinellas County since the earliest days. Highlights of the changes in the recent decades, shown in the figure to the right, provide a picture of how the County has grown to be part of the greater Tampa Bay Region.

Growth in Pinellas County took root in 1888 when the Orange Belt Railroad was extended from Tarpon Springs to what is now St. Petersburg. The railroad provided more access and mobility and spurred growth in the areas that incorporated around the turn of the 20th Century. However, travel by road remained difficult during this period.

During the early 1920s real estate boom, the growth of middle-aged families brought new demands for transportation and mobility. To meet the demand of this growth, Pinellas County issued bonds to fund needed infrastructure, including roads and bridges. It was during this time that the Gandy Bridge was constructed, reducing travel time from St. Petersburg to Tampa by half.

In 1934, the Davis Causeway (later renamed to the Courtney Campbell Causeway) opened, providing a more direct connection between Clearwater and Tampa. In 1942, the Pinellas Army airfield was transformed into St. Pete-Clearwater International Airport.<sup>1</sup>

Revised 5/8/15

1

**1888:** The Orange Belt Railroad is extended from Tampa to St Petersburg.

1

**1887–1905:** Tarpon Springs, Clearwater, St. Petersburg, Dunedin and Largo are incorporated.

1

**1903:** The St. Petersburg Municipal Transit System (SPMTS) operates the first streetcar west from St. Petersburg to what is now Gulfport.

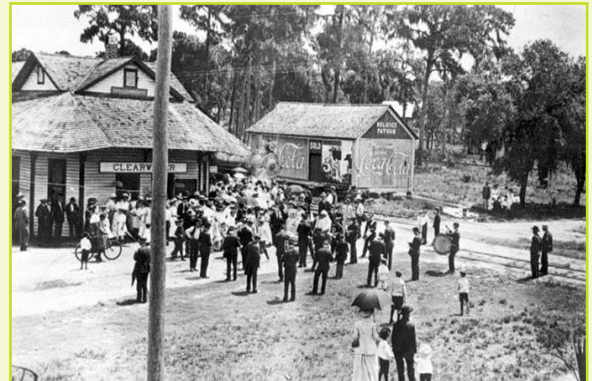


Figure 2-2: Clearwater Rail Depot (1910)

Photo Credit: State Archives of Florida, Florida Memory, <http://floridamemory.com/items/show/1693>

1

**1912:** Pinellas County separates from Hillsborough.

1

**1921–25:** Real estate boom brings high growth and development.

1

**1924:** Gandy Bridge opens, significantly reducing travel time between Pinellas County and Tampa.

<sup>1</sup>This summary was developed using information from the Pinellas County Historical Background, prepared and published by the Pinellas County Planning Department for the Pinellas County Board of County Commissioners, Third Edition, December 2008. Additional sources include Pinellas Suncoast Transit Authority and Pinellas County



**1934:** The Davis Causeway opens, connecting Clearwater to Tampa.

**1942:** Pinellas Airfield transformed into St. Pete-Clearwater International Airport.

**1954:** The Sunshine Skyway Bridge opens, connecting Pinellas and Manatee counties.



Figure 2-3: Sunshine Skyway Bridge



The Davis Causeway (later renamed Courtney Campbell Causeway) opened in 1934.

**1960:** The Howard Frankland Bridge opens.



Figure 2-4: Howard Frankland Bridge - Photo Credit: State Archives of Florida, Florida Memory, <http://floridamemory.com/items/show/38476>

**1973:** Central Pinellas Transit Authority (CPTA) is formed.

**1977:** The Pinellas MPO is formed.

The original span of the Sunshine Skyway was opened in 1954, replacing the Bee Line Ferry service and providing a direct road connection to Manatee County and southwest Florida. The Gulf Coast Highway (now known as US 19) was completed in 1955 providing a direct route between Pinellas County and the state capital in Tallahassee as well as places in between along Florida's west coast. In 1960, the Howard Frankland Bridge opened, providing a third cross-water connection between Pinellas and Hillsborough counties, further facilitating inter-county travel.

Growth in the transportation system in recent decades has been the result of the increased development following World War II. As illustrated in the Figure 2-6 and Map 2-1 on the following pages, Pinellas County experienced rapid growth through the 20th Century before coming to a dramatic slow-down and even decline in the past decade.

Recognizing the need for coordinated planning of the nation's transportation system, amendments to the Federal Highway Act passed in 1974 led to the designation of the Pinellas County Metropolitan Planning Organization (MPO) in 1977. Federal funding for transportation projects and programs are now funneled through the MPO as part of a cooperative decision-making process, requiring the involvement of participating agencies such as Pinellas County and its municipalities. Replacing an earlier transportation policy group known as the Pinellas Transportation Authority, the MPO was positioned to plan for future transportation facilities as traffic congestion reached new levels in the 1970s.



**1984:** SPMTS and CPTA merge to form the Pinellas Suncoast Transit Authority (PSTA).



**1984:** First LRTP adopted by Pinellas MPO



**1989:** Voters approve an additional penny sales tax (a.k.a. Penny for Pinellas) to fund infrastructure, including road improvements.



**1990:** The first segment of the Pinellas Trail opens.



*Figure 2-5: Bicyclists Enjoying the Pinellas Trail - Photo Credit: Pinellas County Parks & Conservation Resources.*



**2010:** Pinellas County is nearly built-out with less than five percent of its land area vacant and suitable for development.



**2014:** Pinellas County MPO adopts Long Range Transportation Plan for 2040.



Much like the transportation system of today has been constructed in response to growth and changes within the county and region, the transportation system of 2040 and beyond will be developed in response to the ever changing needs of the people and the community. Discussed more fully in the next chapter, the extreme growth following World War II drastically slowed in the past decade.

The U.S. Census data showed that Pinellas County had fewer residents in 2010 than in 2000. However, even within a decreased population certain categories of the population increased. Between 2000 and 2010, people in the 45–64 age range increased while every other age range decreased. Minority populations also increased during the past decade; highlighted by an almost doubling of the Hispanic population. These shifts in population come with new transportation needs.

These trends bring a change in demands for future transportation system improvements and mobility choices for Pinellas County in 2040. Working adults entering into retirement have a more active lifestyle than previous

generations, which increases demand for vehicle travel. As many of the more recently arriving Hispanic families in Pinellas do not own automobiles, increases in this segment of the population increases the demand for transit use, bicycling and walking.

Today, Pinellas County is essentially “built-out,” with less than four percent of the County’s land area consisting of vacant land suitable for development. Redevelopment focusing on more compact and efficient land uses and growth will contribute to moderate population growth in Pinellas County over the next 25 years. Population growth in the greater Tampa Bay region will bring more employees to Pinellas County with a greater proportion of Pinellas County residents working in Pinellas County rather than commuting to surrounding counties. Enhanced transportation system choices and accompanying land use policies to support the transportation network are essential for the continued safe and efficient movement of people and goods in light of increasing travel demands through 2040.

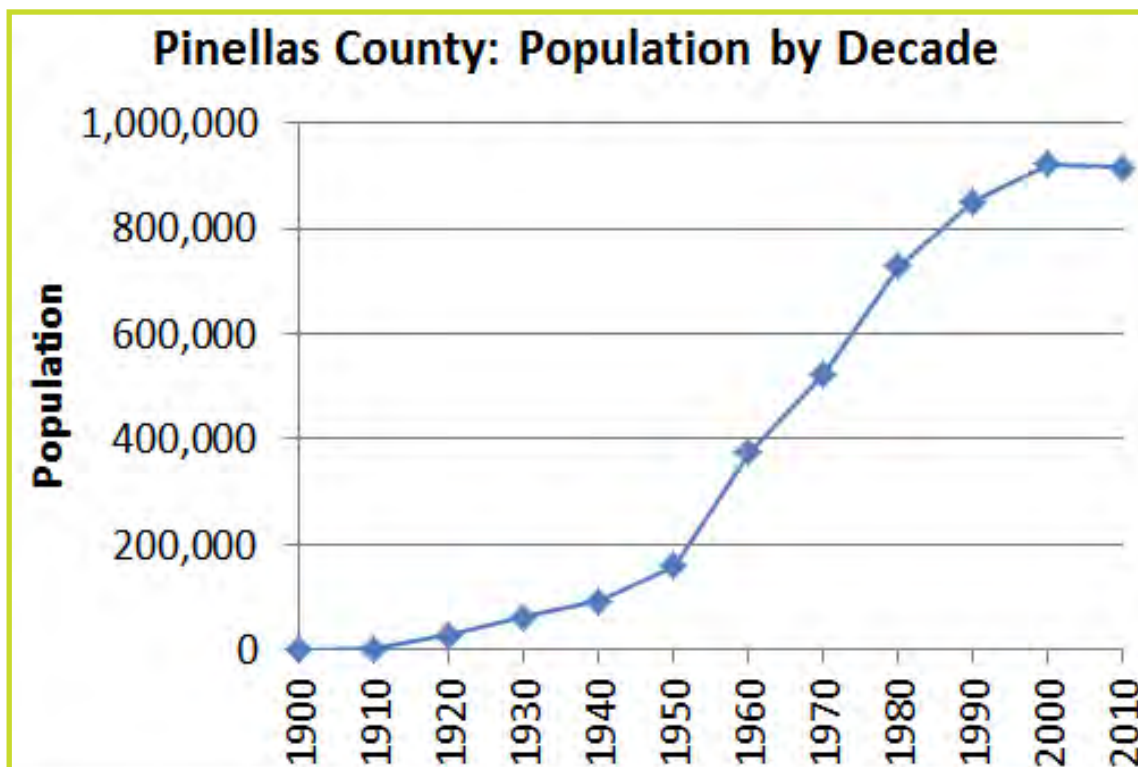
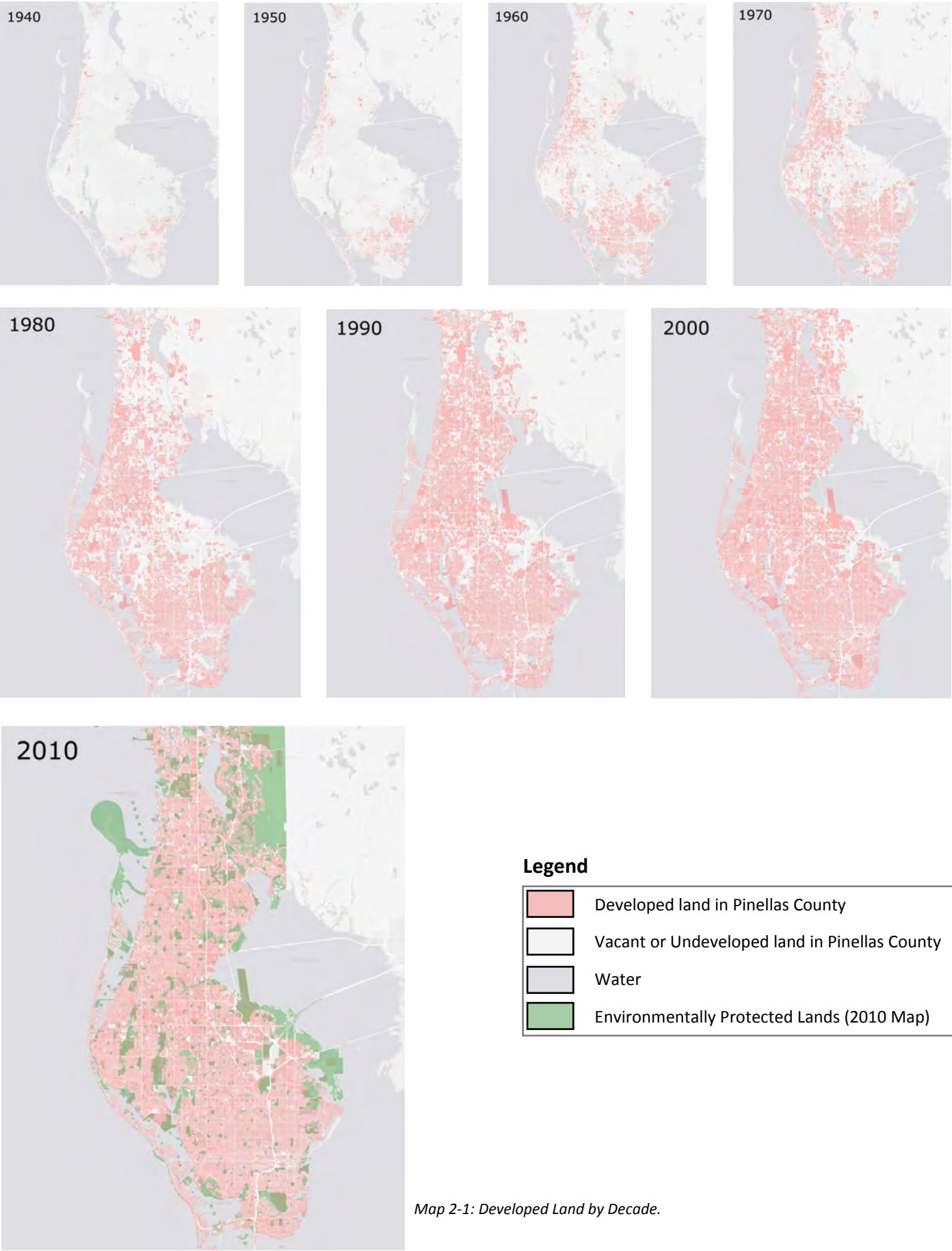


Figure 2-6: Population by Decade - Source: U.S. Census and Pinellas County Planning Department



Map 2-1: Developed Land by Decade.







# CHAPTER 03

## Current Context and Challenges







# CURRENT CONTEXT AND CHALLENGES

Population is growing worldwide, in the United States, the Tampa Bay region, and in Pinellas County. New forecasts show that between 2010 and 2040, approximately 64,000 additional people are expected to live in Pinellas County, and there will be 50,000 more jobs. This growth can foster a dynamic community and bring about economic opportunity, depending on what type of growth occurs and where. Growth poses additional challenges for moving more people and goods safely and efficiently.

Past experience shows that changing demographics influence the type, location, and demand on transportation facilities. This chapter explores recent shifts in demographic trends including a decline in population during the past decade, increases in minority population groups, and an increase in the average age. The chapter also discusses how these trends may influence future travel needs considered in the 2040 LRTP.

## Socioeconomic Indicators

Socioeconomic data—where people live and work geographically—significantly influences the LRTP. As part of the 2040 Pinellas Transportation Plan, population and employment socioeconomic forecasts have been developed by Traffic Analysis Zone (TAZ) for all of Pinellas County to the 2040 plan horizon year. TAZs are geographic subdivisions of the county and generally do not cross major roads or other physical barriers. Pinellas County is divided into 780 TAZs.

### *How much is Pinellas County expected to grow?*

Estimates of population and employment developed for 2040 were the result of evaluating three distinct growth scenarios: 1) Trend; 2) Premium Bus/Land Use; and 3) Transit Investment/Land Use. These scenarios were developed to address ongoing changes to land use policy and the potential for additional transit investments in the future.

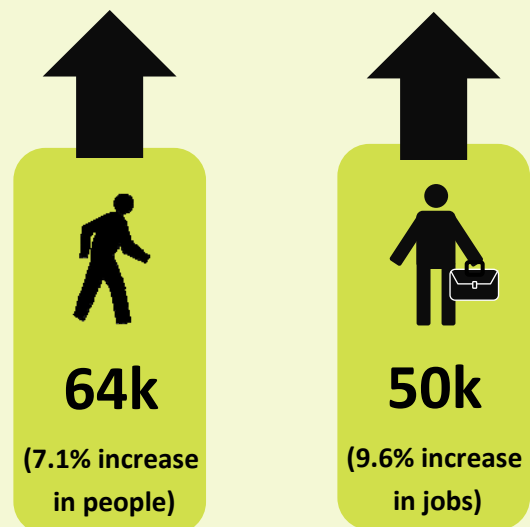
# 03

How many people

**LIVE** and **WORK**

...in Pinellas County?

**From 2010–2040**



Pinellas County	2010	2040
<b>Population</b>	<b>916,854</b>	<b>980,448</b>
<b>Employees</b>	<b>516,900</b>	<b>566,366</b>

Figure 3-1: Population Growth – Pinellas County will experience a projected increase of 64,594 people and 50,000 jobs from 2010–2040.

The Trend Scenario is a baseline forecast that assumes no significant changes will be made to existing land use policies and transportation infrastructure and services.

The Premium Bus/Land Use Scenario includes minor growth above the Trend Scenario and includes significant additional premium bus service. The Transit Investment/Land Use Scenario includes the highest amount of growth of the three scenarios centered around 16 proposed rail stations that would be met with new investment in light rail transportation. A separately bound technical report was prepared in partnership with the LRTP to outline the process of developing the growth forecast for 2040.

Selected as the scenario for 2040, the Trend Scenario projects that by 2040 the population of Pinellas County will increase by 7.1% and employees by 9.6%. The slightly higher growth in employment is anticipated to increase the employment-to-population ratio by 2.4% during this period. This increase is due to a greater proportion of Pinellas County residents forecasted to work in the county as opposed to commuting to surrounding counties, as a result of increased future commuting costs and local planning efforts to bring targeted industries to the county.

#### *How were the forecasts developed?*

The 2040 socioeconomic forecasts involved a four-step process that builds on current land use policies. Fully described in the 2040 Socioeconomic Data Technical Memorandum, this process uses countywide growth forecasts developed by Pinellas County. These forecasts were reviewed with community stakeholders who agreed that the population and employment “control totals” should be developed using assumptions based on the existing local policies and vision of Pinellas County rather than statewide assumptions provided by the Bureau of Economic and Business Research (BEER). This decision, consistent with the decision made for the 2035 LRTP, was made after determining that the BEER forecast did not accurately depict the anticipated growth for Pinellas County.

Using the countywide estimates, a land use allocation model, outlined below, was used to distribute the forecasted population and employment control totals through the county using the following four steps:

1. Identify vacant land that is suitable for future development avoiding wetlands and protected lands consistent with current land use policies;
2. Identify current developed areas that could be redeveloped at higher intensities in the future;
3. Confirm that development already approved has been included; and
4. Through professional experience and local knowledge make manual adjustments to project growth to 2040.

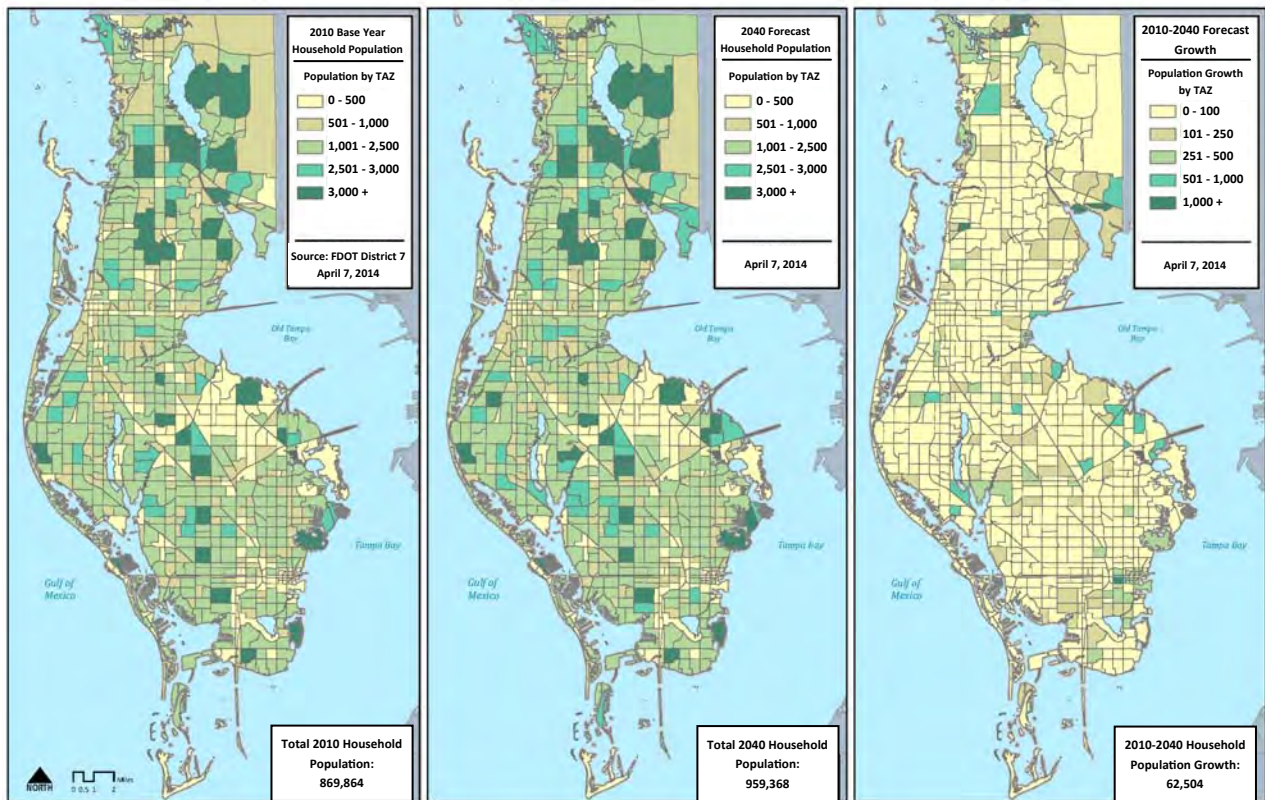
The County is delineated into 14 Planning Areas developed by Pinellas County staff. These areas represent a collection of Traffic Analysis Zones (TAZs) that have been grouped together based on a number of factors, including land use, population/employment thresholds, location of cities, and others. Since the TAZs are the geographic area used by the transportation model for determining future growth, the aggregation up to the Planning Area allows for the allocation of future growth to simulate compact patterns that radiate from the center of each Planning Area outward. This methodology adheres to the county’s growth policy for sustainable and connected communities.

#### *What might this growth look like?*

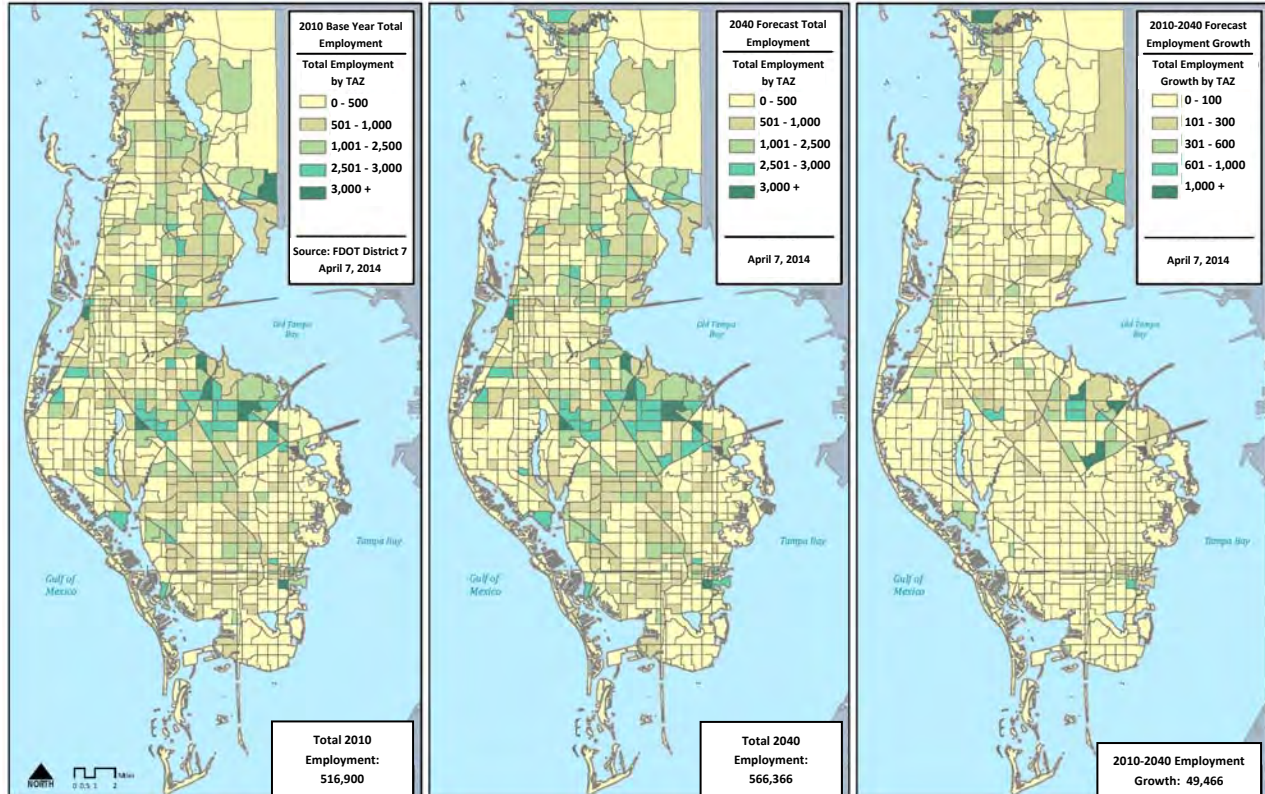
Maps 3-1 and 3-2 illustrate the existing (2010) and forecasted (2040) population and employment allocations throughout Pinellas County and identify the areas of the county that are projected to have the most growth in population and employment during the 2040 LRTP planning period. Most new population and employment growth is expected to occur in areas already reserved and approved for new development. Growth is also expected to occur in areas that are already developed through redevelopment and infill activity.

#### *What demographic and social trends might influence travel behavior?*

Although population and employment growth typically results in an overall increase in travel and higher demand placed on regional and local transportation facilities, other demographic and economic factors will also influence travel needs and behavior. Over the last 20 years, Pinellas County has seen shifts in several key demographic indicators that affect travel trends.



Map 3-1: Population Maps - Map series showing 2010 Base Year Population and the forecasted 2040 Population in total numbers. A third map shows the amount of growth within each of the Traffic Analysis Zones.



Map 3-2: Employment Maps - Map series showing 2010 Base Year Employment and the forecasted 2040 Employment in total numbers. A third map shows the amount of growth within each of the Traffic Analysis Zones.



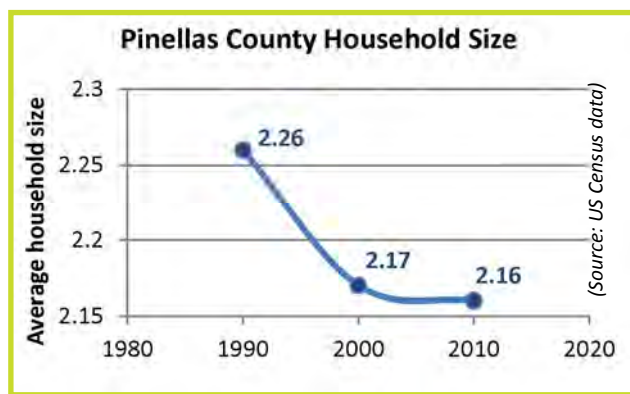


Figure 3-2: Pinellas County Household Size—Since 1990, the average household size has been decreasing.

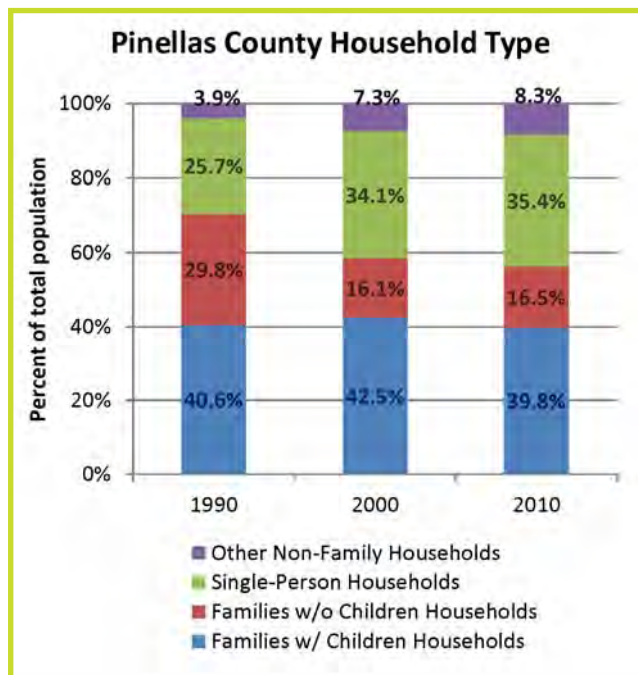
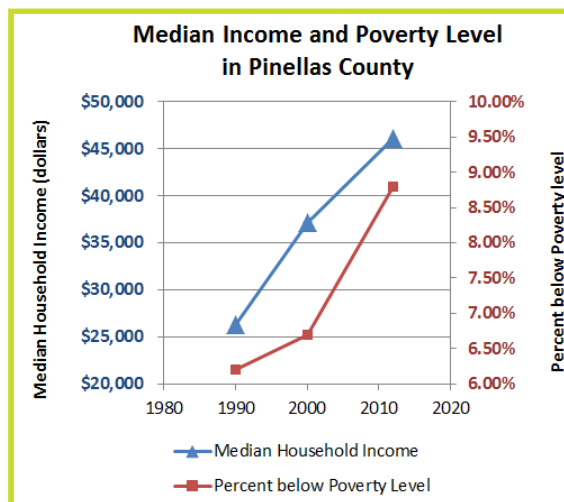


Figure 3-3: Pinellas County Household Types—Single person households represent a larger percentage in 2010 than they did in 1990. The percentage of families without children dropped by almost half from 1990 to 2000.



### Household Size and Composition

The average household size in Pinellas County has decreased by approximately 4% since 1990 as shown in Figure 3-2. This correlates with a significant increase in the number of single-person households during this same period as shown in Figure 3-3. Single-person households and households with fewer people on average tend to travel less than households with families or multiple persons per household.

### Income

Household income significantly influences a person's travel behavior. People who have less disposable income are more likely to own fewer cars and be dependent on other forms of transportation, including public transportation, family or friends, walking, or bicycling. People with higher disposable income have more choices in where they live in relation to where they work, shop, and recreate and how they commute (by car, public transportation as a choice rider, or other modes). Wealthier households are more likely to own multiple cars and likely will travel more often and longer distances for leisure activities. Although the median income of Pinellas County has been increasing over time, the annual growth rate for median income slowed between 2000 and 2012 compared to the previous decade, largely as a result of the Great Recession. The average household income in Florida is slightly higher than Pinellas County, but the rate of income growth since 1990 is virtually the same between the county and state.

### Vehicle Availability

Income has often been seen as a surrogate data source for providing insight into vehicle availability. While the Figure 3-4 shows median income increasing in Pinellas County over the past two decades, the percent of people living in poverty has also increased. More people living below the poverty level, as published annually by the Department of Health and Human Services varies by size of household, means a greater need for providing public transportation services and non-auto based transportation options.

### Age and Generational Shifts

The median age in Pinellas County has increased slightly over the last 20 years as depicted in Figure 3-5. The percentage of

Figure 3-4: Median Income and Poverty Level—Median income is rising, but so has the percent of families below the poverty level. Source: US Census and 2008–2012 ACS Data

residents under age 18 has remained fairly consistent during this period, and the percent of persons ages 65 and older has decreased by 18%. Coupled with the fact that the percentage of persons ages 45 to 64 has increased by more than 50%, this has resulted in the slight increase in overall median age.

Currently, a significant portion of the county's population is of working age, shown in Figure 3-6, but will be transitioning into retirement age between now and 2040. As this shift occurs, this group will be replacing daily peak-hour commute trips with leisure and non-peak trips, likely driving less overall and potentially relying more on public transportation and other services to maintain mobility.

At the other end of the spectrum, the driving habits of the millennial generation (those born between the early 1980s and 2000) are very different from those of their parents. As the first generation to grow up in a world of Internet-driven technology, millennials are used to living in a more virtually-connected culture that is less reliant on driving. Millennials also are more likely to want to live in urban areas and walkable neighborhoods, closer to work,

shopping, and other activities.<sup>1</sup>

### Technology

The e-commerce sector driven by Internet technology also has reduced the need to travel in other ways. Online shopping has increased substantially over the years, reducing the need to travel to malls, stores, and other retail establishments. Other services that once required travel, such as in-person banking or going to a video rental store, have become obsolete now that they are available via the Internet.

Technology also is changing the face of how public transportation is used and is expanding information to a broader number of people. Real-time congestion and auto travel information, transit trip planning, mobile ticketing, bike/car-sharing, and van/carpooling are examples of this. Pinellas County has made a considerable investment in technology as a solution to addressing the congestion.

<sup>1</sup>Dutzik and Baxandall, "A New Direction: Our Changing Relationship with Driving and Implications for America's Future," U.S. PIRG Education Fund, 2013.

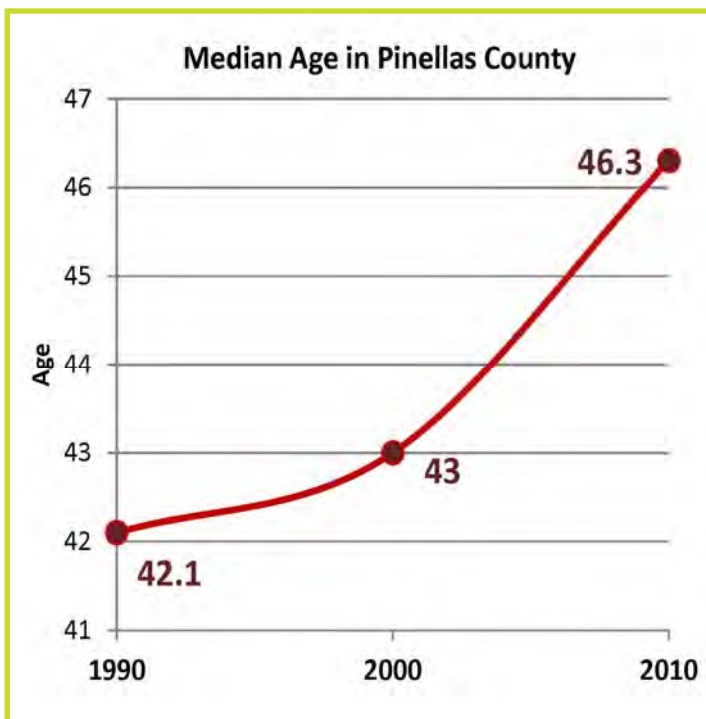


Figure 3-5: Median Age in Pinellas County. Source: US Census data

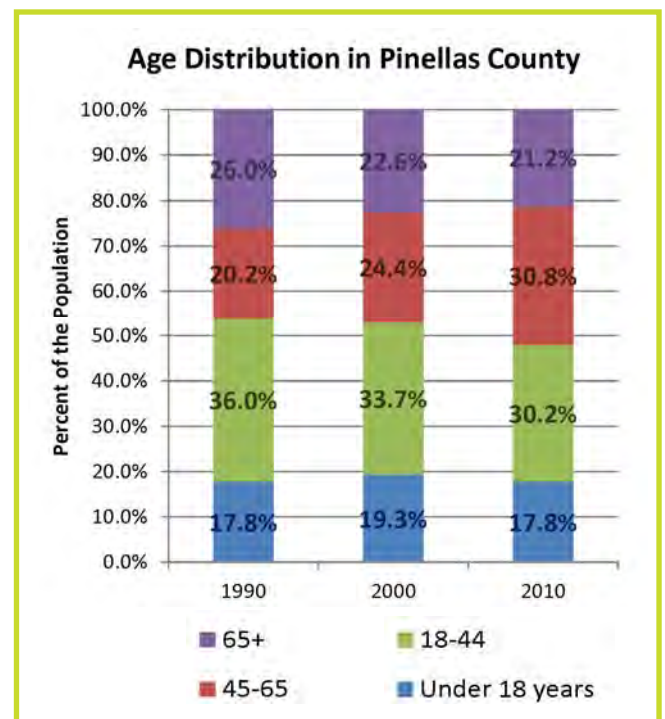


Figure 3-6: Age distribution in Pinellas County. Source: US Census data

Illustrated in Chapter 5, all three phases of Intelligent Transportation System (ITS) Applications on Pinellas County's major roadways will be completed in the next five years. The majority of these roadways, including Ulmerton Road, McMullen Booth Road/East Lake Road, and others from the Largo/Pinellas Park area north through Clearwater to Pasco County, already have ITS applications in place. Technologies that make up an ITS include smart traffic signals that adjust based on the flow of traffic, video monitoring and surveillance in order to more quickly respond to crashes, and messaging systems that alert motorists of roadway conditions. Specific technology applications and benefits of each to the transportation system are listed in Table 3-1.

Future technology is being developed today with autonomous vehicles. Already making its way into the marketplace, this technology has the ability to increase travel reliability and safety.

Application	Example
Arterial Management Systems	Manage traffic with coordinated signals to reduce delay during peak periods.
Freeway Management Systems	Monitor freeway conditions to provide traveler information and quicker emergency response.
Traveler Information	Utilize websites, telephone, television, radio and roadway signs to communicate travel conditions.
Transit Management Systems	Provide bus arrival times by monitoring route information using GPS technology.

Table 3-1: ITS Technology Applications.

#### Where people live, work, and play

The relationship between transportation and land use is inextricable. Where people live and the transportation options available influence our travel mode choices. The denser the land use, the more likely people are going to use transit, walk, or bike. The convenience of transit service, in terms of frequency, type of service, and other socioeconomic factors, all contribute to a person's choice to use transit if it is not the only travel option.<sup>1</sup> Figure 3-7 shows the methods used by commuters in getting to work. While the number of people using technology to work from home or other locations outside the office is increasing, the majority of commuting trips still occur in a single occupant vehicle.

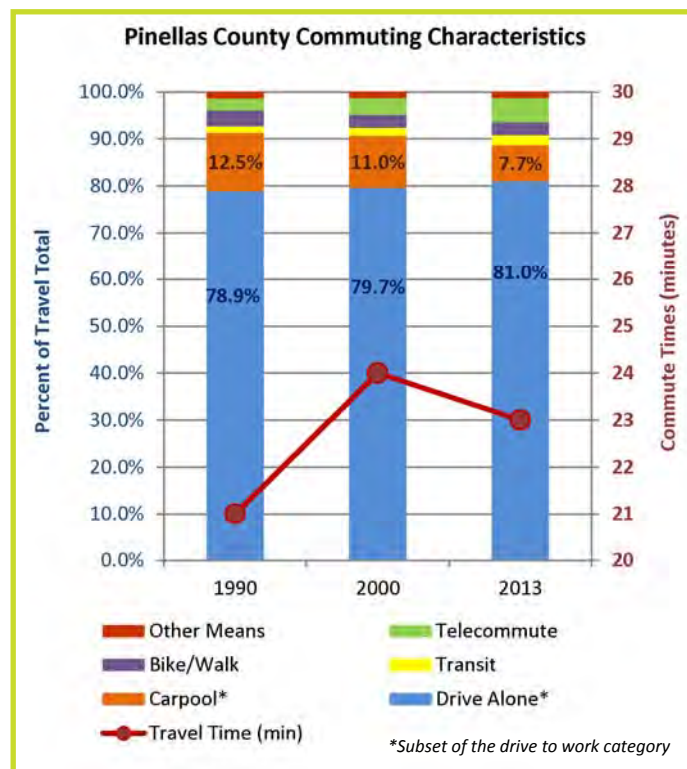


Figure 3-7: Commuting characteristics in Pinellas County— Approximately 80% of commuters travel in a car alone. Carpooling is the next most common travel type. Telecommuting has gained popularity since 1990. Travel time to work averages 21-24 minutes. Source: US Census Bureau, Census Explorer Commuting Edition

## Travel Patterns

Driving is the predominant mode of travel in Pinellas County. Of all trips made, 80% of work trips are made by people driving alone (Source: 2007-2011 ACS Data). Although the number of commute trips by car has decreased slightly since 1990, the percentage of those traveling by car alone has increased and the percentage of those carpooling has decreased. The number of commuters using public transportation, walking, or biking has remained relatively constant.<sup>1</sup>

Although most are still driving alone, people in Pinellas County are driving fewer miles. Shown in Figure 3-8, Florida DOT Transportation Statistics office data calculating Vehicle Miles Traveled (VMT) by county, indicates there has been a 10% decrease in VMT since 2005 in Pinellas County. In addition to shifting demographics, the way Americans work is changing commute patterns. More Americans, including in Pinellas County, are telecommuting (working at home). Between 1990 and 2010, the percentage of employees telecommuting more than doubled (from 2.5% to 5.1%). Although overall commute time to work has decreased by 8% since 1990, there is no evident pattern that overall commute times are decreasing.

## Constrained Roadways

As a predominantly built-out county, there is a limited supply of land available to construct or expand transportation facilities. Constrained roads are those that cannot be expanded as necessary to alleviate congestion due to either physical or policy limitations, environmental concerns, or other factors. Map 3-3 illustrates the roads that currently are identified as constrained.

One road that is policy constrained is the northern portion of Alternate US 19. While this road was once planned to be widened from 2 lanes to 6 lanes, the MPO Board constrained the roadway to its current configuration at 2 lanes. This policy was set in place because of potential impacts to the community and environmental constraints.

Additional policy-constrained roadways include East Lake Road and Ulmerton Road. East Lake Road is constrained to 4 lanes because of potential adverse impacts. Years ago, plans were in place to add grade-separated intersections

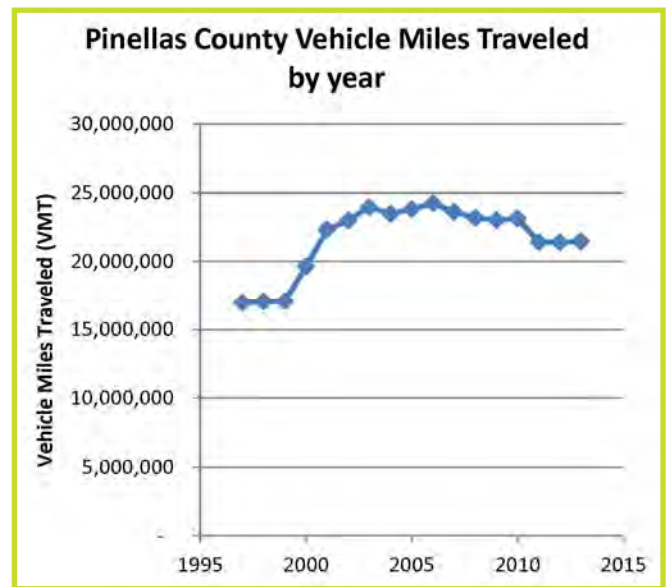


Figure 3-8: Vehicle Miles Traveled—by year VMT rose from 1998 to 2005, and has declined from 2005 to 2013. Source: FDOT Transportation Statistics Office

along Ulmerton Rd. A policy decision was made to keep the roadway intersections at-grade and constrain the roadway to a maximum of 6 lanes.

Given the number of major thoroughfares throughout the county that are constrained and where expansion of such facilities is not likely or feasible, emphasis must be made on making roadways more efficient to avoid significant increases in congestion and the physical, social, safety, and economic problems that increased congestion brings.

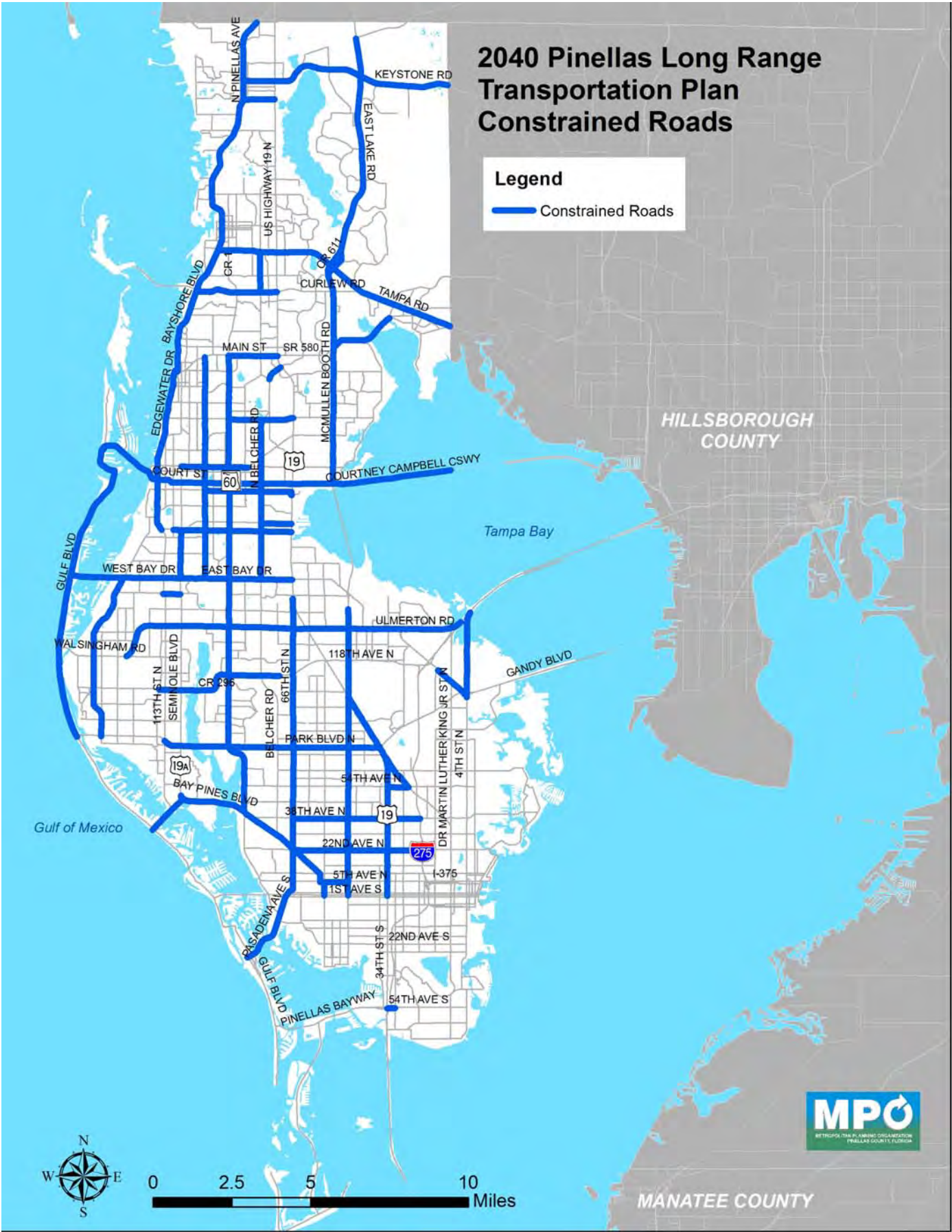
## Mobility Trends and Planning Assumptions

The 2040 L RTP acknowledges that, in addition to changes in demographics and socioeconomic indicators, a host of other factors will affect future travel demand and needs in Pinellas County. These other factors include driving technology, system maintenance needs, and funding challenges.

### Driving Technology

There is no question that cars are becoming smarter. Autonomous or self-driving vehicles are being tested for eventual private use. Although there are still regulatory and legislative hurdles to overcome, market experts speculate that fully autonomous vehicles could be available for purchase around 2020. Autonomous vehicles





Map 3-3 : 2040 L RTP Constrained Roads

could create a driving or commuting atmosphere which provides time savings by allowing drivers to complete other tasks while they would otherwise have been navigating the wheel. The cost of these vehicles will likely hinder widespread ownership in the early years of their availability to the public, but providing a commuter or driving environment where the driver can multi-task rather than focus solely on driving could be a significant attractor to many people.

Figure 3-9 illustrates how forms of vehicle automation are already included and assisting drivers in cars on the road today. Communication between vehicles already benefits drivers with blind spot detection, rearview cameras, automatic parking assistance, GPS, and detection of lane obstructions. Figure 3-10 shows how the five levels of automation, as defined by the National Highway Transportation Safety Administration, are built upon each other in attaining fully automated vehicles. Individual functions like braking assistance or electronic stability control are the elements of level 1 automation. Moving to level 2, multiple components are combined. Moving through level 3 to level 4 requires automobiles to take on more of the decision making and safety-critical driving functions without expecting the driver to take control of the vehicle.

Communication between vehicles and the transportation infrastructure, however has not been implemented and will likely be a large investment to realize the benefit of a fully automated vehicle. Detecting cross traffic at intersections, communicating when traffic signals change from green to red, or detecting the presence of emergency vehicles are all additional policy and funding hurdles that are yet to be overcome. Through an annual statewide summit, FDOT has initiated three research projects to address these challenges:

- transportation policy and long range plans;
- staying mobile and potential market acceptance to address the needs of the transportation disadvantaged; and
- viable transit applications.

More information about FDOT's automated vehicle program can be found at [www.automatedfl.com](http://www.automatedfl.com).



Figure 3-9: Automated Vehicle Technology -Automated vehicle components can be as recognizable as cruise control and GPS (level 1), emerging technologies such as lane tracking (level 1) or as unfamiliar as external cameras and laser scanners that engage the braking system to avoid collisions (level 3).

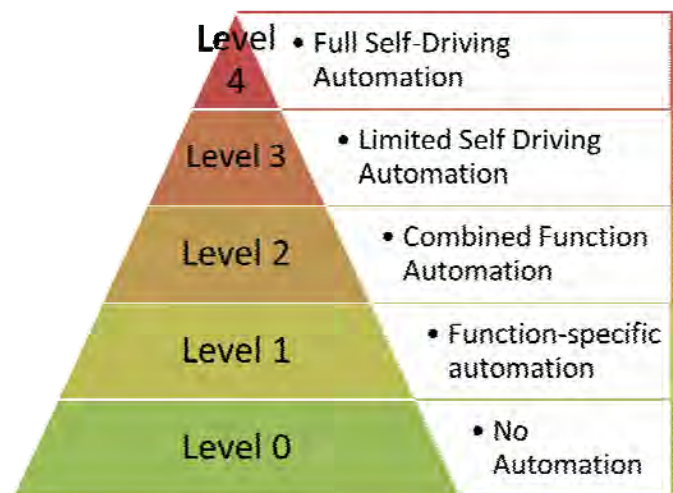
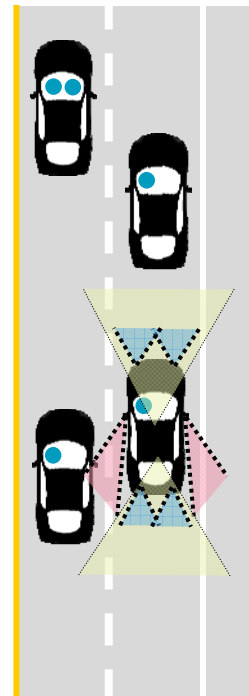


Figure 3-10: Five levels of Vehicle Automation.

### System Maintenance Needs and Funding Challenges

For the last several decades, Pinellas County has relied primarily on revenue from the local option gas tax and the one-cent sales tax (Penny for Pinellas) to maintain and expand roadway, bicycle, and pedestrian facilities throughout the

county. Bus service operated by PSTA is funded primarily with property tax revenue, passenger fares, and miscellaneous state and federal grants.

Similar to most communities, rising transportation costs are outpacing growth in available revenue. It is well-established that, due to the higher fuel efficiencies and because fuel taxes are imposed on a cents-per-gallon basis instead of as a percentage of total fuel cost, fuel taxes are not a sufficient revenue source. Given federal mandates that fuel efficiencies must increase over time, fuel tax revenues are likely to continue to decrease compared with costs.

A correlation between county fuel tax per capita and the population of all 67 Florida counties indicates that as population increases, fuel tax per capita decreases. This relationship suggests that as communities become more urbanized, travel demand tends to decrease due to shorter and fewer auto trips, reducing per capita gas tax revenue.

Additionally, increases in fuel efficiency will reduce the total number of gallons of gas that individual consumers purchase over the coming years. The local option gas tax is

a main source for funding maintenance of Pinellas County’s transportation system. Given that Pinellas County has invested billions of dollars in the existing transportation system, there is an enormous need for funding routine and preventive maintenance that must be addressed when identifying funding priorities. As gas tax revenue continues to decline over time, Pinellas County must reduce overall maintenance costs or look to fill the funding gap with other revenue. Figure 3-11 shows how the gas tax is collected as pennies per gallon rather than a percentage of fuel prices.

Sales taxes are a commonly-accepted dedicated funding source for transportation projects and historically have provided the greatest revenue yield and stability compared to other sources. Penny for Pinellas is a one-cent local option sales tax first approved by voters in 1989 to fund capital projects and was most recently approved again in 2007 extending the life of the tax through 2020. A correlation analysis between taxable sales and several demographic variables suggests that there is a positive correlation between income and taxable sales. In other words, sales tax revenues will increase as a community’s income level increases.

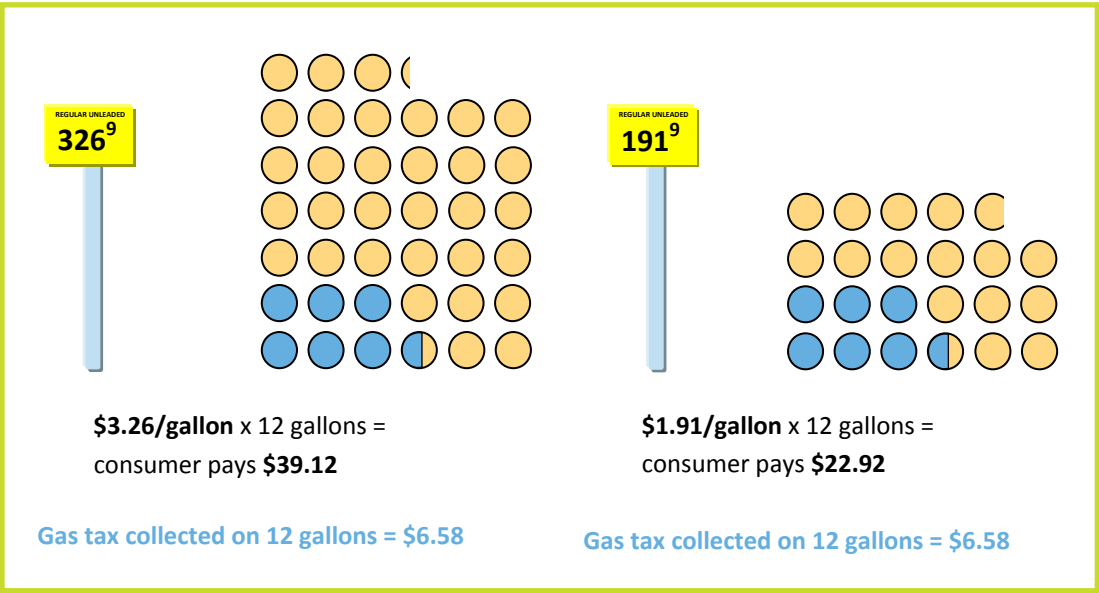


Figure 3-11: Gas Tax—Gas tax revenues do not rise with gas prices. Contrary to popular belief, the gas tax is calculated on a “pennies per gallon” basis, not a percent of the sale. When gas prices rise, consumers pay more, but tax revenues remain the same. The last time gas taxes were raised at the federal level was more than 20 years ago, in 1993.



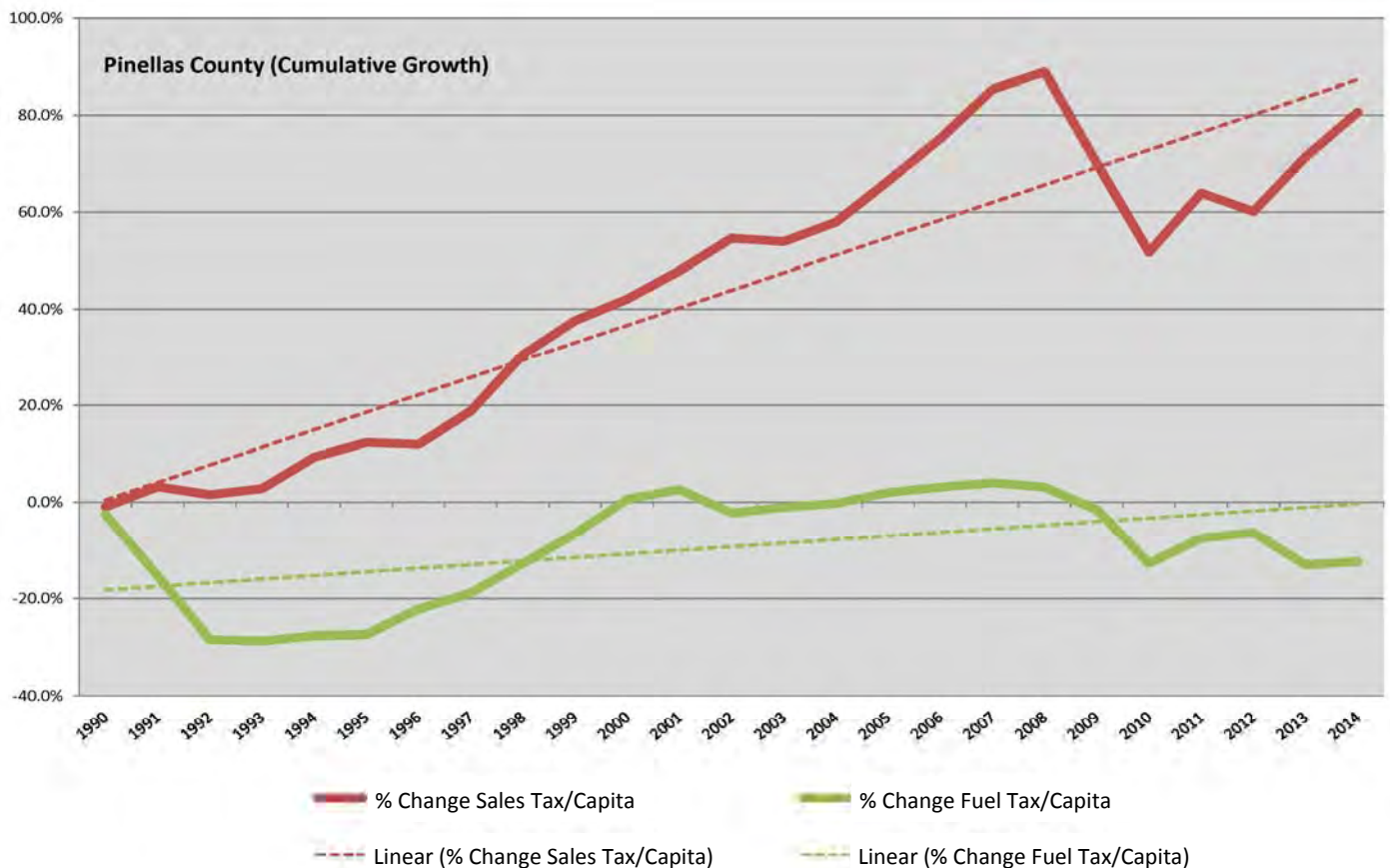


Figure 3-12: Gas tax revenues do not rise with gas prices and are an inefficient revenue source over time. Sales taxes revenues will increase as a community's income level increases, providing a more reliable source of revenues with which to maintain the transportation system.

Figure 3-12 shows the historic values of gas tax and sales tax trends in Pinellas County. The actual annual values from each revenue source is the straight line trend. This figure highlights how the per capita collection of gas tax has been relatively flat in Pinellas County over the past 25 years, increasing on average less than 1 percent per year.

Redevelopment of property within the county can dramatically increase the value of property and, in turn, the ad valorem revenue it generates, especially if the redevelopment projects includes new construction or increased density or intensity. The positive impact of redevelopment on property value is not limited to the redeveloped property but also often has a positive effect on the value of surrounding properties. As an essentially built-out county, Pinellas County must largely rely on redevelopment rather than new construction projects to bring increases in property tax revenue beyond that generated by annual property value increases.

By relying primarily on property tax revenue, PSTA funding for transit service is heavily dependent on the real estate market. The 2013-2014 fiscal year for PSTA saw the highest ridership level in the county's 102 year history. This surpassed the previous record in 2012-2013 by more than 35,000 riders, however, the recent depression of property values has created funding and service challenges for PSTA resulting in route elimination and reduced hours of service. Going forward, PSTA continues to evaluate the level of service it provides while remaining within current revenue sources.

The Pinellas MPO along with its state, regional, and local partners, has developed the 2040 LRTP with these challenges and opportunities in mind. The remainder of the 2040 LRTP Report covers the goals and vision that were developed to guide the plan development and the resulting multi-modal transportation system to serve the county.





# CHAPTER 04

## Vision for the Future







# VISION FOR THE FUTURE

Establishing a vision allows for the evaluation and measurement of decisions in reaching the stated goal. Zig Ziglar is credited with saying “if you aim for nothing, you will hit it every time.” In long range transportation planning, hitting the target comes in the form of identifying transportation projects that shape the desires of a community captured in a vision statement. Attaining that stated vision becomes measurable through a series of goal statements, and specific and targeted objectives. A critical step in the long-range planning process is to identify the vision of the plan and the objectives that will support reaching it. The vision and supporting objectives establish the framework of the 2040 Long Range Transportation Plan by serving as the “blueprint” for the multimodal transportation system in Pinellas County through 2040. A complete listing of the Goals, Objectives and Policies for the 2040 LRTP can be found in Appendix C.

**Vision: “Improve the quality of life for Pinellas County’s residents and visitors, and for those who choose to work and conduct business within, by providing desirable, efficient and cost effective multi-modal transportation facilities and services that are safe and sustainable.”**



Figure 4-1: Goals of the 2040 Long Range Transportation Plan.

## 2040 Long Range Transportation Plan Vision and Goals

### Consistency with Federal Planning Factors and the Florida Transportation Plan

As discussed in Chapter 1, MAP-21 establishes eight planning factors to address in the long range transportation planning process. These planning factors form the framework for identifying projects and strategies that consider not only transportation systems, but their relationship to the economy, safety and security of users,

land use, and the environment. At the state level, FDOT has prepared a statewide long range transportation plan to guide investments for transportation infrastructure in a manner that supports the evolution of Florida’s multimodal transportation system 50 years into the future, to 2060. At the heart of the 2060 Florida Transportation Plan (FTP) is a series of six goals that frame the shared vision for providing an integrated transportation system that supports Florida’s future prosperity and quality of life.

In developing the 2040 LRTP vision and supporting goals, both the MAP-21 planning factors and 2060 FTP goals were reviewed to ensure that the local vision for Pinellas County is consistent with federal and state goals.

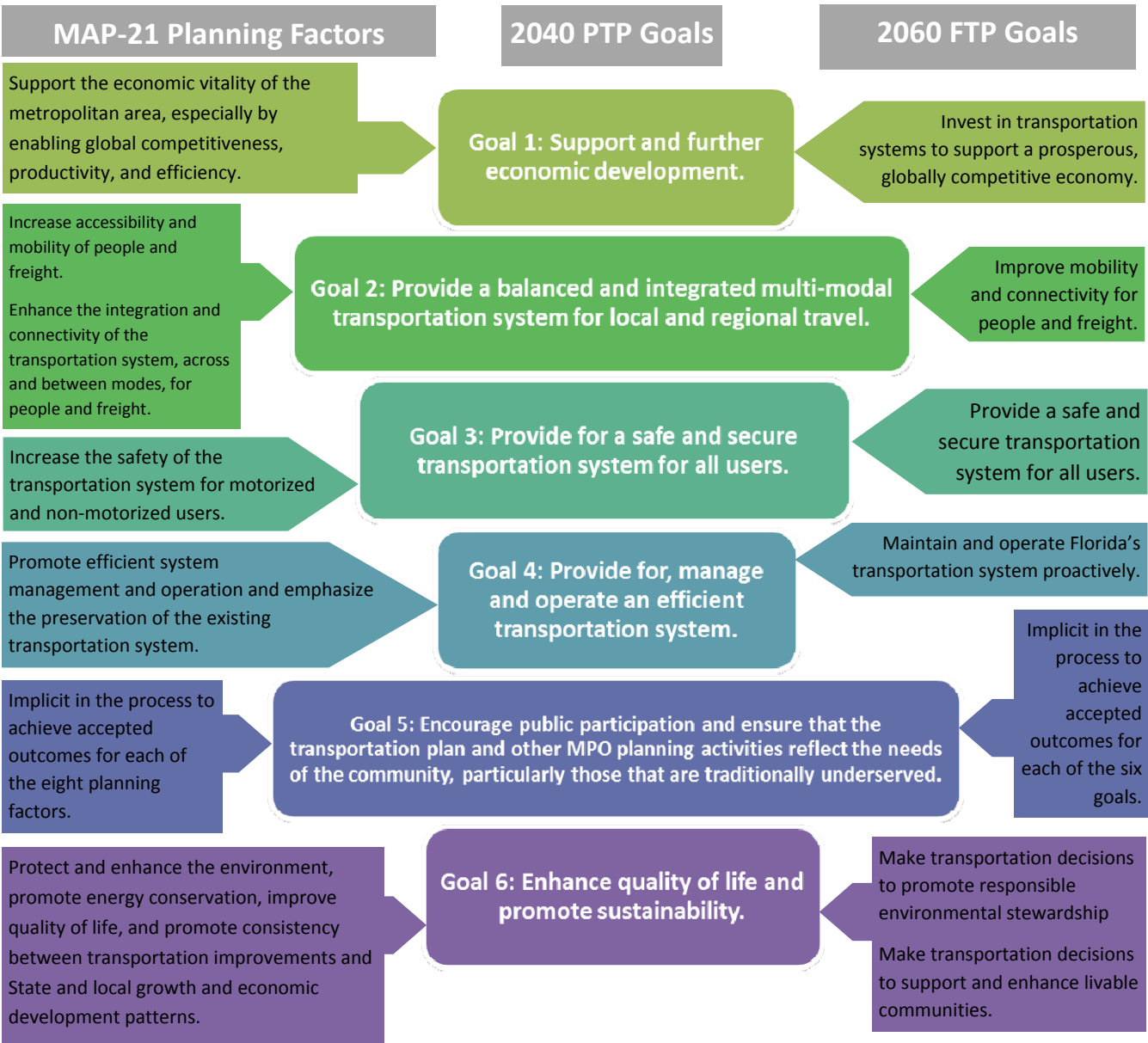


Figure 4-2: Goals Matrix—Goals of the 2040 LRTP related to the Map-21 planning factors and 2060 Florida Transportation Plan Goals.



# ECONOMIC DEVELOPMENT

# 04.1

## Land Use, Transportation, Economic, and Health Connections

*Objective 1.1: Integrate transportation and land use planning to ensure future decisions support keeping Pinellas County a place where people and business want to be.*

*Objective 1.2: Provide cost-effective travel and commute options.*

A community's transportation system has a direct relationship on the formation of land use and development patterns, and vice-versa. As documented in Chapter 1, the nature of the transportation system seen today in Pinellas County is inextricably tied to the development pattern seen throughout the many cities and communities in the county. The continued transformation of US 19 to include grade-separated intersections and frontage roads is indicative of a transportation system resulting from a residential suburban land use pattern that is shown in Figure 4-4 on the following page.

For example, changes in the development pattern in St. Petersburg have allowed an increased mixed-use development pattern and residential buildings with the Central Ave Revitalization Plan. This type of land use planning is being coordinated with transportation investments such as the planned Central Avenue Bus Rapid Transit service. Decisions like this are critical for providing choices in living and working and necessary for providing commuting options in a cost-effective manner.

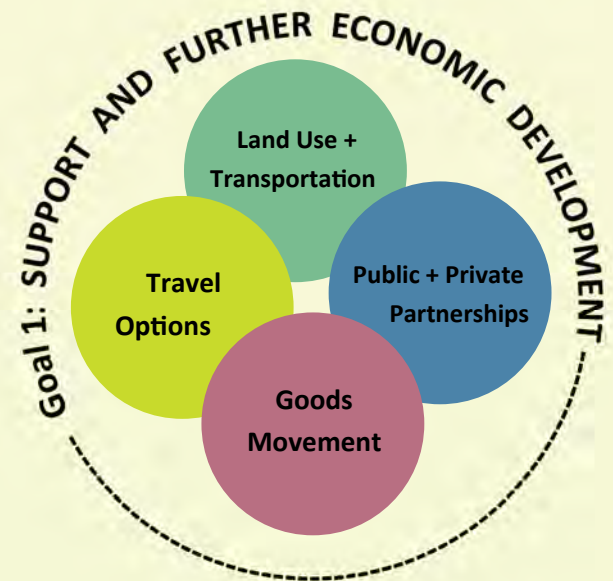


Figure 4-3: Districts along Central Avenue, from the Central Avenue Revitalization Plan, adopted by the City of St Petersburg in 2013. This land use plan intends to make this corridor more attractive to developers, and considers transportation improvements along the Central Avenue corridor in southern Pinellas County. (Image from the Central Avenue Revitalization Plan, page 12.)

### Coordinated Decision Making

The Pinellas Planning Council (PPC) maintains the Countywide Future Land Use Plan Map (FLUP Map), a regulatory map that has been adopted as part of the Countywide Plan for Pinellas County, shown in Figure 4-4. The FLUP Map delineates the allowable land uses and maximum densities/intensities for each parcel in the county. The FLUP aligns land uses with transportation corridors, allowing higher intensity land uses along corridors with more transportation options. The 2040 LRTP has been developed in conjunction with the current draft update of the Countywide Plan and FLUP Map to better coordinate the expected growth in Pinellas County with future transportation solutions.

The updated version of the Countywide Plan will include policies in support of maintaining existing transportation assets, increasing pedestrian and bicycle connectivity, and enhancing the existing transit system. This coordination will allow and encourage the land uses and development types necessary to support transportation options needed to achieve the 2040 vision for Pinellas County.

From a regulatory perspective, the process for coordinating transportation and land use decisions in Pinellas County was enhanced in 2014 by establishing common board membership for both the PPC board and the Pinellas County MPO board. Though the PPC and MPO will remain two separate legal entities, the common board make-up is expected to contribute to more efficient coordination of transportation and land use decision making.

### Economic, Health, and Quality-of-Life Benefits

The economic benefits of a coordinated, safe, and efficient transportation system are both direct and indirect. Coordinating land use development with transportation improvements creates opportunities for economic development by providing jobs and increasing the tax base. Indirect results of coordinating land use development and transportation improvements are improved quality of life for people spending less time in traffic and reducing their automobile dependency.

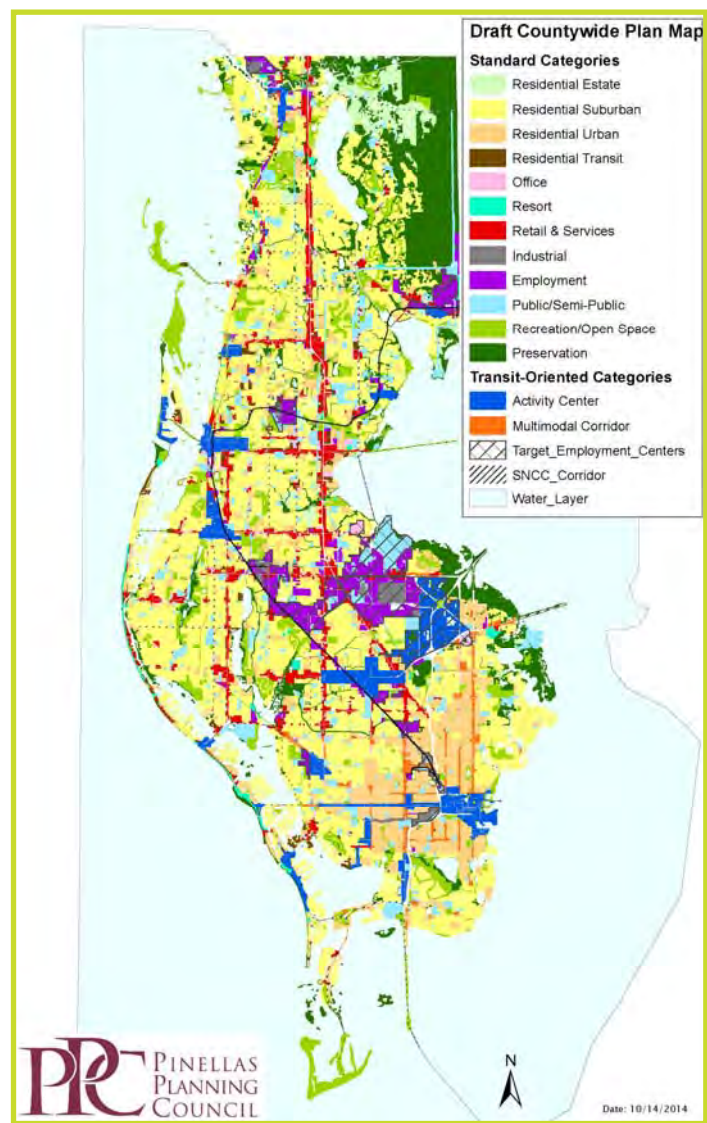


Figure 4-4: Countywide Future Land Use Plan (FLUP)—coordinating land use and transportation corridors. High-density land uses are aligned with high travel corridors.



Figure 4-5: MPO and PPC Logos—The common make-up of the PPC and Pinellas County MPO Boards is expected to improve the integration of land use and transportation planning.

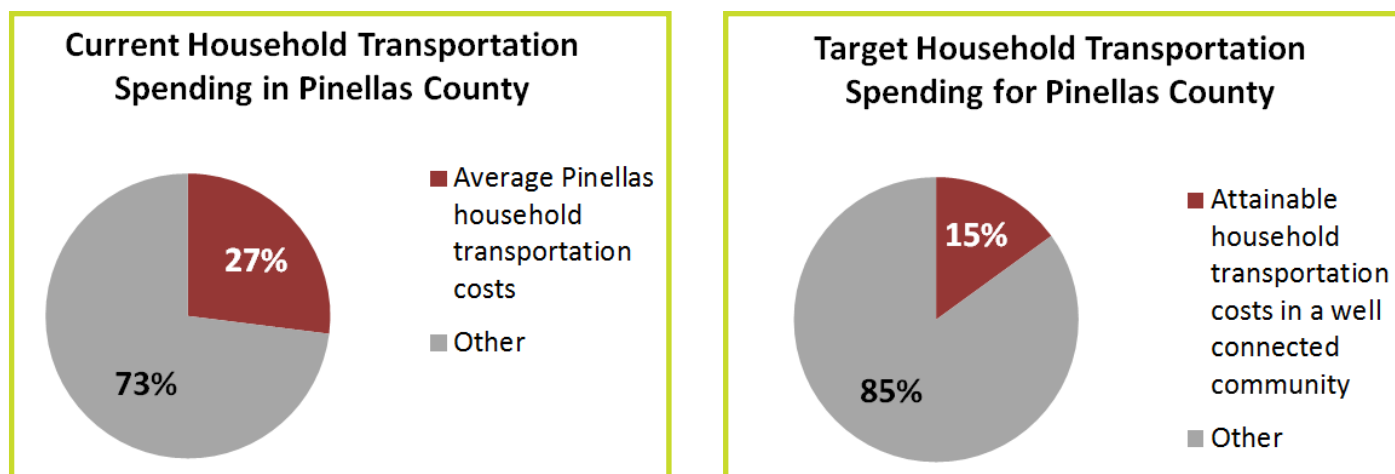


Figure 4-6: Current and Target Household Spending—According to the Center for Neighborhood Technology's Housing + Transportation Affordability index, the average Pinellas household spends 27% of its income on transportation costs. This is far greater than the 15% threshold of the household budget that CNT defines as an attainable goal.

The overall economic health of Pinellas County is dependent on industries that have been attracted to the region because of the county's natural resources, a skilled labor pool, relatively low cost of living, and high quality of life. Accessibility to housing, commerce, and tourist destinations via a safe and efficient transportation network are critical components of the county and regional economy.

From a personal economic perspective, the more dependent a community is on driving, the more affected it is when fuel costs increase. When residents have to spend a higher percentage of their income on transportation costs, it reduces their amount of disposable income and spending which, in turn, reduces the economic stability of the community. According to the Center for Neighborhood Technology's (CNT) Housing + Transportation Affordability Index, the average household in Pinellas County spends 27 percent of its income on transportation costs. This is far greater than the 15 percent threshold of the household budget that CNT defines as an attainable goal for transportation affordability. Money that a household spends on transportation costs could be used for leisure, shopping, dining, and other activities that support the local economy. This comparison is shown in Figure 4-6.

In addition to the cost of owning and maintaining a car, spending more time driving or commuting takes away from potential time to be more productive in one's work or personal life. Providing transportation alternatives, such

as transit, allows people to use their travel time for activities such as checking email, reading for work or pleasure, or even resting. Better coordinating transportation and land use planning and providing compact, mixed-use developments within smaller geographic areas and with better access to the transportation system results in less time spent traveling and more time for other activities that may enhance a person's overall productivity and quality of life.

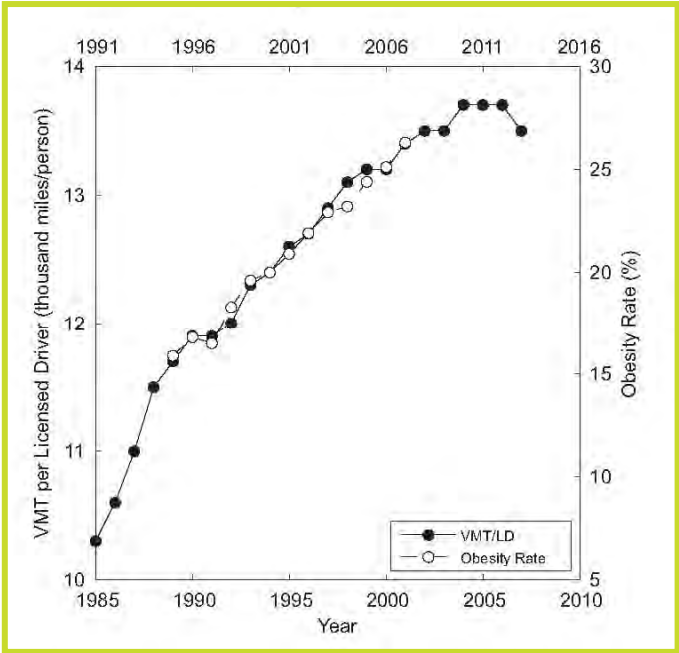
The 2040 L RTP promotes a greater quality of life by increasing transportation options and equality, especially for older and low-income residents. An aging society needs transportation options. As people age, their ability to safely operate an automobile decreases, however, the need to travel often does not. According to a 2008 AARP survey, 71 percent of older adult households want to be within walking distance of transit. Similar to older populations, low-income residents are at a disadvantage in an auto-dependent community, as the costs to obtain reliable transportation often are too high. Housing costs, especially for low-income residents and for those on fixed incomes, is often a major factor in determining the distance that people need to drive. Often, the majority of affordable housing is located far from major employment centers, meaning that to afford housing, these residents must incur greater transportation costs. The 2040 L RTP seeks to address these issues by promoting a fully-integrated multimodal transportation system that reflects a coordinated decision-making process.



Providing more transportation choices can also have a positive impact on personal health. As obesity rates in the United States have increased drastically over the past several decades, there is mounting evidence of the potential link with the built environment. Providing mobility options and mixed, or integrated, land uses for the public creates opportunities for increased personal activity, like walking or biking instead of driving to the nearest grocery store. Consistent with this research, the Centers for Disease Control has implemented community-based strategies, including the promotion of bicycle and pedestrian infrastructure and mixed-use development.

In 2011, an article published in *Transport Policy* highlighted the results of a recent study demonstrating the relationship between miles driven per licensed driver and adult obesity rates on a national level using a simple linear regression model as displayed in Figure 4-7. To account for the fact that the effects of obesity are not immediate, obesity rates in the model have lagged by six years when compared to miles driven.

More efficient use of redeveloped land around key activity centers and transportation hubs within Pinellas County can both diversify the tax base and increase property values. Figure 4-8 illustrates how more than one use can be vertically integrated on the same piece of land to provide multiple business opportunities which increase the value of that land while also diversifying and strengthening the local tax base. This principle can also be applied to lower density areas by locating a mix of uses in separate, adjacent buildings. Presently, most of Pinellas County consists of low density, segregated land uses that are primarily residential. Fifty percent of property values are comprised of single-family parcels and nearly 75 percent of the property values are comprised of all residential parcels. With the predominance of residential use, Pinellas County is more susceptible to market fluctuations.



Source: Jacobson, S.H., et al., page 3

Figure 4-7: Comparison of Driving and Obesity—Time series for VMT/LD (Licensed Driver) (1985–2007) and adult obesity rate (1995–2007), with a six-year lag applied to the obesity rate trend.

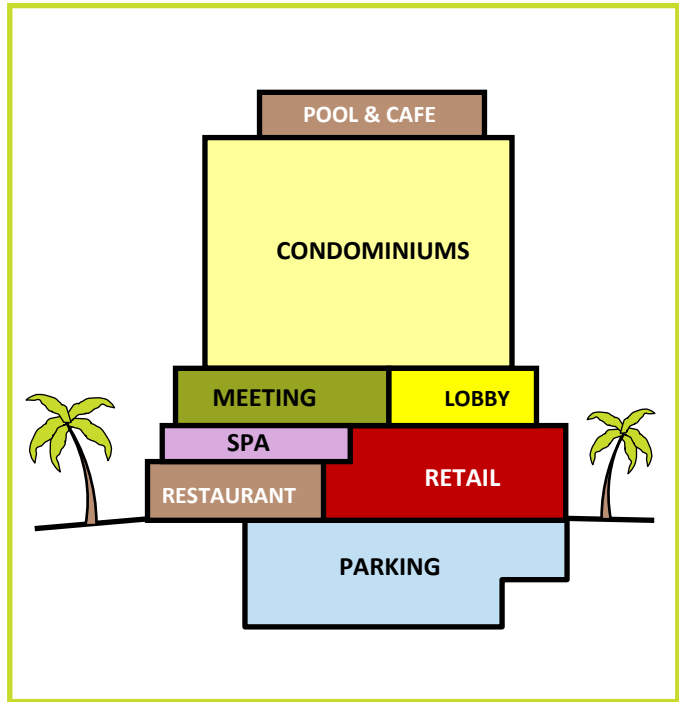


Figure 4-8: Integrated Land Use—Multiple uses on the same piece of land typically increases the value of that land, generates additional property tax revenue, and diversifies and strengthens the local tax base.

## Public-Private Partnerships

### *Objective 1.3: Create and promote opportunities for public-private partnerships.*

A public-private partnership (P3) is a contractual agreement between a public agency (federal, state or local) and a private sector entity to share the cost and liability of a service or facility for the use of the general public. FDOT may be able to advance projects programmed in the 5-year work program or the 10 year Strategic Intermodal System Plan using a public-private partnership agreement. Specific guidance is contained in Florida Statute Chapter 334, section 30.

There are public-private partnerships already in Pinellas County. An example is US 19 from Whitney Rd north to SR 60. This 2.5 mile section completes a 7 mile continuous section of US 19 that is now free of traffic signals. The contract, executed October 20, 2009 with Hubbard Construction Company, accelerated construction of this project by several years by having the construction company carry the financing for the project until the funding became available in the FDOT work program.

A similar large project in Florida that has been completed using public-private partnerships is the one mile long connector in Tampa, connecting Interstate 4 to the Selmon Expressway. One of the three major components of the connector were truck only lanes from I-4 to the Port of Tampa. The estimated cost of construction is \$429 million and the elevated road opened to traffic on January 6, 2014. Contractor financing was also used to accelerate this project.

On a smaller scale, private companies sponsor signage, benches and water fountains along the trails and landscape maintenance along medians. For example, about two-thirds of the litter removal along the Pinellas Trail has been sponsored by local businesses and civic organizations as part of the Pinellas Trail Adopt-A-Mile Program. Highlighted in Figure 4-10, this program is a cooperative partnership between the public/private sector and Pinellas County.



Figure 4-9: U.S. 19 Construction—U.S. 19 from Whitney Rd to SR 60 is a 2.5 mile public-private partnership in central Pinellas County. (Google Maps)



Figure 4-10: Pinellas Trail Adopt-A-Mile—A public/private partnership for cleanup and debris removal along the trail.

## Goods Movement

### *Objective 1.4: Improve roadway operations for the movement of goods.*

The safe and efficient movement of goods is a critical component of any economy, including that of the Tampa Bay region. The transport of goods via the road and rail network throughout Pinellas County supports commercial and industrial growth, job creation, and a high quality of life as a larger extension of goods movement throughout the region, state, and country.

### *Tampa Bay Regional Strategic Freight Plan*

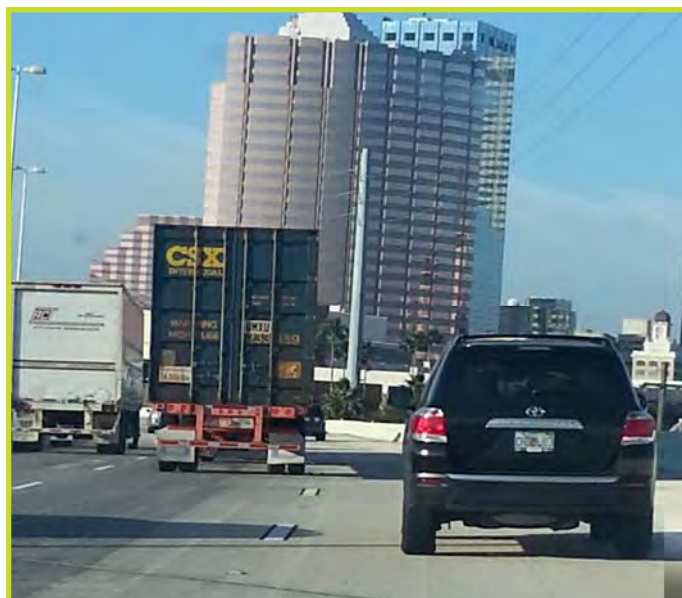
Recognizing that goods movement is a critical component of the regional and state economy, FDOT District 7 and its partners on the Regional Goods Movement Advisory Committee, including the Pinellas County MPO, have worked to prepare the Tampa Bay Regional Strategic Freight Plan in response to a steadily-increasing emphasis on freight mobility concerns and economic development in recent years. The Tampa Bay Regional Strategic Freight Plan study area covers a sizeable region that includes 8 counties and more than 50 municipalities.

The Strategic Freight Plan accomplishes these objectives:

- Identifies strategic freight transportation investments that promote and foster economic development in the region.
- Responds to the balance between goods movement and community livability.
- Positions the Tampa Bay region to take advantage of the rapid growth in the global economy.
- Positions the region for new funding opportunities to implement infrastructure improvements on the regional freight network.
- Integrates freight considerations into the planning, project development, and roadway design processes.

Investments in roadway improvements that enhance the movement of goods must be strategically coordinated throughout the region. Federal and state regulations for transportation planning give FDOT and MPOs in the Tampa Bay region broad responsibility for planning and

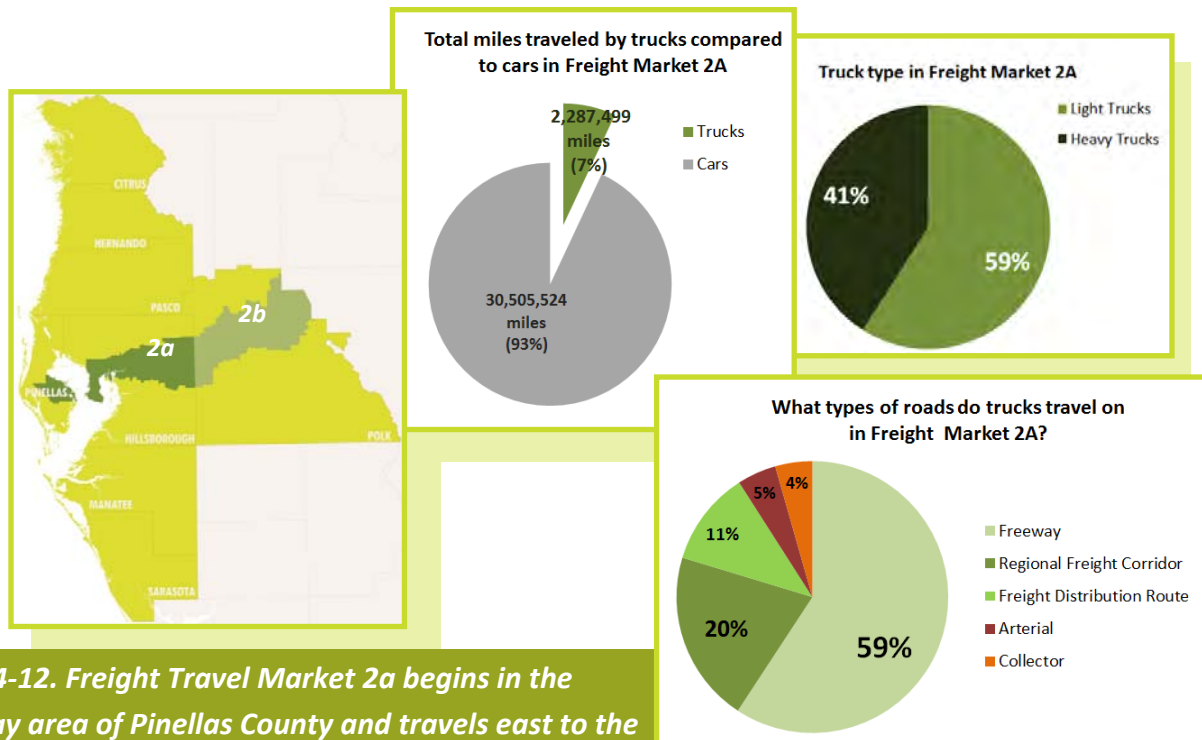
programming transportation projects, including those projects that benefit freight mobility and goods movement. It is important to integrate freight mobility and access needs in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors, and access for commercial delivery activities. This includes improving and protecting the throughway interchanges that provide access to major industrial areas as well as the last-mile connections to both current and emerging industrial areas and terminals. As part of the Strategic Freight Plan needs assessment, an



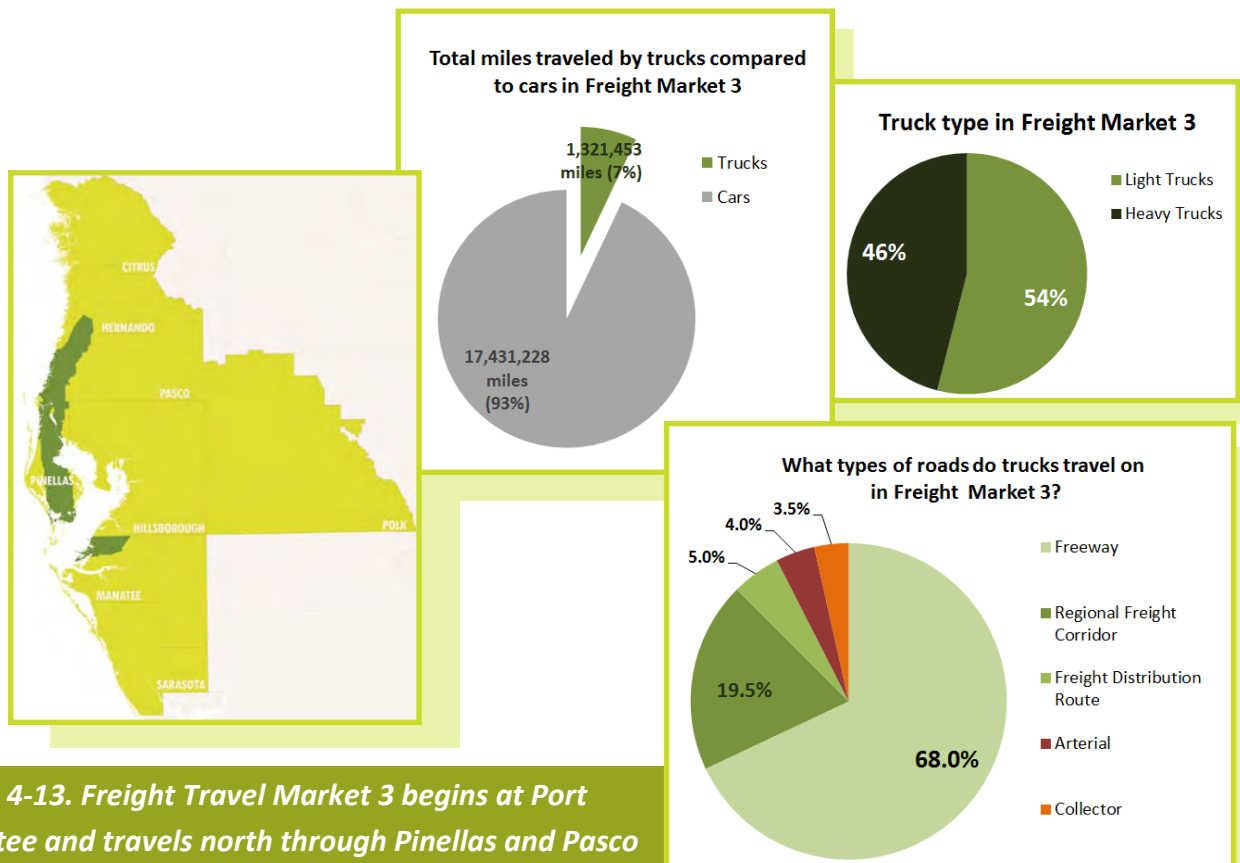
*Figure 4-11: Intermodal shipping container—these containers can be transported on trucks, trains and barges around the world without being unpacked, dramatically improving transit times. They are always 8'-0" in width, either 8'-6" or 9'-6" in height, and either 20', 40', or 45' in length.*

analysis of existing network conditions was compared with four categories of freight-related needs. These four areas include capacity, operational, maintenance, and safety and security. To identify the appropriate strategy for addressing the freight movement needs, this analysis was applied to twelve freight travel markets in the Tampa Bay Region. The freight travel markets focus on major highways and parallel and connecting facilities that provide for truck mobility into, out of, within, and across the region. The Strategic Freight Plan identifies 12 freight travel markets, 2 of which are in Pinellas County—Polk County to Pinellas Gateway and Port Manatee to North Pinellas—are highlighted on the following page in Figures 4-12 and 4-13.





**Figure 4-12. Freight Travel Market 2a begins in the Gateway area of Pinellas County and travels east to the Polk County line.**



**Figure 4-13. Freight Travel Market 3 begins at Port Manatee and travels north through Pinellas and Pasco counties into Hernando County.**

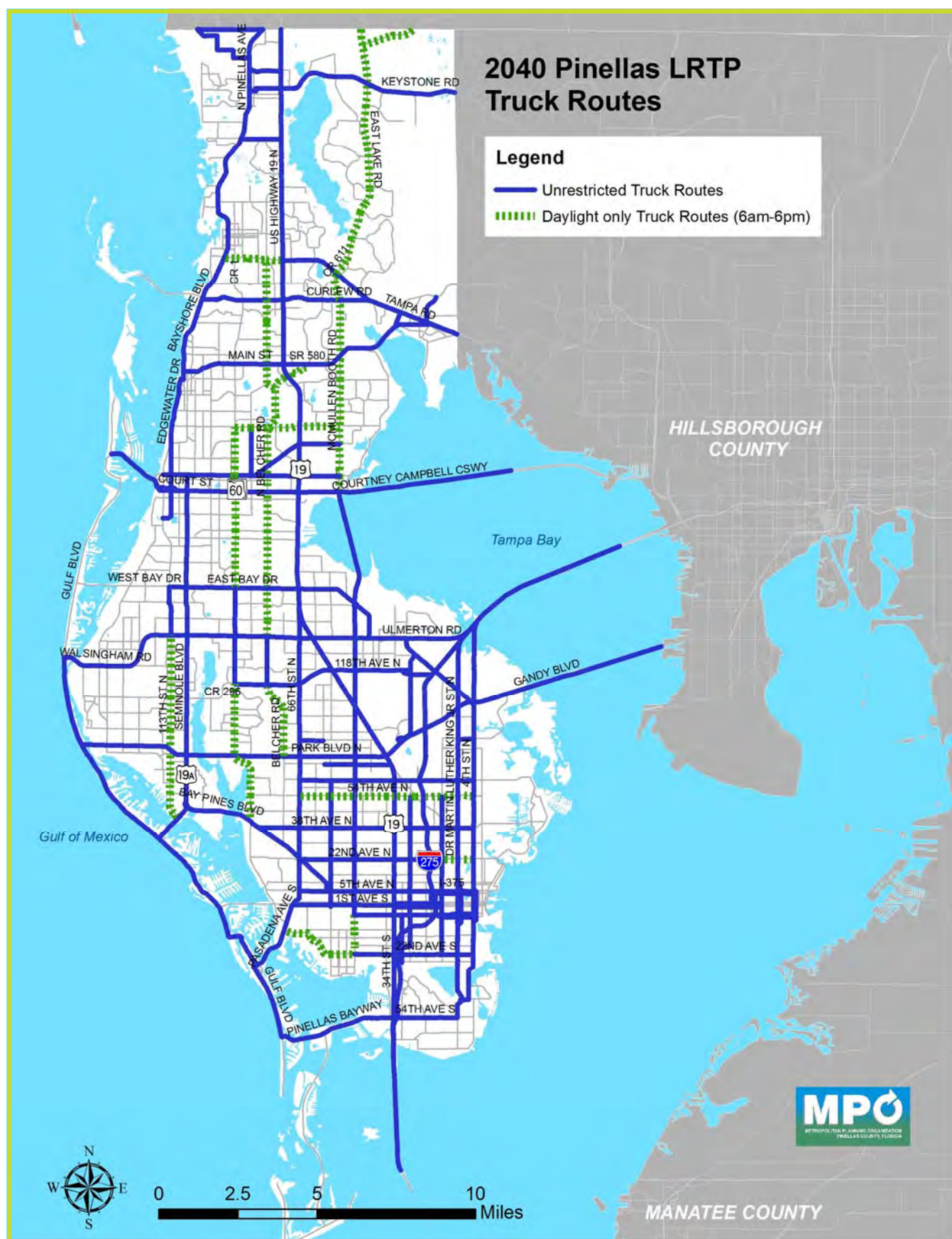
### Pinellas County Truck Route Plan

The Pinellas County MPO maintains a Truck Route Plan to identify roadways where heavy trucks must travel and routes that have time-of-day restrictions. The MPO works with each municipality and the County to identify roadways appropriate for through truck movements and

to develop ordinances regulating truck traffic, in an effort to maintain consistency across jurisdictional boundaries. The map at right identifies those roadways that trucks are required to travel on, up to that point closest to their destinations. This level of local planning supports the regional efforts discussed previously.

### References

1. Based on research in metropolitan areas ranging from large cities with extensive transit to small metro areas with extremely limited transit options, the Center for Neighborhood Technology (CNT) has found that 15% of the Area Median Income (AMI) is an attainable goal for transportation affordability. Data available at: <http://htaindex.cnt.org/>
2. Laura Skufea, "Is the Cost of Gas Causing Americans to Use Alternative Transportation?" AARP, 2008.
3. Centers for Disease Control and Prevention, U.S. Department of Health and Human Services, "Recommended Community Strategies and Measurements to Prevent Obesity in the United States," *Morbidity and Mortality Weekly Report* 58 (RR-7), pp. 1–29, 2009.
4. S. H. Jacobson et al., "A Note on the Relationship between Obesity and Driving," *Transport Policy*, doi:10.1016/j.tranpol.2011.03.008, 2011.



**Map 4-1: Pinellas County Truck Routes**—Truck Routes in Pinellas County are designated as either routes with no restrictions or “daylight only” routes. Trucks can only travel on “daylight only” routes between 6am and 6pm.





# LOCAL AND REGIONAL CONNECTIVITY

## Local and Regional Connectivity of the Multimodal Transportation System

*Objective 2.1: Consider facilities for, and the connectivity between, all modes in the planning, design and construction of transportation projects.*

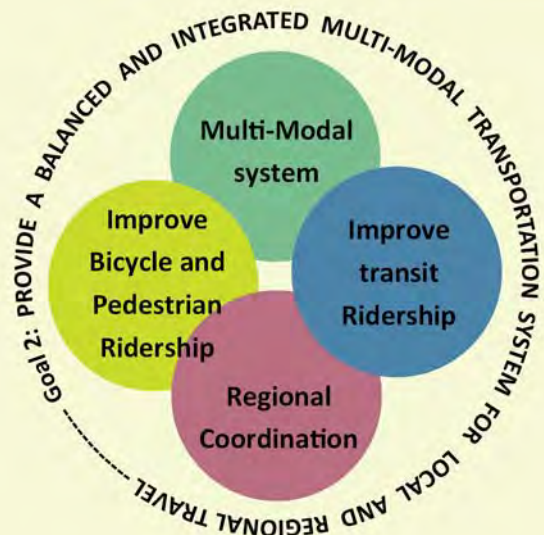
The transportation system in Pinellas County is comprised of a multimodal network that includes Interstate 275 and its spurs into downtown St. Petersburg (I-175 and I-375), arterials, collectors, and local roads. Additionally, the transportation system provides for public transportation bus routes, paratransit service, vanpools, intercity/interstate bus service, airports, bike lanes, sidewalks, rail, the Pinellas Trail, and other multi-use paths and the movement of freight cargo on trucks and by rail.

The transportation system internal to Pinellas County is part of a larger regional multimodal transportation system serving the Tampa Bay region. The 2040 LRTP seeks to enhance not only the intra-county multimodal transportation network, but also the inter-county regional connections in the Tampa Bay Area. Close coordination with key partners throughout the planning process ensures that the future multimodal system is integrated, connected, functionally optimized and meets the transportation needs of the public at all levels.

Regional connections in Pinellas serve a vital role for business, tourism and the mobility of the county's residents. The regional connections in Pinellas aren't limited to roadways. Freight, transit, and multi-use trails are all components of the regional transportation

Regional transit connections between Pinellas and Pasco and between Pinellas and Hillsborough are accommodated

# 04.2



through cooperative partnerships of the public transit providers. Currently PSTA operates two routes providing a connection to Downtown Tampa across the Gandy and Howard Frankland Bridges. A third route, operated by Hillsborough Area Regional Transit (HART) provides a connection to Pinellas using the Courtney Campbell Causeway. In Tarpon Springs, Pasco County Public Transit, (PCPT) operates two connecting routes; one at the Tarpon Springs Sponge Docks and one at the Tarpon Mall.

Coordination of transit also includes planning for future regional connections. This involves the iterative updating of the regional transit network components of the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan. TBARTA is currently in the process of evaluating and updating the Regional Master Plan based on input from the 2040 LRTP.

The CCC also addresses regional trail planning through the Multi-Use Trails Committee. Coordination of multi-use trail planning in the eight county region has resulted in construction of trails like the Courtney Campbell Trail across Tampa Bay, the planned Tri-County Trail connection north of Oldsmar which provides access to the Pinellas Trail from Pasco, the Upper Tampa Bay Trail in Hillsborough County and the Suncoast Parkway Trail extending into Citrus County as illustrated in Figure 4-14.

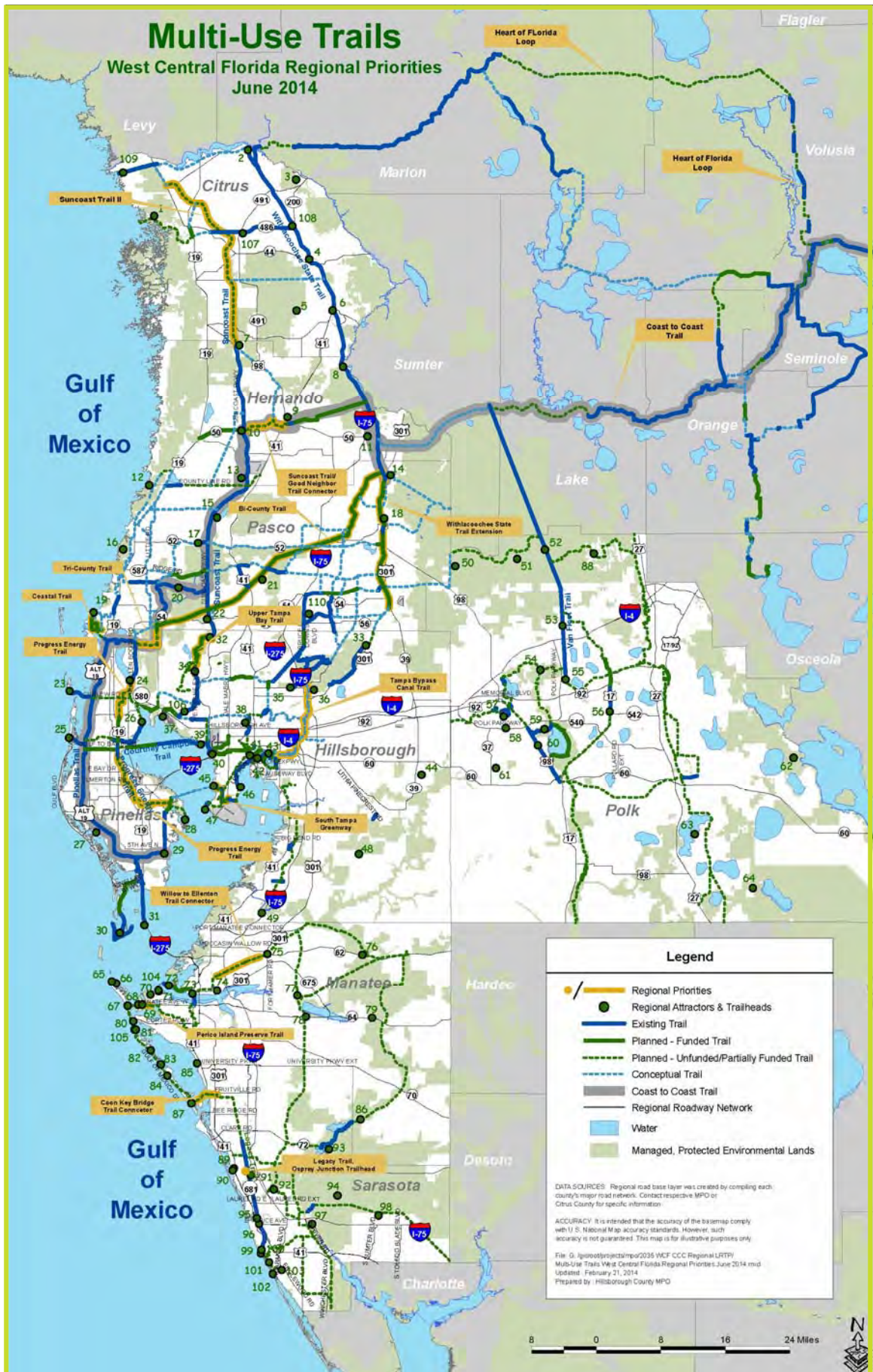


Figure 4-14: Regional Multi-Use Trails Map—The CCC's Multi-Use Trails Committee prioritizes trails that connect existing amenities, like the Pinellas Trail, to the rest of the region increases recreational choices and draws more visitors to Pinellas County.



## Increase Transportation Options for All Users

*Objective 2.2: Increase transit ridership by providing more frequent and convenient service.*

*Objective 2.3: Increase bicycle and pedestrian travel by providing sidewalks, bike lanes and multi-use trails throughout the county.*

### Transit

In the November 2014 general election, Pinellas County voted on a referendum known as Greenlight Pinellas. The 1% “Charter County Sales Tax” would have replaced an existing Ad Valorem Tax that is currently used to fund transit, increasing overall transit funding 4-fold. Although the sales tax did not pass, Pinellas County remains committed to a vision for improved transit service that includes more frequent local bus service, intra- and inter-county express bus, and premium/high-capacity transit options such as bus rapid transit and/or light rail. The county’s transit vision as well as cost-feasible transit plans are discussed in Chapter 5 of the 2040 LRTP Report.

### Trails, Bicycle Lanes, and Sidewalks

The 2040 LRTP provides transportation options for all Pinellas County residents, including people who need or choose to walk or bike to their destinations. Pinellas County has an extensive network of trails, bicycle lanes, and sidewalks. Significant investment has been made to the trail system and the miles of completed and planned trails. The intent is to provide connections that are easy to

use and that provide a safe and enjoyable way to travel around the county.

The Pinellas Trail, highlighted in Figure 4-15, is nationally renowned and, when completed, will loop its way through the county with connections to Pasco County and Hillsborough County. Additional community trails provide connections south to Fort Desoto, west to the beaches, and east-west connections throughout the county from the Pinellas Trail spine. An expansive network of bicycle lanes exists throughout the county, with many additional connections planned to allow people to have another option for traveling to their destinations. Installation of new bike lanes is often accomplished through roadway resurfacing projects, as shown in Figure 4-16.



Figure 4-16: Gulf Boulevard Bicycle Lane—in 2007 and in 2014 after the addition of bike lanes incorporated into the roadway resurfacing project.



Figure 4-15: Pinellas Trail—When completed, the Pinellas trail will loop throughout the county and will also connect to both Hillsborough and Pasco Counties. A completed section in Largo attracts both walkers and bicyclists.

## Complete Streets to Support a Multimodal Transportation System

The term “complete streets” is used to describe urban environments where walking, bicycling, and transit service is safe, comfortable and efficient. Integral to the concept of complete streets is the consideration of land use context in making roadway design decisions. For example, in a suburban context, a roadway with standard bike lanes and sidewalks may be “complete,” while in a downtown, elements such as wide sidewalks, protected/buffered bike lanes, and on-street parking may be necessary to complete a street.

In 2014, FDOT adopted a Complete Streets Policy, that established a policy direction to vary design elements based on roadway context. This policy will enable FDOT to expand existing guidance in Chapter 21, Transportation Design for Livable Communities, of the Department’s Plans Preparation Manual to allow for wider variation of roadway design elements based on land use context.

Currently, the MPO is working to develop a complete streets policy for consideration by the county’s local governments. This initiative complements past efforts to implement “livable communities” concepts to promote

better integration of land uses and coordination between land use and transportation investments. The Livable Communities Model Land Development Code was approved by the MPO policy board on September 10, 2008 and has been adopted by many of the County’s local governments.

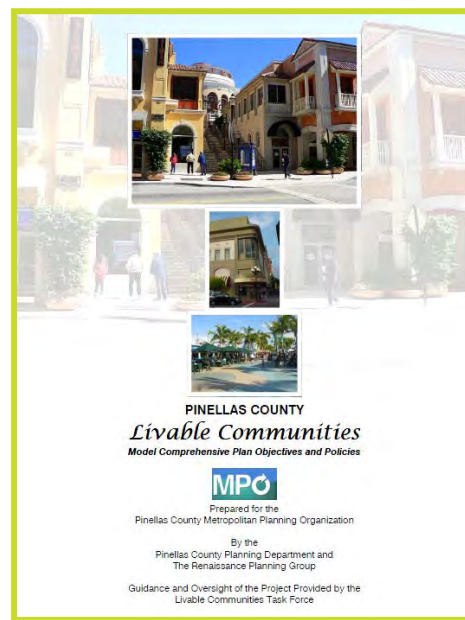


Figure 4-17: Livable Communities Report—The Model Comprehensive Plan Objectives and Policies was published in June 2007.

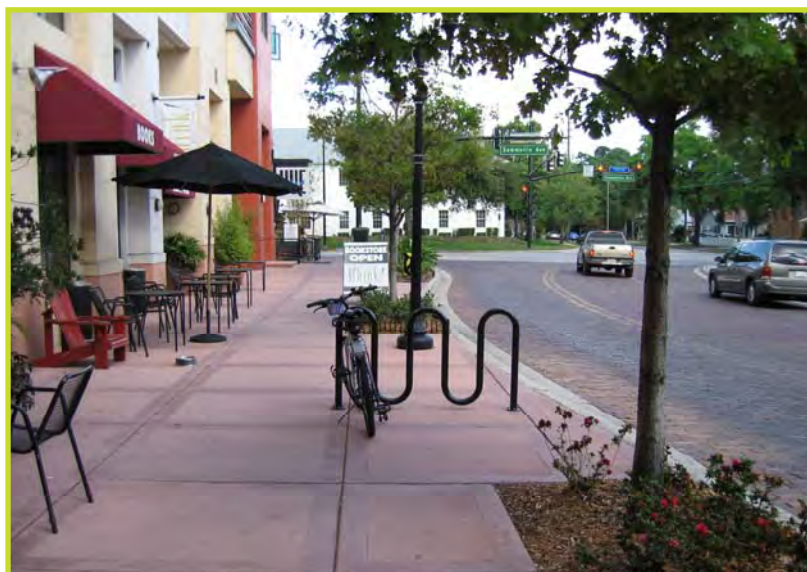


Figure 4-18: Complete Street—Livable communities incorporate the concept of “complete streets,” where streets are designed and operated with the safe travel of all users in mind, instead of just auto travelers.

## Local and Regional Coordination

*Objective 2.4: Coordinate and collaborate with transportation partners to provide for multi-modal options for local and regional travel.*

### Overview of Local Planning Partners

At the local level, the Pinellas County MPO must coordinate closely during the long range transportation planning process with **Pinellas County and each of the 24 incorporated municipalities**. Local government partners are important to the creation and validation of socioeconomic data as well as in identifying locally funded project priorities. During the development of the LRTP, each local government was invited to participate in the future growth scenario process, which is a key factor in determining the need for transportation investments. Local governments also provide information on planned roadway, multimodal and intelligent transportation system (ITS) projects. Pinellas County's Office of Management and Budget supports the MPO in producing revenue forecasts for local sources of revenue that are used during the 2040 LRTP development process to determine cost feasibility and to ensure consistency with the latest estimates of the County.

At the local policy level, **local government staff and elected officials** participate in the Policy Board and advisory committees of the MPO. These local representatives play a crucial role in defining the future transportation vision for the county, identifying what investments are needed in the future, and how these investments should be prioritized and phased in to maximize the effectiveness and comprehensiveness of the integrated system.

The Pinellas County MPO also works closely with the Pinellas Suncoast Transit Authority (PSTA) to incorporate the transit agency's planned improvements to the bus network, along with other service and infrastructure improvements reflected in the adopted 10-year Transit Development Plan (TDP). Enhanced service and expansion of the bus system will require new revenue above and beyond what exists today. In addition to the discussions

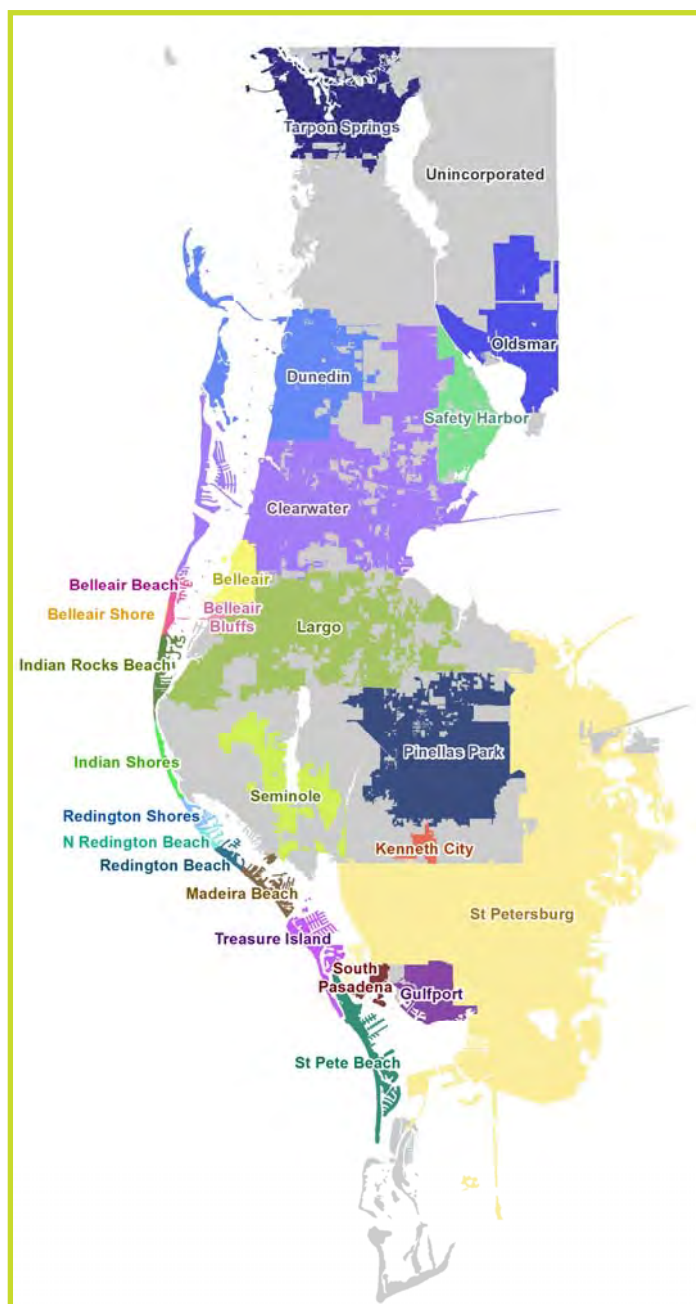


Figure 4-19: Municipalities and Unincorporated Areas of Pinellas County—The Pinellas County MPO coordinates closely with 24 incorporated municipalities and Pinellas County government. Local government partners contribute to the creation and validation of data projecting future growth patterns, which guide the effort of determining transportation investments.

about the existing bus network, the MPO coordinated with PSTA during the 2040 LRTP process to develop a vision for future transit service in Pinellas County that includes an expansion of the bus network and premium transit that serves and connects the major activity centers.

### Overview of Regional Planning Partners



During the development of the 2040 LRTP the MPO coordinated with other regional agencies and will continue to do so on an ongoing basis. This coordination process provides a functional partnership for cooperative transportation decision-making within the greater region to produce a connected transportation system. Key partner agencies are described in further detail in this section.

The **Florida Department of Transportation (FDOT) District 7** has played an integral role in the development of the 2040 Long Range Transportation Plan particularly regarding the planning of state and federally funded transportation improvements. The MPO also works with the FDOT on an ongoing basis to plan, scope and program roadway projects on the State Highway System (SHS). In addressing the need to accommodate regional travel from a statewide perspective, FDOT has developed a future corridors initiative to meet the need for future transportation corridors critical to the state’s economic competitiveness and quality of life over the next 50 years. Following a three-stage planning process of concepts, evaluations and a Project Development and Environment Study, FDOT seeks to identify existing corridors that can be transformed to serve a new function or identify study areas for new potential facilities.

Two of the five study areas for these future corridors address the Tampa Bay Area and Pinellas County directly:

- **Tampa Bay–Northeast Florida Study Area**  
The need for this study is based on increasing safety and congestion concerns along I-75 north of Wildwood and the need to improve connectivity for people and freight between two large regions that are not connected today.
- **Tampa Bay–Central Florida Study Area.**  
FDOT will explore ways to better connect Tampa Bay to Central Florida and the Space Coast as part of this corridor. This emerging “super-region” is now the 10th largest region in the United States.

After completing the first phase, which identified the future study areas, the second phase may include a pilot evaluation study for these areas. Future studies would

consider the goals, strategies, and project priorities in the 2040 LRTP as well as other regional and local plans. To view the concept report and find out more information, visit the FDOT website [www.flfuturecorridors.org](http://www.flfuturecorridors.org).

The **Tampa Bay Area Regional Transportation Authority (TBARTA)** was created in 2007 to develop and implement a Regional Transportation Master Plan for the seven county West Central Florida region. The purpose of the organization is to improve mobility and expand multimodal transportation options for passengers and freight. TBARTA develops a prioritized list of transportation projects for the broader region, advocating for funding and conducting planning studies to improve mobility throughout the region. TBARTA is currently working on updating its Regional Master Plan which will be based on the LRTPs adopted by the MPOs in the region. TBARTA also provides a regional commuter services program. Interested parties can register on the TBARTA website for a free carpool match, vanpool program for 5+ persons, an emergency ride home program, and online matching for the “School Pool” program.

The **West Central Florida MPOs Chairs Coordinating Committee (CCC)** is comprised of elected officials from each of the MPOs representing eight counties throughout the West Central Florida area (Hernando/Citrus, Hillsborough, Pasco, Pinellas, Polk, and Sarasota/Manatee). This group allows for collaboration on transportation planning across the broader region and prioritizing projects for Transportation Regional Incentives Program (TRIP) funding and regional multiuse trail



Figure 4-20: Carpool—Tampa Bay Area Transportation Authority (TBARTA) provides a regional commuter services program where interested parties can register for carpool and vanpool matching.

projects. Pinellas County has been very successful leveraging TRIP funds for Intelligent Transportation System and other management and operational projects, through the prioritization process developed by the CCC. The CCC is currently in the process of merging with TBARTA to streamline regional planning activities.

The **Tampa Bay Transportation Management Area (TMA) Leadership Group** convened to develop regional consensus on transportation priorities for the urbanized area that is composed of Pinellas, Hillsborough, and Pasco counties. The group is composed of elected officials from each MPO Board and provides the forum for the Tampa Bay metropolitan area to speak with one voice in discussions about transportation projects and funding resources. The group has identified the I-275/SR 60 interchange as the number one priority for the region, recognizing that without improvements at that location, other regional priorities would not achieve the desired outcomes. The Tampa Bay TMA also recognized the replacement of the Howard Frankland Bridge to accommodate transit and the Gateway Expressway as top priorities for the region.

### Highlights of Major Regional Projects

In addition to the aforementioned I-275/SR 60 interchange project, the projects described below were top priorities for both the TMA Leadership Group and TBARTA.

- **Gateway Expressway** – The funding for this project was advanced in 2014 and is now scheduled for construction within the next five years. Once complete, north and mid county residents will have improved access to the Gateway area, a major employment center, and to I-275, with decreasing travel times to downtown St. Petersburg and the Westshore business district.
- **Howard Frankland Bridge Replacement** – The replacement of the northbound structure of the Howard Frankland Bridge is funded for construction. However, the premium transit component remains unfunded.
- **Interstate Express Lanes** – Tolloed interstate express



Figure 4-21: CCC Meeting—The West Central Florida Chairs Coordinating Committee (CCC) is comprised elected officials from each of the MPOs representing eight counties throughout the Tampa Bay area. This group allows for collaboration on transportation planning across the broader region (CCC meeting in Polk County in 2014).

lanes are cost feasible in both the Pinellas and Hillsborough L RTPs. Once the reconstruction of the I-275/SR 60 interchange is complete (cost feasible in the Hillsborough L RTP), these toll lanes will improve connectivity to and from the Gateway area, Westshore, and downtown Tampa. Buses will also be able to use the express lanes, improving travel time for regional transit trips.

As many Tampa Bay area residents travel to the Gateway area for employment, these regional projects provide vital links with Pinellas County for providing access to local connections for the regional travel. Additionally, two other regional projects are critical for the future of Pinellas County's transportation system. US 19 is a high priority for the Pinellas MPO in providing for regional travel. Many portions of US 19 have already been converted to a partially controlled access facility, including overpasses, interchanges and frontage roads, and all but one of the remaining segments from SR580 north to the Pinellas Trail underpass are currently programmed for construction or are identified as Cost Feasible projects in the 2040 L RTP. The other project is the construction of the Westshore Multimodal Center in Hillsborough County. This center, once constructed, will serve as a connection point for several local and regional transit routes. The potential also exists to connect with the proposed people mover at the Tampa International Airport. Map 4-2 illustrates the regional priority projects within and important to Pinellas County



**Map 4-2: Regional Priorities**—Regional Priority Projects in the Tampa Bay area include four major projects described in detail on the preceding page.



# SAFETY & SECURITY

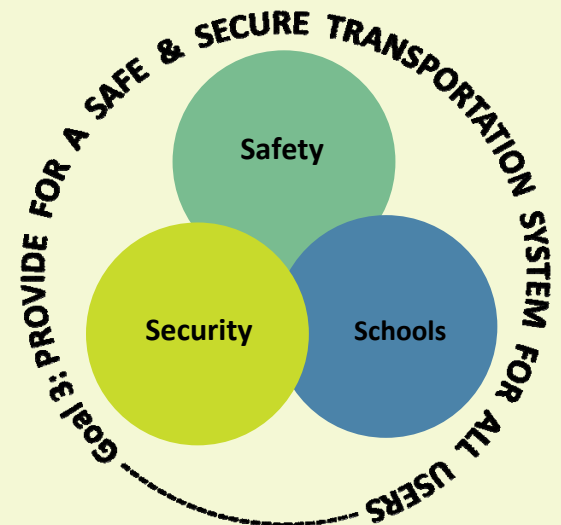
## 04.3

### Provide for a safe and secure transportation system for all users.

*Objective 3.1: Reduce the rate and frequency of fatal and incapacitating crashes for all modes of travel (Safety).*

*Objective 3.2: Provide for efficient emergency evacuation that responds to threats to Pinellas County and the Tampa Bay area (Security).*

*Objective 3.3: Coordinate safe travel to and from schools.*



In 2005, federal transportation legislation elevated the importance of safety and security considerations in transportation planning by requiring them to be separate planning factors. This section discusses both concepts as applied to Pinellas County. Safety information includes special emphasis on crash data and trends along with a listing of safety resources tailored toward different transportation modes and age groups. The Pinellas MPO has been monitoring data on crashes in eight specific areas highlighted in Figure 4-22. Security information includes planning data related to the preparation for and recovery from natural or manmade disasters. Additional emphasis on safe travel to and from schools makes up the last section. Additional information about Safety and Security not contained in this chapter can be found in the Safety & Security Technical Memo.



Figure 4-22: Crash Data Monitored—Eight crash data emphasis areas monitored since 2012 by Pinellas County. Four areas, including aggressive driving, intersection crashes, vulnerable road users, and lane departure data have been monitored since 2006 or earlier.

## Safety

In 2012, representatives from all segments of Florida's traffic safety community developed the 2012 Strategic Highway Safety Plan (SHSP). This was a continuation of the SHSP that was first established in 2005 under SAFETEA-LU legislation, and the 2012 update required that crashes be monitored under eight emphasis areas, described below.

### Crash Data and Trends

Prior to 2012, the Pinellas County MPO monitored and tracked crashes associated with the following four emphasis areas: Aggressive Driving, Intersection Crashes, Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists), and Lane Departure Crashes. To comply with the SHSP, the following three emphasis areas were added since 2012: Impaired Driving, At-Risk Drivers (aging road users and teens), and Distracted Driving. An eighth emphasis area, Traffic Data and Decision Support, was identified separately to emphasize the need for accurate data. The five-year Traffic Safety Information System (TSIS) Strategic Plan was developed in 2012 to address advancing the accessibility, accuracy, completeness, timeliness, and uniformity of Florida's traffic records information systems.

Shown in Figure 4-23, the number of lane departure crashes in Pinellas County has been relatively steady, dipping some from 2009 to 2011, then rising again slightly. Intersection crashes have been on a steady decline, dropping by more than half since 2006. Occurrences of aggressive driving have varied from starting high in 2006, dipping down by 2011, and then rising suddenly again in 2013. Aggressive driving includes speeding, following too closely, and disobeying traffic control devices.

Fatalities on roadways occur, on average, at a rate of about 100 per year. Of these, 19-45 percent are related to impaired driving (driving under the influence of alcohol or drugs) shown in Figure 4-24. In Pinellas County, impaired driving dropped by more than half between 2012 and 2013.

After many decades of designing roadways for cars, more than half of all fatal crashes involve vulnerable road users such as bicyclists and pedestrians. This has held steady at slightly more than 50 percent since 2006 as presented in Figure 4-25.

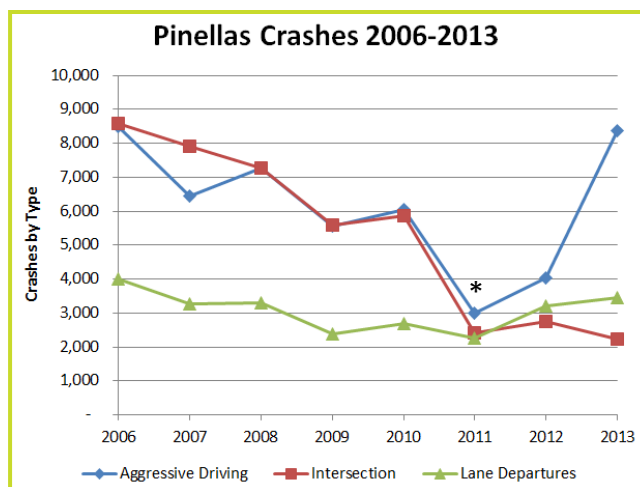


Figure 4-23: 2006-2013 Crashes—trends since 2006 showing three of the eight required crash data emphasis areas in Pinellas County: aggressive driving crashes, intersection crashes, and lane departure crashes.

\*Note: There was a change in the way data was reported in 2011, resulting in the appearance of a significant drop in crashes that may not have actually happened.

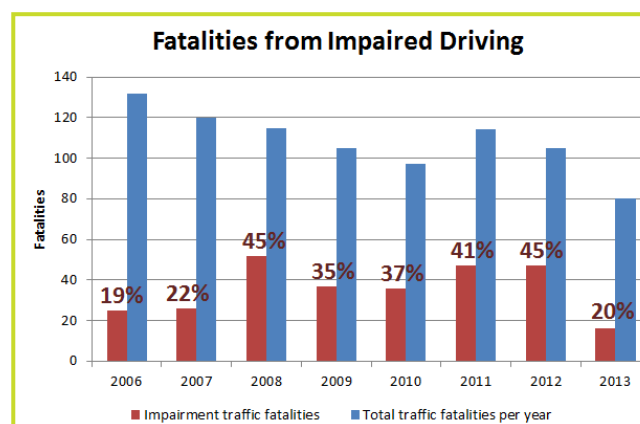


Figure 4-24: Fatalities and Impaired Driving—Fatalities from impaired driving in Pinellas County as a percent of total fatalities since 2006.

Example: In 2010, 37% of all 97 roadway fatalities were due to impaired driving.

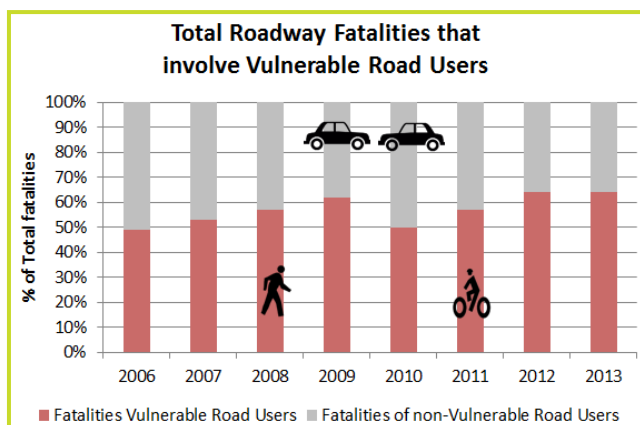


Figure 4-25: Fatalities and Vulnerable Road Users—Fatalities of vulnerable road users (motorcycles, bicyclists, pedestrians) in Pinellas County as a percent of total fatalities for each year since 2006. Example: In 2010, 50% of all roadway fatalities involved vulnerable road users.

### The 4 E's of Safety Planning

Engineering

Education

Enforcement

Emergency  
Response

#### *4 E's: Engineering, Education, Enforcement, and Emergency Response*

A mainstay of safety planning has been the integration of various fields of expertise known as the “Four (4) E’s”—Engineering, Education, Enforcement, and Emergency Response. MAP-21 mandates that each state’s SHSP must address these disciplines.

**Engineering** – Traditionally, engineering involves the design, construction, and maintenance of roadways primarily for motor vehicle travel. Over the years, crash data have shown that additional consideration of other modes is needed, and new devices have been developed to assist with engineering and operational improvements for increased safety for all transportation users.

Improvements include bicycle lanes, sidewalks, street crossings, intersection modifications, and off road trails.

**Education** – Many safety issues are effectively addressed through education, which involves cooperative efforts and programs to raise awareness of and disseminate public information to the various types of transportation users. Current efforts include the Safe and Mobile Seniors web site and Erase Teen Crashes created by The Florida Teen Safe Driving Coalition School. Additional education campaigns targeted for transit and rider safety, MPO public outreach, and bicycle and pedestrian-specific programs provide additional safety information.

**Enforcement** – The Pinellas County Sheriff’s Office (PCSO), the Florida Highway Patrol (FHP), and 13 municipal law enforcement agencies are responsible for upholding and implementing State and local traffic laws. Three laws, in particular, relate to motorists, bicyclists, and pedestrians: Motorists Move Over (2002), Three-Foot Bicycle Passing (2006), and Stop for Pedestrians (2008).

**Emergency Response** – This includes first responders from fire departments, law enforcement, and other agencies as well as medical personnel. The MPO also coordinates with Pinellas County Emergency Management Services about hurricane evacuation and with the ITS Committee to monitor video feeds, providing exact locations of crashes to emergency responders.

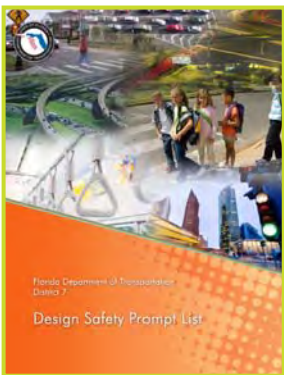


Figure 4-26: Emergency response is one of the 4 E's of safety planning.



### Safety Checklist

During the creation of the 2035 LRTP in 2009, the MPO created a Project Safety Checklist, an assessment tool that highlights safety and security concerns during early processes of transportation project development. FDOT modified and expanded the checklist to facilitate its use throughout District 7, and it is currently available online. The checklists are designed to encourage thinking beyond only conforming to the design standards and instead adequately providing a safe transportation experience for all road users.



**Crash Data Monitoring, Collection, and Reporting** – A total of 13 individual law enforcement agencies investigate crashes in Pinellas County; these data are aggregated into the countywide Crash Data Management System (CDMS) after a 60-day waiting period established by State statutes.

**Enhanced System Monitoring Program** – Traffic count data are collected on more than 200 roadway segments annually and published on a downloadable map on the MPO website.

**FDOT’s Traffic Incident Management (TIM)** – The TIM Team includes representatives from FDOT, the MPO, law enforcement, fire departments, emergency medical personnel, and private sector transportation stakeholders. TIM works on solutions for reducing the time it takes to clear traffic incidents and restore roadway capacity on the regional and major road network.

### Safety Resources, Special Projects, and Agency Partners

The Pinellas MPO has seven major resources available for safety planning:

**MPO Advisory Committees** – There are seven advisory committees and partner organizations that help facilitate transportation safety planning. They include the Bicycle Pedestrian Advisory Committee (BPAC), Citizen’s Advisory Committee (CAC), Intelligent Transportation System (ITS) Committee, Pinellas Trail Security Task Force (PTSTF), School Transportation Safety Committee (STSC), Technical Coordinating Committee (TCC), and Pinellas County Community Traffic Safety Team (CTST).



**ITS** – ITS solutions consist of cameras and detectors placed strategically in the major roadway network that adjust signals to maximize traffic flow and ease congestion. Electronic message signs on major roadways alert users who are approaching an incident of the conditions ahead and can recommend alternative routes.

**Transportation Studies and Safety Audits** – Periodically, studies are conducted by the MPO and it’s partners to provide information and develop criteria regarding the performance and safety of the transportation system. This involves assessing roadways, public transportation, and bicycle and pedestrian facilities.

**Congestion Management Process (CMP)** – The CMP utilizes a methodology to assess congestion and safety, and identifies and prioritizes projects for funding and implementation.

Two reports were completed in recent years that are specifically aimed at bicycle and pedestrian safety. On September 9, 2009, the MPO Board adopted the **Pinellas Pedestrian Safety Action Plan (PSAP)**. The PSAP is a document based on a template developed by the Federal Highway Administration that defines local pedestrian safety issues, as shown in Figure 4-27, and establishes goals, objectives, and strategies to reduce crashes. As such, the PSAP helps local government agencies focus on the pedestrian crash issues specific to their jurisdiction, provides a set of proven strategies for consideration, and helps practitioners understand the tools and organizational changes necessary to implement these strategies.

Additionally, in 2012, the MPO produced the **Bicycle Pedestrian Crash Data Report** which examined crash data from a countywide perspective and identified and described bicycle and pedestrian crash histories on corridors with a high incidence of bicycle and pedestrian crashes. This report is a component of the MPO Bicycle and Pedestrian Master Plan and identifies eight “high-crash corridors” in Pinellas County for which further action is recommended. Construction of a bicycle lane, like the one shown in Figure 4-28, is an example of one such action to reduce conflicts between motorists and cyclists.

Some agency partners to Pinellas County related to safety are the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and FDOT which develops and implements projects as part of the federal Highway Safety Improvement Program on both the state highway system and locally maintained roads. Examples of FDOT safety initiatives are provided below.

- **High Emphasis Crosswalks** – FDOT has retrofit hundreds of signalized intersections to include higher-emphasis crosswalks designed to encourage drivers to acknowledge and respect pedestrians’ right-of-way.



Figure 4-27: Pedestrian Barriers and Conflicts—The Pedestrian Safety Action Plan (PSAP) helps local government agencies focus on the pedestrian crash issues specific to their jurisdiction. This graphic analyzes the potential car/pedestrian conflicts as a pedestrian would cross the street from the bottom right to the top right of the intersection.

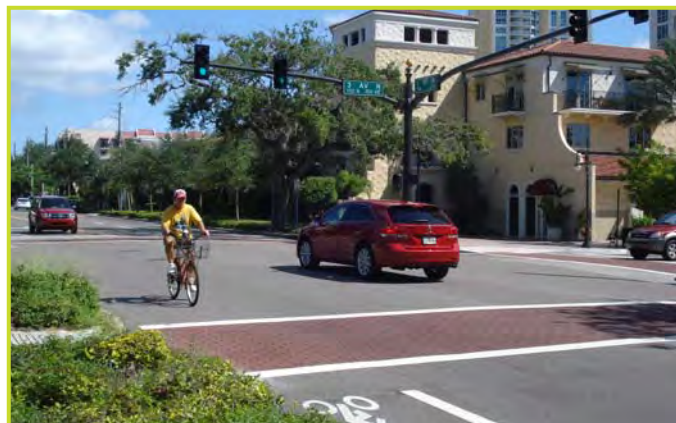


Figure 4-28: Bicycle Friendly Street The Bicycle Pedestrian Crash Data Report examined crash data from a countywide perspective as well as on corridors with a high incidence of crashes.

- **Gulf Boulevard Mid-Block Crosswalks** – Over 30 locations along Gulf Boulevard have had standardized crosswalk treatments applied using rectangular rapid flashing beacons to improve driver yield rates.
- **Off-System Safety Program** – Since 2011, FDOT has facilitated a formal process to allocate federal safety funds to local roadway needs. Technical assistance is provided to local agencies to secure funding for important safety projects.



## Security

*Objective 3.2: Provide for efficient emergency evacuation that responds to threats to Pinellas County and the Tampa Bay area.*

Security places an emphasis on being protected from manmade and natural disasters. Emergencies of any type can have a devastating effect on people, property, and prosperity. As a peninsular county and the most densely populated in Florida, Pinellas County is particularly vulnerable to hurricane events. A major consideration with regard to the county's transportation system is its capacity to accommodate a hurricane evacuation and thereby minimize loss of life in the event of a major hurricane or other disaster.

## History

Major hurricanes have directly hit the state of Florida on numerous occasions, including Hurricane Ivan in 2004, Hurricane Andrew in 1992, Hurricane Donna in 1960, and the Labor Day Hurricane of 1935. However, no major hurricanes have made landfall on the Pinellas peninsula during the past 75 years. While more than 20 tropical storms during that time period have crossed the county, their strength was low, causing only minor damage. The strongest hurricane to pass directly across the Pinellas peninsula was in 1921. A graphic illustration of the storms crossing Central Florida since 1850 is shown in Figure 4-29.

A more direct hit to Pinellas County is always possible, carrying with it the potential for disaster. Of most concern is infrastructure located in the lowest lying areas, which

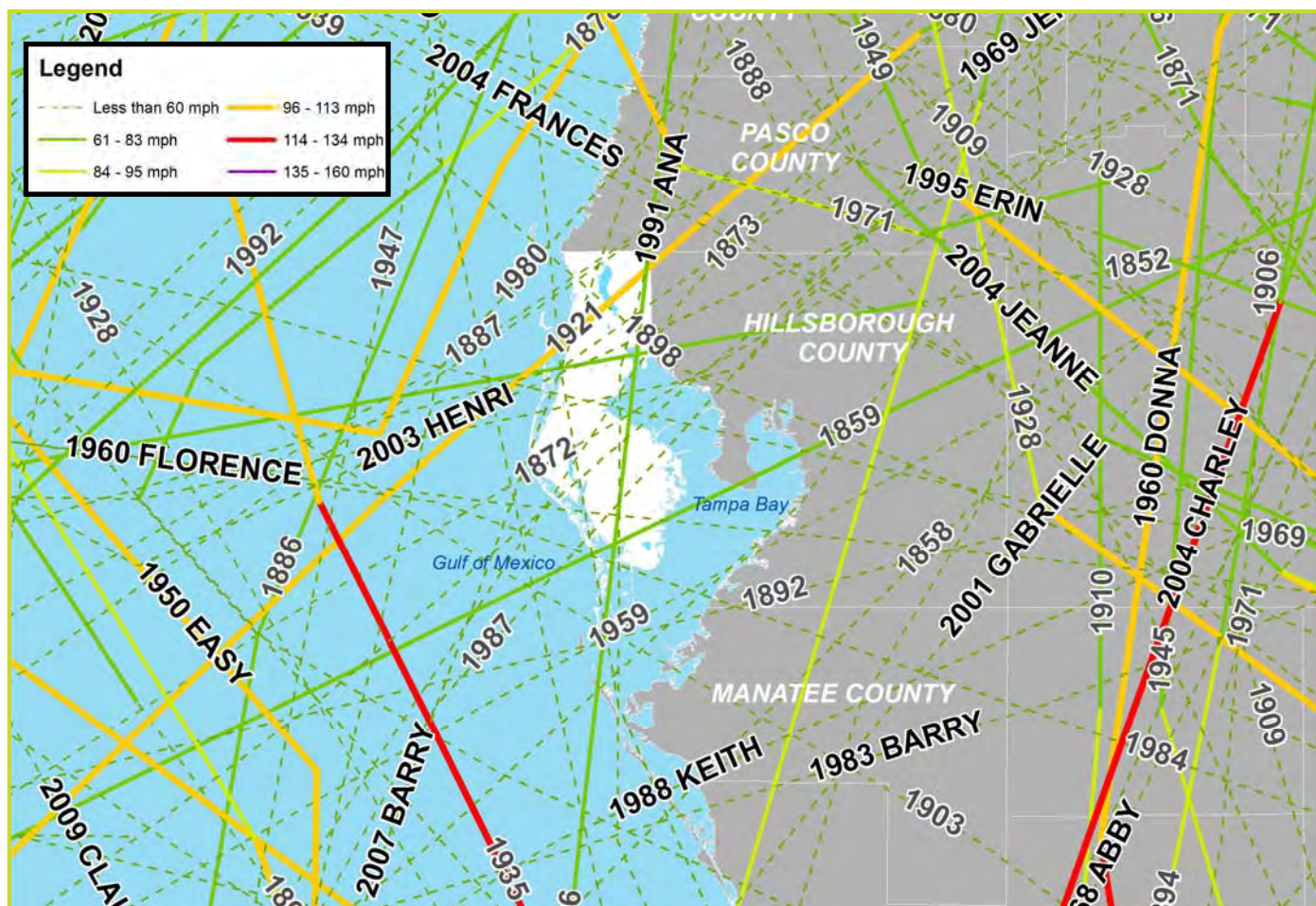


Figure 4-29: Tropical Storms since 1850—While major hurricanes have passed close to the peninsula, Pinellas County's hurricane history since 1850 has consisted primarily of low strength storms. Data source: NOAA Coastal Services Center ([www.csc.noaa.gov/hurricanes](http://www.csc.noaa.gov/hurricanes))



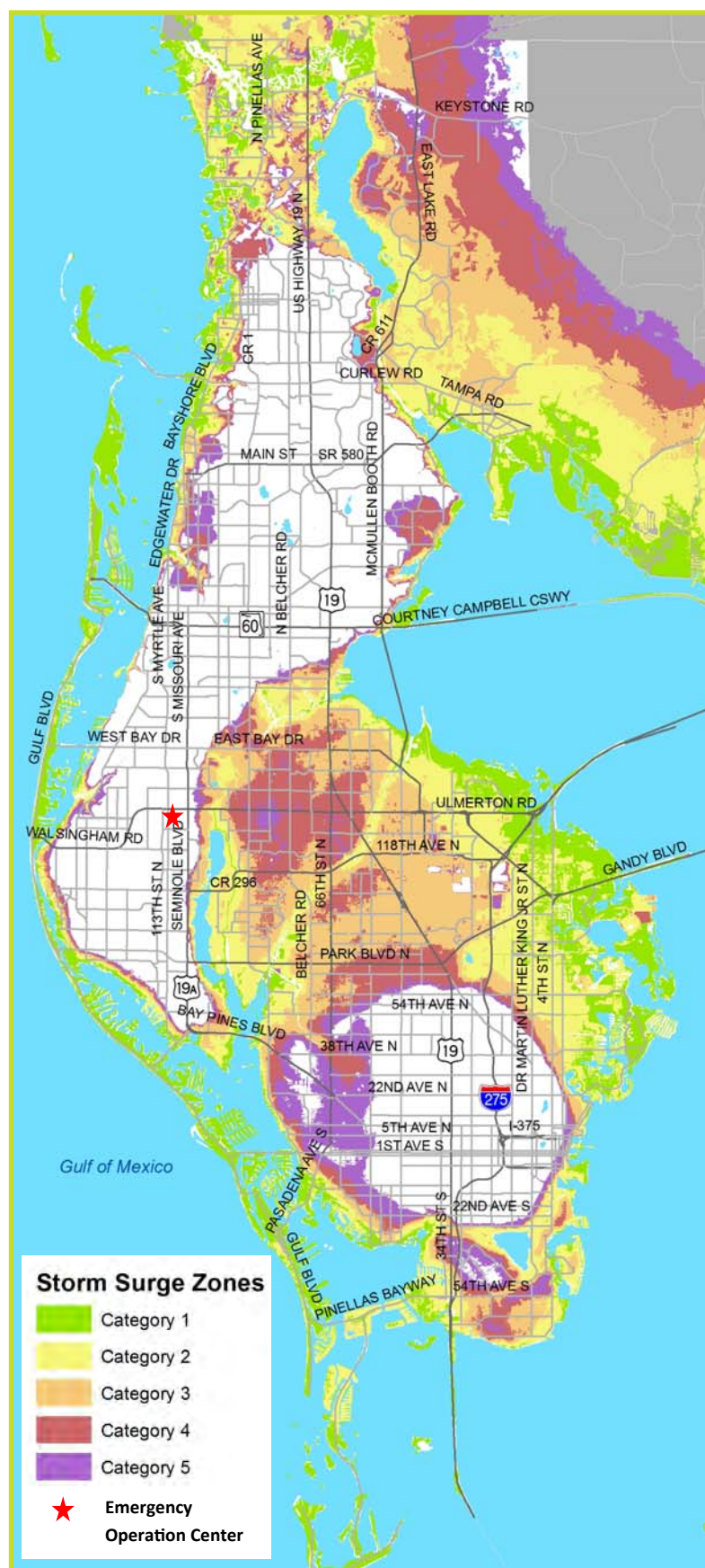


Figure 4-30: Storm Surge Zones in Pinellas County

have been regionally identified as “storm surge” zones. Lessons learned in Charlotte County from Hurricane Charley in 2004 can help direct steps that can be taken to apply different types of mitigation strategies to various areas in Pinellas County.

### Vulnerability

Storm surge is the greatest threat to people and infrastructure during hurricanes. Storm surge zones for Pinellas County shown in Figure 4-30 are based on data compiled by the Florida Division of Emergency Management. Designated by individual counties, the storm surge zones are generally categorized into five zones, with Zone 1 being the most vulnerable. Pinellas County has 23,000 acres of land in Zone 1 (13% of Pinellas County land area), which primarily includes the barrier islands and other low-lying areas adjacent to Tampa Bay and the Gulf of Mexico. Of the cost feasible roadway investments planned for Pinellas County, most (76.2%) are in Storm Surge Zone 3 or higher, leaving only 23.8% of roadway investments in the most vulnerable zones 1 & 2.

Maximum surge height during a hurricane can be higher or lower depending on the timing of tide levels during the hurricane, as shown by the amount of flooding in New York during Hurricane Sandy. During that hurricane, the normal 6-foot tide plus an 8-foot surge overtopped entrances to the New York City subway system, causing extensive damage to infrastructure. Additional threats inside storm surge zones include high winds and increased precipitation causing excessive runoff from impervious roadways, parking lots, roofs, and other paved surfaces.

The angle of the land both above and below water affects how much of the land surface is vulnerable to storm surge. Compared to places like California and Oregon, where the land immediately adjacent to the coast quickly rises hundreds of feet, very few areas of Pinellas County rise more than 40 feet above sea level making amounts of Pinellas County vulnerable to storm surge. In order to safely

evacuate the public during a storm event, hurricane evacuation routes have been designated and are shown in Figure 4-31.

A strong hurricane that directly hits Pinellas County could result in the following damage:

- Low-lying roads and bridges can be flooded, damaged, or washed away;
- The stormwater system can be backed up from heavy rains;
- Utility lines can be severed;
- Sand, mud, and other debris can be deposited on roadways;
- Damage can occur to the St. Pete-Clearwater Airport; and
- Damage can occur to port operations and marine vessels.

Vulnerability of transportation assets to extreme events is a function of (1) exposure, the nature and degree to which an asset is exposed to a climatic hazard; (2) sensitivity, the degree to which an asset is damaged or service is interrupted by the climatic hazard; and (3) adaptive capacity, the degree to which a system (or asset) can adjust or moderate potential damages or service interruption from the climatic hazard.<sup>1</sup>

Vulnerable transportation facilities within identified storm surge areas in Pinellas County such as that shown in Figure 4-32, include the CSX railroad, school maintenance facilities, school bus compounds, PSTA bus compounds, and airports. Minimizing storm impact on hurricane evacuation routes is particularly critical to move traffic during an evacuation and during a storm event.

### Mitigation Strategies

A new Public Safety Complex was opened in Pinellas County in July 2014 to centralize safety services. Designed to withstand a Category 5 hurricane event, the complex houses the Pinellas County Sheriff's Office Administration, Pinellas County's 9-1-1 Dispatch Center, and the Emergency Operations Center (EOC). Critical public safety resources and services will be coordinated there during an emergency. Significant resources relating to Hurricane evacuations can be found on the Pinellas County website at <http://www.pinellascounty.org/emergency/default.htm>.



Figure 4-31: Hurricane Evacuation Routes—Pinellas County hurricane evacuation routes in relation to the Emergency Operations Center (red star).



Figure 4-32: Flooded Street—Hurricanes bring saltwater storm surge and freshwater rain, both of which contribute to flooding in low lying areas. Photo courtesy of Pinellas County Communications Department, [http://www.pinellascounty.org/mediacentral/hurricane\\_images.htm](http://www.pinellascounty.org/mediacentral/hurricane_images.htm)

<sup>1</sup>Highways in the Coastal environment: Assessing Extreme events; USDOT FHWA Engineering Circular no 25 – Volume 2, Publication number FHWA-NHI-14-006. October 2014.



Long-term mitigation strategies for transportation infrastructure center on “resilience” to minimize the costs of damage, like that shown in Figure 4-33. Resilient infrastructure either accommodates inundation, is protected by other infrastructure, or is relocated when there is no other alternative. Since Pinellas County’s many beaches attract tourism, it is economically impractical to remove all infrastructure from within even the most vulnerable storm surge areas. In these areas, **accommodation** mitigation strategies allow for continued use without major damage during temporary, infrequent events. An example of this is building homes on stilts so storm surge will flood a garage instead of the first floor of a house. This minimizes the costs of damage when compared to a coastal home with finished living space on the ground floor.

**Protection** strategies are appropriate for transportation infrastructure such as evacuation routes, major roads and bridges, seaports, and airports. Even if these structures can accommodate flooding, they still need to function and accept additional traffic during hurricanes. It is less costly to protect expensive infrastructure than to try and replace it after a storm.

**Relocation** of transportation infrastructure is appropriate when protection of that infrastructure fails or is likely to fail during an extreme event. An evacuation route that would collapse in a storm would jeopardize the lives of evacuees. A road that needs constant rebuilding after extreme events is not cost-effective in the long term. Examples of each approach can be seen in Figure 4-34 and Figure 4-35. If possible, critical infrastructure is best placed on high ground in the first place.



Figure 4-33. Weir flow damage on the landward side of US 98 adjacent to the ocean in Destin, FL. (Ocean is on the right side of the photo)



Figure 4-34. Relocation example in North Carolina. Photo courtesy of NCDOT.

*Accommodation, Protection and Relocation strategies summarized from “Taking the high road: Integrating Hazard Mitigation into Long Range Transportation Planning” (Florida Division of Emergency Management)*



Figure 4-35. Repeated washouts of coastal roadways can be more expensive to build multiple times than investing in a bridge or relocating along a different alignment. (Google Earth, historical imagery)



## Schools

### *Objective 3.3: Coordinate safe travel to and from schools.*

Promoting safety for the school children of Pinellas County is one of the highest priorities for the MPO and its partners. The MPO works with and assists several organizations with child safety education programs. These programs provide the opportunity for the MPO to be directly involved with and educate the public on the benefits of safe behaviors while on a street, sidewalk, trail, or bus. The Pinellas County School Board now zones students for attendance in neighborhood schools close to their homes and no longer buses students living within two miles of their school. Therefore, more children are walking to school and providing for their safety has taken on increased significance.

#### *Pinellas-Specific School Safety*

- **School Transportation Safety Committee (STSC)** – This is an advisory committee to the MPO that provides and supports coordination with local agencies and the school system to improve school-related transportation. Composed of 15 local elected officials and school board members, STSC addresses school-related transportation access and safety issues and improvement of communication and coordination among transportation agencies and the Pinellas County School Board.
- **Pedestrian Safety Awareness Week** – For the past several years, the Pedestrian Transportation Advisory Committee (PTAC), an advisory committee to the MPO that has since merged with the Bicycle Advisory Committee (BAC), has selected the week after the conclusion of Daylight Saving Time as an opportunity to highlight pedestrian safety. Educational material including information on pedestrian, bicycle, school bus, and driving safety is provided to every public school student in Pinellas County and to senior centers, law enforcement agencies, local governments, and many private schools.

#### *Tampa Bay-Specific School Safety*

- **TBARTA Regional School Commute Program** – This is a program offered by TBARTA in partnership with the School District that provides free online matching for parents and students for school carpools (a group of children and parents who ride to school together), walking school buses, Figure 4-36, (a group of children walking to school with one or more adults), and bike trains, Figure 4-37 (a group of children and parents who ride bicycles to school together with other families). This program provides options for busy parents, saves time and money, and promotes safety for students by arriving in a group and reducing traffic congestion around schools.
- **Tampa BayCycle** – This is an education initiative that empowers and encourages residents and visitors on both sides of Tampa Bay to bicycle to work and school and for recreation or errands instead of driving. Scheduled during Florida Bicycle Month, the goal of Tampa BayCycle is to raise awareness of the benefits of bicycling as a viable and responsible transportation choice. Bicycle riders—especially commuters—save money and gas, experience health benefits, reduce traffic congestion, have fun, and improve the environment ([www.tampabaycycle.com](http://www.tampabaycycle.com)).



Figure 4-36: Walking School Bus in Tampa Bay—Photo courtesy of Jason Jackman, Center for Urban Transportation Research, University of South Florida.



Figure 4-37: Bike Train in Tampa Bay Area—Photo courtesy Jason Jackman, Center for Urban Transportation Research, University of South Florida.

### Other Programs

- Safe Routes to School (SRTS) Program** – Established at the national level, this initiative was designed to encourage children, including those with disabilities, to walk or ride their bicycles to school. The program provides funding to increase pedestrian and bicycle safety through infrastructure improvement and educational initiatives. With MAP-21, the MPO now has responsibility to prioritize projects for SRTS funding and does so through coordination with the local jurisdictions and advisory committees ([www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school](http://www.fhwa.dot.gov/environment/safe_routes_to_school)) .
- Safe Kids Coalition** – This group ([www.allkids.org](http://www.allkids.org)) is sponsored by All Children’s Hospital and supported by the MPO and provides bicycle helmets and child restraint devices, organizes an annual Walk to School Day Program, and puts on many community-level safety events for public education.
- Walking School Bus** – This is a group of children walking to and from school accompanied by one or more adults, usually a parent or caregiver. The primary benefit is a consistent, supervised system in which children can walk under adult supervision, learn transportation safety, and exercise and results in reduced traffic congestion near schools, particularly during drop-off and pick-up times.
- Bike Train** – This is a group of children and parents who ride bicycles to school together with other families, similar to a walking school bus.





# EFFICIENT TRANSPORTATION SYSTEM

# 04.4

**Provide for, manage and operate an efficient transportation system.**

*Objective 4.1: Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other management and operational improvements.*

*Objective 4.2: Maintain transportation infrastructure in a state of good repair.*

*Objective 4.3: Facilitate timely implementation of projects.*

For the past decade, annual per capita vehicle miles of travel, as shown in Figure 4-38, within Florida has declined. Improvements to the capacity and efficiency of the transportation system remain necessary to continue the trend while addressing traffic congestion. This is especially true for cross-county and regional travel where investments in the interstate highway system and major partially controlled access facilities like the Gateway Express are critical to ease congestion and foster economic development.

In a built out urban area like Pinellas County, there are few opportunities to build new roads or widen existing ones without significantly impacting established communities or environmentally sensitive land. Implementing management and operations strategies such as intersection modifications, reconfiguring access to properties along major roads, and installing Intelligent Transportation

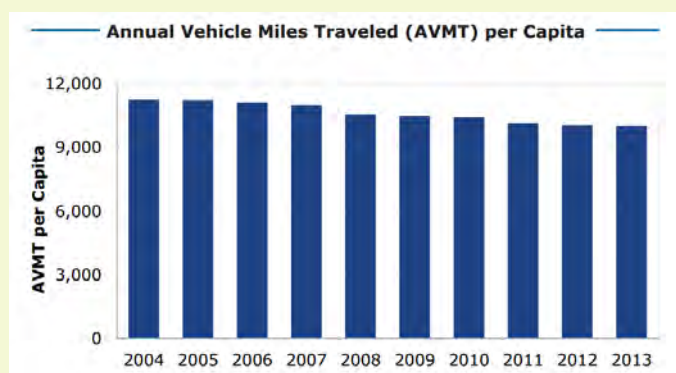
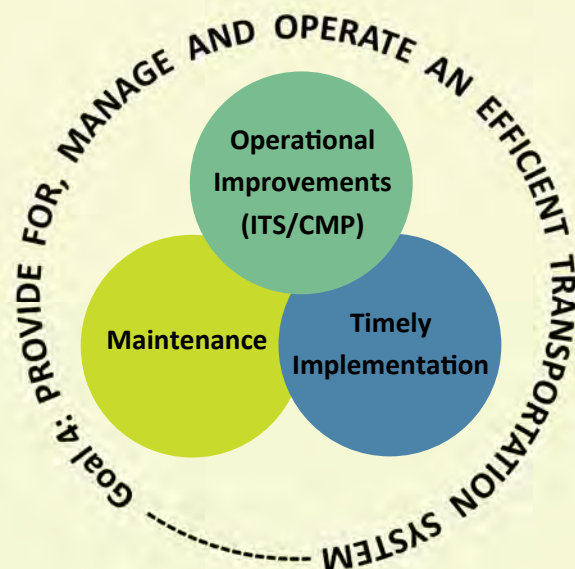


Figure 4-38: In 2013, Vehicle Miles Traveled (VMT) in Florida increased by 0.8%. However, VMT per capita has declined every year since 2004.  
Source: FDOT 2014 Florida Transportation Trends and Conditions Report

Systems technologies (ITS) will maximize the roadway network by helping traffic flow more smoothly without adding more traffic lanes. Management and operations strategies are lower-cost alternatives to building roads that seek to maximize the capacity of the transportation system. Those strategies range from lengthening a turn lane or modifying a highway interchange to coordinating traffic signal operations so they work together as one integrated system to relieve traffic congestion.

## Enhance the performance of the transportation system through management and operational improvements

*Objective 4.1: Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other management and operational improvements.*

The MPO relies on its Congestion Management Process (CMP) to improve the performance of the county's

transportation network. The CMP provides information on transportation system performance and alternative strategies to alleviate congestion and enhance mobility of persons and goods. It includes methods to monitor and evaluate transportation performance, assess and implement cost-effective actions, and evaluate the effectiveness of implemented actions. The Pinellas County MPO is required by federal law to maintain a CMP. Identification of congested corridors as identified in the CMP and included in the State of the System Report allows the MPO to prioritize operational projects for funding. The Pinellas CMP also identifies integrated multimodal mitigation strategies including potential transit, ITS, transportation demand management (TDM) strategies, intersection projects, and multi-use trail, bike lane, and sidewalk improvements to address congested areas.

Strategies implemented by the CMP include Intelligent Transportation Systems (ITS) improvements. ITS strategies are designed to maximize the efficiency of the roadway network by helping traffic flow more smoothly without adding more traffic lanes. Examples of ITS technologies include computerized traffic signal systems, dynamic message signs, and closed circuit video cameras. Pinellas County has made great strides in recent years in improving the performance of the transportation system through the use of ITS technologies.

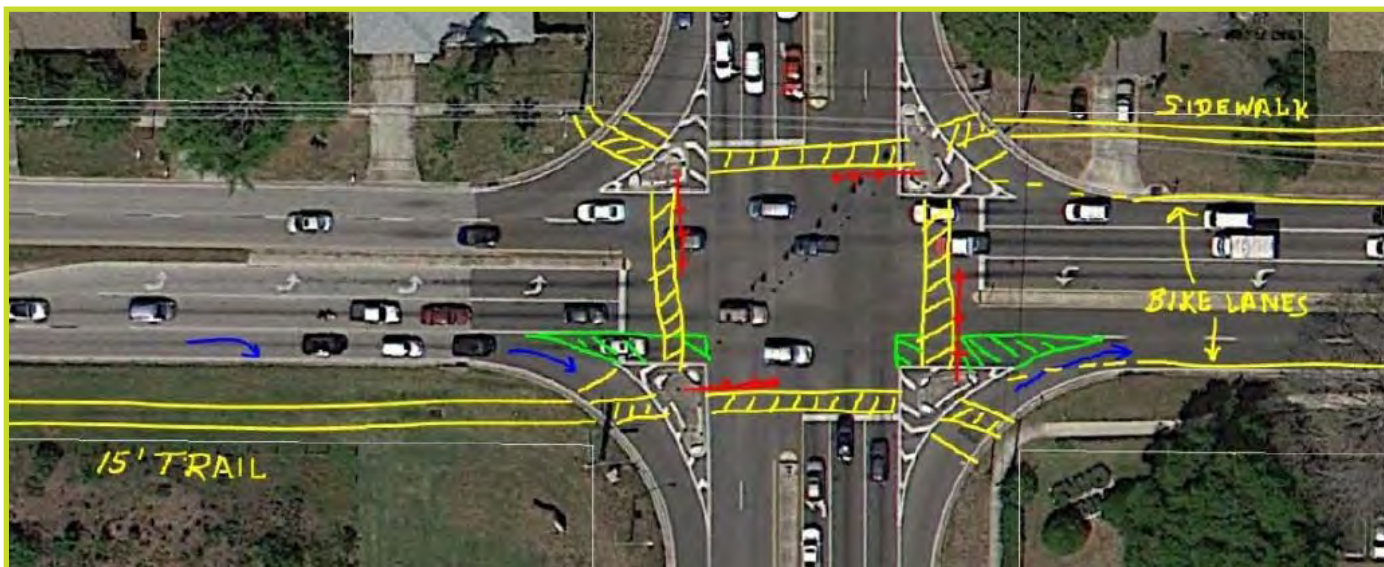


Figure 4-39: CMP improvement options—The CMP (Congestion Management Process) identified potential multimodal improvements to 14 major corridors and intersections in Pinellas County.

Today, Pinellas County has 54 dynamic message signs along roadways that alert drivers of upcoming incidents and allow them to make better route decisions. Traffic controllers in the Pinellas Primary Control Center monitor traffic in real time using 132 video cameras that are installed at selected intersections which allow them to activate these dynamic message signs promptly. Of the 801 traffic signals in Pinellas County, 191 are managed by adaptive control systems that can automatically adjust and coordinate signal timing to improve traffic flow along critical corridors. Shown in Figures 4-40 through 4-42, the components of today's transportation infrastructure can be managed remotely using ITS technology.

### Access Management

Access management has been an effective strategy for reducing congestion. By providing access to developed land adjacent to the roadway through shared access points and carefully located medians, access management strategies balance mobility and accessibility. The MPO encourages the implementation of access management through local site plan review processes.

### Highlights of Management and Operations Projects

With the dedication of the 9th Cent fuel tax to ITS improvements and the leveraging of Transportation Regional Incentive Program (TRIP) funding, most major roadways in Pinellas County are scheduled to have some form of ITS application installed on them by the end of the decade. In addition to these installations, the 2040 LRTP sets aside approximately \$1–5 million annually to fund management and operational improvement projects. As projects are identified, this funding source will be available to help address congestion problems without adding physical capacity to the roadway network.



Figure 4-40: Dynamic Message Sign—these signs alert drivers to changing travel conditions and traffic incidents.



Figure 4-41: Closed Circuit Video Cameras—A total of 132 closed circuit video cameras monitor major intersections in Pinellas County.



Figure 4-42: Primary Control Center—Fiber optic cables that run along roadways transmit video feeds, Dynamic Message Sign text, and remotely-controlled traffic signal information to and from the Primary Control Center.



## Maintenance and Preservation of the Existing Transportation System

*Objective 4.2: Maintain transportation infrastructure in a state of good repair.*

One of the eight MAP-21 planning factors is to emphasize the preservation of the existing transportation system. Significant financial commitments are made by local governments through their capital improvement programs for maintenance and system preservation. For the 2040 LRTP, the MPO supports these commitments and the need to ensure maintenance is adequately funded prior to identifying funding for new capital projects.

## Timely Implementation of Projects

*Objective 4.3: Facilitate timely implementation of projects.*

Following adoption of the 2040 LRTP, the Pinellas County MPO must continue to coordinate with its local, regional, and State partners to ensure the timely funding and implementation of transportation projects. In developing the 2040 LRTP, the MPO worked to ensure that all regionally-significant transportation projects, as defined by 23 CFR 450.104, are included so as to avoid delaying the funding and implementation of any project. Further, the MPO reviews all project descriptions included in the 2040 LRTP to ensure that they are clear, understandable and accurate. The 2040 LRTP will guide how new projects are added to the Transportation Improvement Program (TIP), which contains the FDOT 5-year program for federal and state funded transportation projects. Consistency between the TIP and the LRTP is crucial for timely completion of projects.



Figure 4-43. By including major projects in the LRTP, projects are able to receive state and federal funding without delay. Above is a rendering of one such project. The Gandy Boulevard corridor improvements that will improve east-west travel between US 19 and the Gandy Bridge have moved from Design and are now under construction. (rendering courtesy of FDOT)

# PUBLIC PARTICIPATION

## 04.5

**Encourage public participation and ensure that the transportation plan and other MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.**

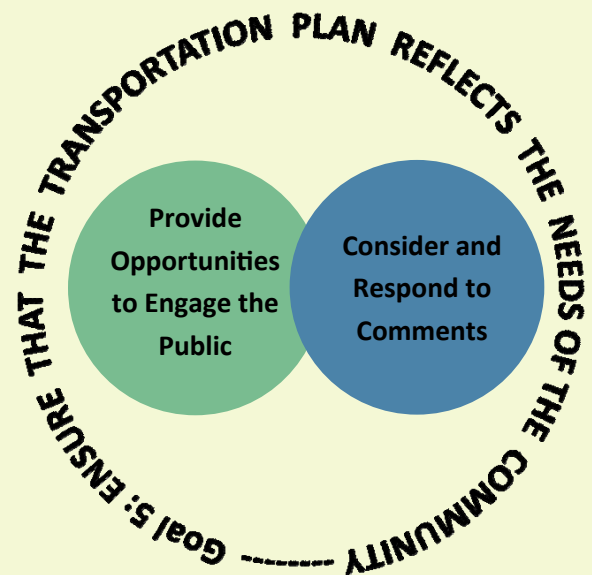
*Objective 5.1: Provide opportunities to engage citizens, particularly the traditionally underserved populations, and other public and private sector entities.*

*Objective 5.2: Consider and respond, as appropriate, to all comments received.*

Meaningful and effective public participation is essential to the successful implementation of any public planning program or project. Without the involvement of the local community, it is difficult to design a program that effectively meets the greater needs of the public. In addition, public participation is necessary to gauge the effectiveness of an agency's planning activities. The Pinellas County MPO actively seeks to incorporate the involvement of the public in its planning efforts pursuant to its Public Participation Plan.

Additional information pertaining to the Public Participation Plan not contained in this chapter can be found in the Public Participation Technical Memo.

The purpose of the MPO's Public Participation Plan is to provide a clear directive for citizen participation in the transportation planning process. Under federal law, the



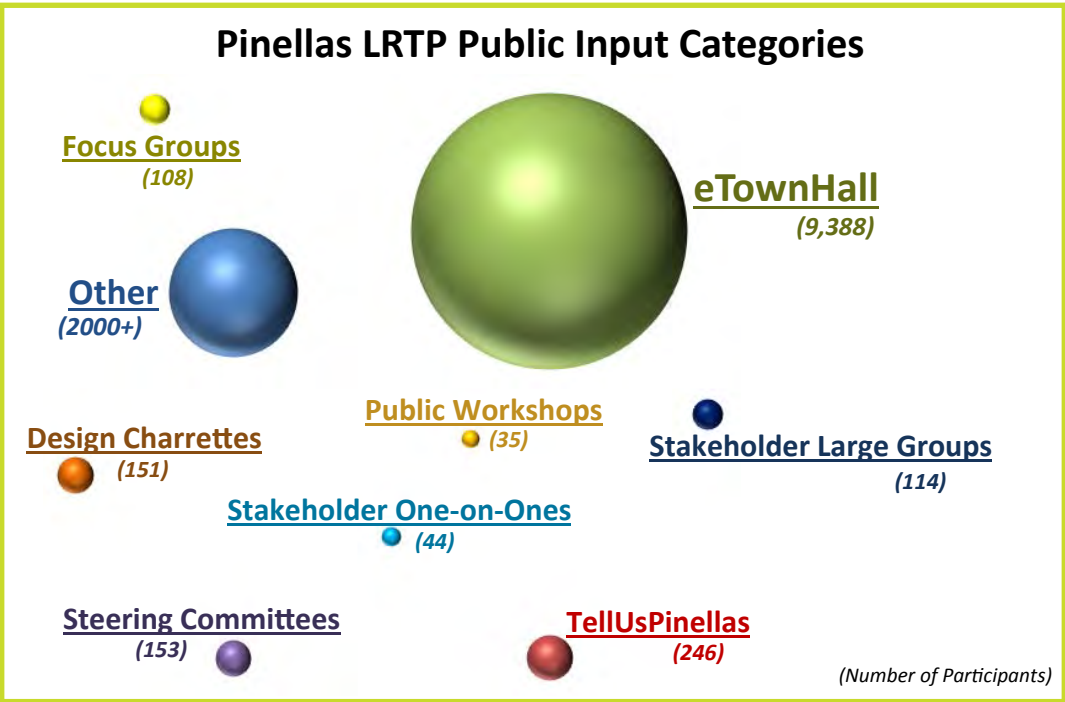


Figure 4-44: LRTP Public Input—Over the previous two years, nine major categories of public involvement were completed for the Pinellas LRTP, involving more than 12,000 participants. Note: “Other” outreach meetings include the Speakers Bureau Program, interagency meetings, MPO board and committee meetings, local and regional partner meetings, and community events.

Pinellas MPO is required to provide interested persons with a reasonable opportunity to comment on the Long Range Transportation Plan. To ensure that the needs of the public are met and that the 2040 LRTP meets federal requirements, a Public Involvement Plan was prepared by the Pinellas MPO and approved by the board in December 2012 to identify a variety of activities and methods to engage citizens in the long range planning process and gather meaningful input to use in the development of this plan.

### Public Outreach Activities and Participation Levels

The MPO employed a variety of public involvement tools throughout the development of the 2040 LRTP, reaching more than 12,000 people over the past two years. During this time, comments received were compiled and analyzed by MPO staff to ensure that the final Cost Feasible Plan considered the input of the public.

### What We Heard

At the beginning of the development of the Long Range Transportation Plan, a database including comment categories was created by Pinellas MPO staff to organize and help analyze all comments received. When a comment was entered into the database, it was given a “primary category” to represent the primary theme of the comment, such as Safety, Transit, or Freight. Many



Figure 4-45 More than 9,300 participants “attended” the eTownHall public outreach event held on 9-24-13.



comments touched on multiple ideas or suggestions so a “secondary category” was also applied to comments where applicable.

Many of the comments received regarding transportation improvements suggested the use of advanced technology solutions. Some of the technologies suggested included implementing monorail on the Pinellas Trail, electric vehicles, self-driving cars and taxis, and improving signal timing on major corridors.

Three out of four comments related to transit projects were positive, showing a desire for change and enhancements for this mode. The initial draft LRTP included significant increases in transit investments, to be funded by a Charter County Surtax. However, as noted in the previous chapter, the November referendum failed. As a result, the LRTP draft was revised to include only those transit projects that could be funded by current revenue sources. Additional public outreach, including a PSTA Board workshop, began in early 2015 to provide direction on how to refine the vision for transit service in Pinellas County.



Figure 4-46. Pinellas MPO staff moderated chat rooms during the eTownHall event on 9-24-13.

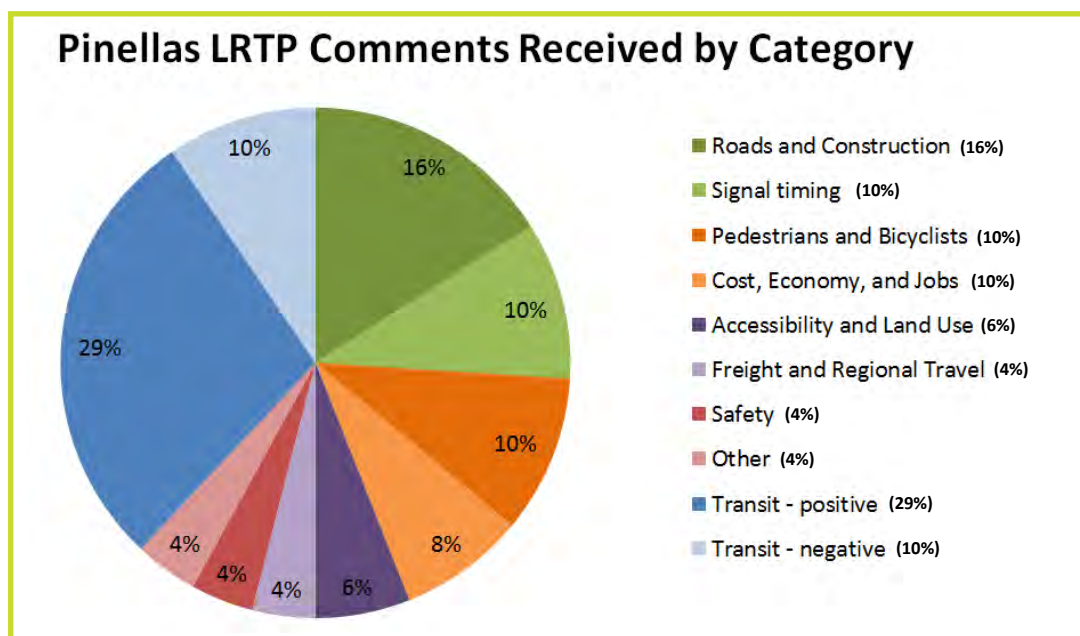


Figure 4-47. Comments were categorized into a “Comment Database” according to their theme.



# SUSTAINABILITY

## 04.6

### Enhance quality of life and promote sustainability.

*Objective 6.1: Protect the environment from any adverse impacts of the transportation system, and mitigate as appropriate.*

*Objective 6.2: Plan for, and adapt to, the potential impacts of rising sea levels and climate change on the transportation system.*

*Objective 6.3: Ensure that benefits and impacts of transportation investments are equitably distributed.*

*Objective 6.4: Provide better transit access to a greater number of people including those who are transit dependent, minority, low income, and/or disabled.*



The 2040 L RTP focuses on the promotion of sustainability from a variety of perspectives. The transportation system affects the existence of wetlands as roads are built to connect activity centers. Regardless of its cause, sea level rise has the potential to dramatically affect the Florida transportation system in the next 50-100 years. Underlying each of these perspectives is the goal that the benefits and impacts of transportation improvements are equitably distributed throughout all communities in Pinellas County.



Figure 4-48: Pinellas Bayway Bridge—Mutually positive interaction between the human environment and the natural environment requires careful planning and consideration. Above shows the Bayside Bridge near PIE Airport, looking south.



## Protect the environment and mitigate impacts.

*Objective 6.1: Protect the environment from any adverse impacts of the transportation system, and mitigate as appropriate.*

A meeting was held with environmental experts at the Southwest Florida Water Management District on August 25, 2014 to determine the potential impacts to regulated environmental systems that the cost feasible roadway projects might have. As a result of this meeting, it was determined that the most common impact by the transportation system is those to wetlands and seagrasses.

### Land Impacts: Wetlands

Wetland impacts are one of many regulated activities in the Environmental Resource Permitting (ERP) Program managed by one or more of three governmental regulatory bodies: the Florida Department of Environmental Protection, the five water management districts, or the US Army Corp of Engineers (USACE). Permits for residential and commercial impacts to wetlands (including transportation facilities) in Florida are generally issued by one of the water management districts. The water management district in FDOT District 7 is the Southwest Florida Water Management District (SWFWMD).

Permits for State transportation projects are tracked by SWFWMD in an FDOT-specific mitigation plan that outlines these impacts and their permitting status. The most recent list was printed in 2014 and is updated annually.

Wetlands that may be impacted by transportation projects should be identified by:

- the watershed in which they are located (e.g., Upper Coastal);
- approximately how much land would be impacted, in square feet or acres; and
- the kind of wetland being impacted (e.g., forested, herbaceous, sawgrass, etc.).

Shown in Figure 4-49, there are two primary watersheds as designated by SWFWMD in Pinellas County—the Tampa Bay Drainage Area and the Upper Coastal Drainage Area. The Tampa Bay Drainage Area, located in the eastern half



Figure 4-49: Environmentally-Sensitive Areas—Map showing environmentally-sensitive areas overlaid with the two primary watersheds that exist in Pinellas County as designated by SWFWMD. Mitigation efforts to offset development impacts are done within the same watershed (the “watershed approach” to environmental mitigation). Within each primary watershed, there are multiple smaller watersheds that define more specific drainage areas. Pinellas County has approximately 52 smaller watersheds.



Figure 4-50. The presence of hydric soils is one of three criteria required for an official wetlands identification. The brown soil on the left is an upland soil; the grey soil on the right is an example of hydric soil that does not get much oxygen.

of the county, flows east to Tampa Bay, and the Upper Coastal Drainage Area, located in the western half of the county, flows to the Gulf of Mexico.

The presence of wetlands is determined by meeting three criteria: hydric soils, hydric vegetation, and wetland hydrology. A wetland delineation professional assesses land for these three criteria and makes a determination of the size and extent of the wetland, if any. This determination is generally good for five years, after which another site visit is required.

There is a cost involved for this step, which normally is completed during the preliminary engineering stage of a project. Also, although this assessment is already in place for State roadway projects, it is not in place for County roadway projects before the preliminary engineering step. This can cause the planned implementation of County roadway projects to have unforeseen environmental costs.

There are two remote mapping resources for determining the probability of the existence of a wetland that are available to local governments. These include the Hydric Soil mapper (NRCS, Figure 4-53) and the National Wetlands Inventory (U.S. Fish and Wildlife, Figure 4-54) which are free tools with data available for most of the United States.

The maps produced using these tools identify major

wetlands systems using remote sensing in GIS. When overlaid with transportation projects in the LRTP, the potential for major conflicts between an individual project and the environment can be identified. This can be an early red flag that allows for the consideration of adding potential mitigation costs or the identification of an alternative alignment evaluation as early in the planning process as possible.

This information, along with an assessment of the quality of the wetland, is then translated into an impact “credit” using the Uniform Mitigation Assessment Method (UMAM), which can then be offset by buying a mitigation “credit” from a mitigation bank that equals the impact credit. A list of available mitigation banks and their available credits and prices within each watershed is maintained by SWFWMD and updated daily.

In Pinellas County (and throughout the Tampa Bay region), two wetland types, shown in Figure 4-51 and Figure 4-52,



Figure 4-51. Freshwater wetlands are a type of wetland that have been disproportionately impacted in Pinellas County. Image courtesy of SWFWMD.



Figure 4-52. Low-salinity marshes are the other type of wetland that have been disproportionately impacted in Pinellas County. Image courtesy of SWFWMD.



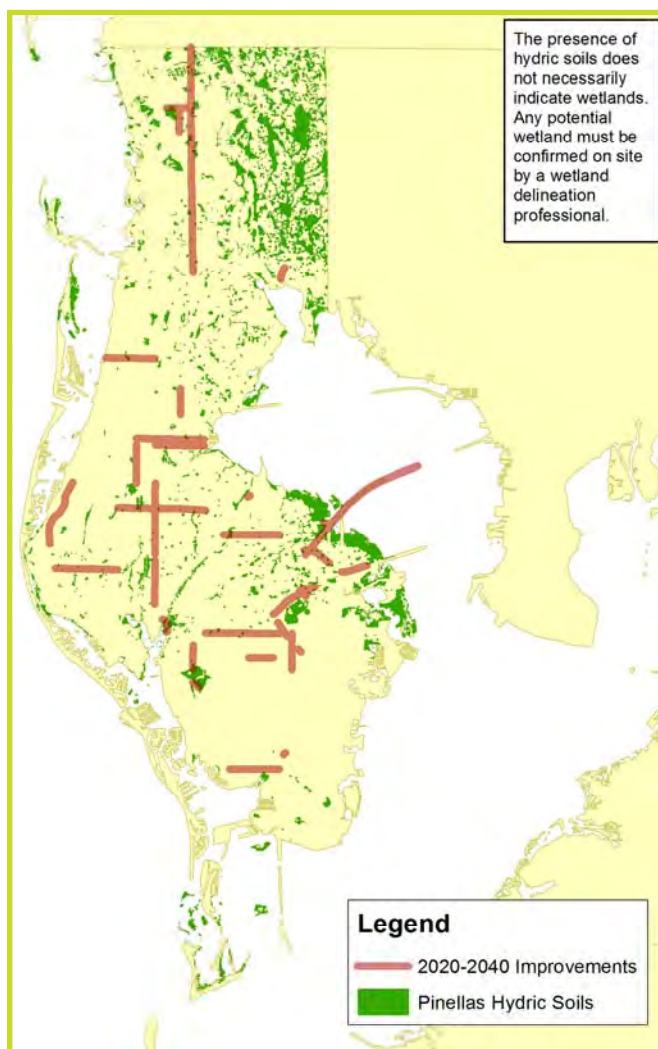


Figure 4-53. Hydric soils map of Pinellas County using data from the Natural Resources Conservation Service (NRCS) overlaid with 2020-2040 projects.

have been disproportionately impacted in a negative way when compared to other types—low salinity marshes and freshwater wetlands. Both historically were much more abundant than they are now. Efforts to either avoid impacts to or restore the existence of these types of wetlands are to protect ground water as well as the plant and animal habitats.

Establishment of a mitigation bank is a separate process from the ERP wetland impact process. SWFWMD has established banks created solely for FDOT project impacts, some of which have remaining credits that can be available for non-FDOT projects. However, to minimize competition with the private sector, SWFWMD currently is not establishing new mitigation banks for the purpose of selling credits for non-programmed projects.



Figure 4-54. Wetland map of Pinellas County using data from National Wetlands Inventory (U.S. Fish and Wildlife mapper) overlaid with 2020-2040 projects.

Once the timeframe of a state or federally funded project draws closer to the initial engineering phase, Florida's Efficient Transportation Decision Making (ETDM) process is implemented. Beginning in 1999 with TEA-21 legislation, the ETDM process defined the procedures for planning transportation projects, conducting environmental reviews, and permitting those projects. The Environmental Screening Tool (EST) website facilitates the ETDM process by providing environmental and cultural resource agencies the opportunity to comment on proposed projects before the design is complete. Transparency is added to this early coordination between transportation and the environment through the public accessible website. Additional information and up to date project details are available at: <https://etdmpub.fl.a-etat.org/est/#>.



### *Ocean Impacts: Seagrasses*

In addition to land-based wetland impacts, seagrass beds in Tampa Bay, Boca Ciega Bay, and the Gulf of Mexico surround Pinellas County on all sides. Seagrass beds are a very specific habitat (usually located in less than six feet of clean water) for a host of sea creatures, including manatees, and impacts to seagrass beds are highly regulated due to the difficulty in establishing them elsewhere. The conflict between the seagrasses and the transportation system often includes bridges that shade the seagrasses and seaports that require deep, dredged channels.

An example of consideration to seagrasses during a recent transportation project is the replacement of the northbound Howard Frankland bridge within the “committed” time period (2014–2019). During the ETDM screening of this project, the potential impacts to seagrass beds were considered when choosing the preferred alignment.

According to the Tampa Bay Estuary Program, as of May 2013, the seagrass coverage recovery goal of 40,000 acres has almost been reached. The 2013 measurement of 34,642 acres of seagrasses in Tampa Bay is more than at any time since the 1950s. Much of this impact has to do with collective adherence to policies set by the Tampa Bay Nitrogen Management Consortium, which has invested more than \$500 million in projects to reduce nitrogen pollution since the 1990s. Excessive nitrogen loading in Tampa Bay reduces water quality, which prevents seagrasses from growing. Old Tampa Bay (adjacent to Oldsmar and Safety Harbor) is still experiencing seagrass recovery issues. Despite setbacks, continued collaboration among government agencies is necessary to maintain these positive gains in the future.

### **Climate Change and Rising Sea Levels**

*Objective 6.2: Plan for, and adapt to, the potential impacts of rising sea levels and climate change on the transportation system.*

Despite varying projections as to whether it will affect the Florida coast in 10 years or 100 years, manageable adaptation to sea-level rise is most easily done when integrated into long range planning as early as possible.



Figure 4-55. Map of seagrass bed extent in 2010 in the waters surrounding Pinellas County. Impacts to seagrass were considered during the ETDM process for the Howard Frankland Bridge.



Figure 4-56. Seagrasses usually grow in six feet of water or less and need clear water to survive. They provide essential habitat and ecological functions.

Direct effects of sea-level rise will begin with temporary inundation during high tides. Highly-developed, low-lying coastal areas are most at risk to the physical effects of rising sea levels, and this temporary inundation is already starting to happen around the world.

In Italy, Venice’s “acqua alta” (high water) has happened much more often in recent years—from less than 10 times per year in the early 1900s to more than 60 times per year during the past 10 years.

To proactively plan for and address initial inconveniences and damages that are directly related to flooding, the City of Venice has had a pedestrian plan in place since 2008 entitled “Pedestrian Routes in the Event of High Water” (Percorsi Pedonali in Caso di Acqua Alta). This plan identifies temporary raised walkways (red lines on image below) that connect to higher ground routes (green lines) that outline an entire network at or above 120 cm in elevation. To access areas outside of this network, tourists and residents alike often wear rubber boots or plastic booties over their shoes.

Secondarily, more expensive effects include saltwater corrosion of buildings from prolonged or frequent inundation, especially when this happens to load-bearing walls. In Venice, a siren sounds 3–4 hours before an expected “high” high tide (above 120 cm) to alert residents and visitors to be aware of potential inundation. Some people have completely abandoned using the first floor in their homes but still use higher floors.



Figure 4-57. Late morning “Acqua Alta” flooding at high tide during November 2014 in Venice, Italy.



Figure 4-58. Temporary raised walkways (red routes in the map below) maintain a pedestrian network of at least 120 cm above sea level. This catwalk is in Piazza San Marco.



Figure 4-59. Venice, Italy, has been producing this map, “Pedestrian Routes in the event of High Water” (Percorsi Pedonali in Caso di Acqua Alta) since 2008. Green routes are at elevations above 120cm and red routes are temporary raised walkways over lower elevations. Together, the red and green routes identify a network that is at least 120 cm over mean sea level. Piazza San Marco floods at 100 cm. At 120 cm, 35% of Venice is flooded with ankle-deep seawater.

Map available at: <http://www.comune.venezia.it/flex/cm/pages/ServeBLOB.php/L/IT/IDPagina/1502>



While Venice is on the front lines experiencing high-tide flooding already, Southeast Florida is taking initial steps to prepare. Miami-Dade County formed the Sea Level Rise Task Force on July 2, 2013. It is a group of seven people with varying expertise who are charged with reviewing data and conducting a realistic assessment of storm surge and sea level rise over time. Their report with recommendations was issued July 1, 2014.

The Task Force chose to focus primarily on the next 50 years, to 2060 as the planning horizon. Projections of two feet of sea level rise were used as a guideline, as projected by the Southeast Florida Regional Climate Change Compact partners. This guideline was adopted by all four counties: Miami-Dade, Broward, Monroe and Palm Beach Counties. Individual infrastructure and planning projects should design for the projected sea level during the life expectancy of a project.

Recommendations for actions were also divided into two time frames, “In Progress” and “Future.” An example of an in-progress initiative is the participation in the “Florida Water and Climate Alliance,” which assists Florida’s Public Water Supply Utilities in integrating climate change in planning and operation. Another example is to use the analysis of 500-year precipitation events in Stormwater Master Planning for critical infrastructure and facilities. Future recommendations include developing “Vital Signs”, considering sea level rise in design, location, and development of infrastructure and public facilities, and directing future population concentrations away from vulnerable areas. These actions are also intended to be reflected in the subsequent adoption of local comprehensive plan policies.

The number one recommendation of the Task Force was to accelerate the adaptation planning process by seeking and formally electing the engineering and other relevant expertise needed to develop the capital adaptation plan, as well as identifying what measurable indicators will trigger timely sequencing. It is a “call to begin the step by step process needed to design and build a re-engineered urban infrastructure that over time will withstand a worst case scenario. It begins with the board’s calling for a commitment by the Administration to obtain the technical

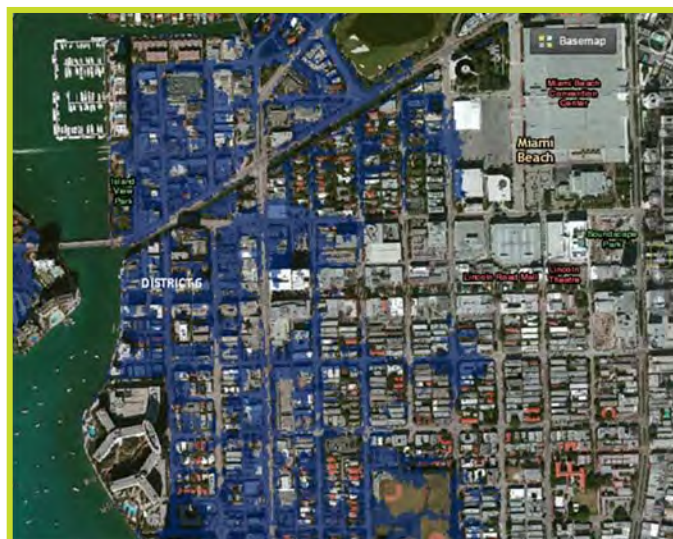


Figure 4-60. Projected Sea Level Rise Max inundation surface in Miami Beach. The max surface is for 2060 High Projections of the Mean Higher High Water (28 inches). Image from the Sea Level Rise Scenario Sketch Planning tool, View Interactive Maps for District 6.



Figure 4-61. Flooding at 5th Street and West Ave in Miami Beach during a king tide event on October 7, 2010. Photo: Luis Espinoza, Miami-Dade County.

expertise needed to vet the elements and timing of the plan”.

Additional information and the official Sea Level Rise Report issued July 1, 2014 are available online at <http://www.miamidade.gov/planning/boards-sea-level-rise.asp#2>.

Pinellas County has some time to prepare. How much time is dependent on which projection turns out to be the most accurate. The USACE has three rates of sea level rise—Low/historical, Intermediate, and High, as described in the USACE Engineering Circular EC 1165-2-212 (2012). All three sea-level rise rates were integrated into the Florida Sea Level Scenario Sketch Planning Tool, Phase 1 of which



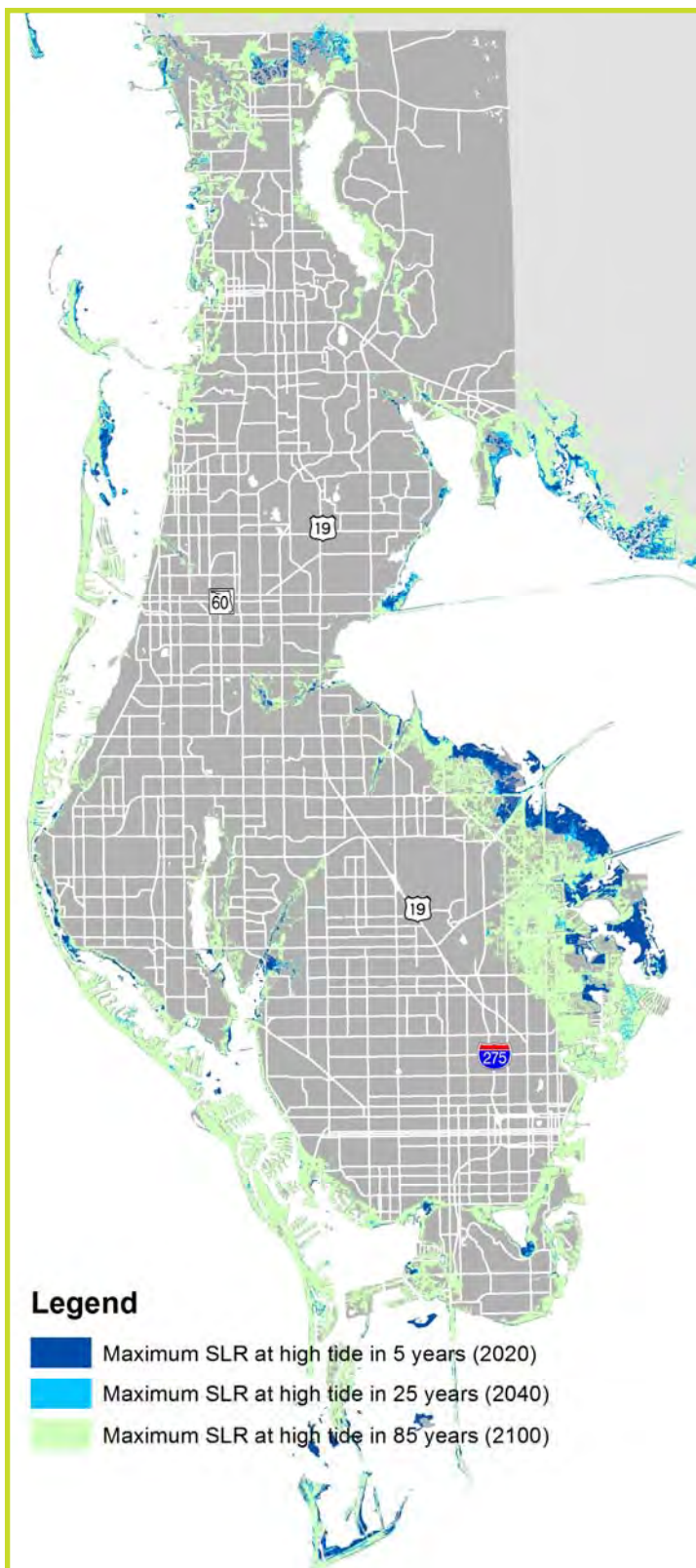


Figure 4-62. Areas in Pinellas County affected by sea level rise (SLR) at high tide using the U.S. Army Corps of Engineers “High” scenario within the Florida Sea Level Scenario Sketch Planning tool. This map represents a “worst case scenario” in 2020, 2040, and 2100. Since this is also showing high tide, it is possible that areas identified in the map could be temporarily inundated with ankle-deep water as in Venice.

was completed by the University of Florida GeoPlan Center in 2012 with funding from the FDOT Office of Policy Planning. The purpose of the tool is to facilitate the identification of transportation infrastructure potentially at risk from projected sea-level changes. The tool visualizes various sea-level scenarios at future time periods in an effort to inform transportation planners and highlight infrastructure for potential avoidance, minimization, or mitigation.

The Sketch Planning Tool was run for Pinellas County using the “worst case scenario” input values of (1) USACE “high rate” of sea-level rise and the (2) “higher” high tide for 2020, 2040, and 2100. The resulting three surfaces show the maximum potential areas of Pinellas County that would be affected by sea-level rise by 2100. Areas to note by 2040 (dark blue and turquoise on the accompanying image) include the east side of Honeymoon Island, the area just north of the west end of the Courtney Campbell Causeway, the east side of the county near the Howard Frankland and Gandy bridges, and parts of the Fort DeSoto islands. The 2040 potentially-affected areas represent 3.2 percent of Pinellas County.

Potential areas of high-tide inundation to note by 2100 (light green) include the low-lying sections surrounding the Anclote River north of Tarpon Springs, expanded areas on the east side of the county near the west ends of the Howard Frankland and Gandy bridges, land adjacent to St. Joe’s Creek and Lake Seminole, land adjacent to Lake Maggiore, significant sections of Fort DeSoto, and much of the barrier island system on the west side of the county. The 2100 potentially affected areas represent 16 percent of Pinellas County.

Effects in these areas include flooding during high tides, beginning with the highest high tides and increasing in frequency as the years approach 2100. Effects also include impacts to the water supply distribution system, sewer system, and solid waste systems maintenance. Rising sea levels also increase the likelihood of saltwater intrusion to groundwater aquifers. It may be of benefit to adjust land use designations in affected areas, relocating critical infrastructure or engineering retrofits to non-critical buildings to accommodate potential intermittent inundation. Future land use conflicts can also be avoided

by encouraging the location of new critical buildings or infrastructure away from these areas.

Since this map is a potential “worst case scenario” by 2100 and shows the “high” high tide in the “high” USACE sea-level rise rate, it is easy to identify areas where sea-level rise is not likely to have an impact within the next 100 years, which includes a majority (83%) of the Pinellas peninsula. In addition, since this time frame is also 85 years from today, there is ample time to plan for mitigation strategies and infrastructure adjustment. It is also important to realize that this same methodology applied to other areas of the state result in much more widespread affected areas, especially in the Everglades and Miami/Fort Lauderdale. Maps for all areas of Florida can be seen with the online viewer at [http://leo.ags.geoplan.ufl.edu/SLR\\_District\\_7/](http://leo.ags.geoplan.ufl.edu/SLR_District_7/).

### **Provide transit access to transit-dependent, minority, low-income and disabled populations.**

*Objective 6.3: Ensure that benefits and impacts of transportation investments are equitably distributed.*

*Objective 6.4: Provide better transit access to a greater number of people including those who are transit-dependent, minority, low-income, and/or disabled.*

The federal government mandates that Metropolitan Planning Organizations incorporate Environmental Justice (EJ) concepts into long range planning. The guiding environmental justice principles are listed below.

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant

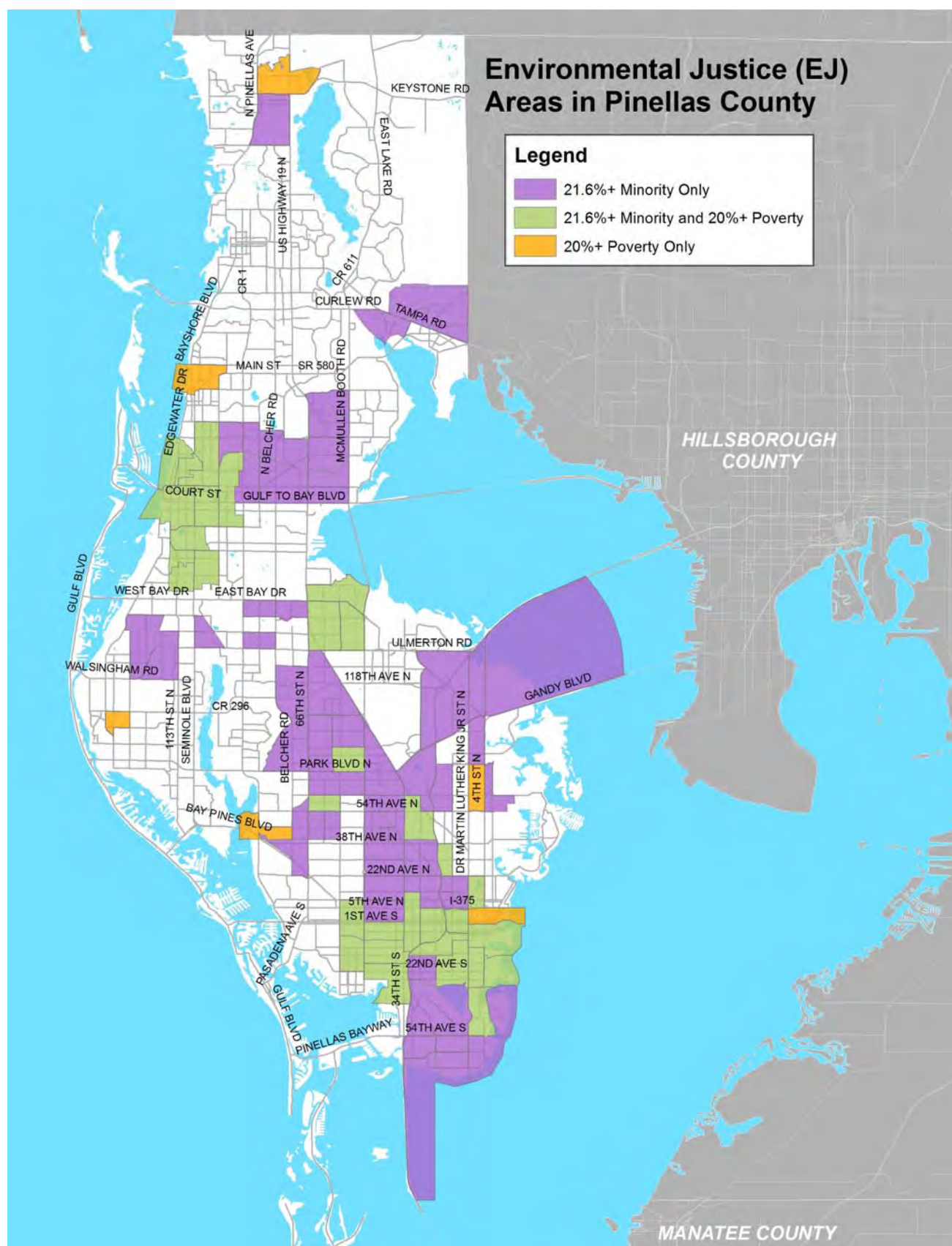
delay in the receipt of benefits by minority and low-income populations.

The MPO conducted a demographic analysis of Pinellas County for the LRTP in August 2012. This included the summarization of minority and/or low income population groups by Census Tract into EJ areas. Information on low income population was not available from the 2010 Decennial Census, and was instead drawn from the 2006-2010 American Community Survey 5-Year Estimates: Poverty Status in the Past 12 Months.

EJ areas for minorities were defined by where the minority population is meaningfully greater than the minority population percentage in the general population. The county wide average percentage of minority populations per census tract is 21.6%.

Low-income is defined as those living below the poverty level in Pinellas County, as determined by the Census Bureau. The average low-income population by census tract in Pinellas County is 12.1. For the purpose of this analysis, any census tract with a low-income population that exceeds 20% has been identified as an EJ area. This threshold was set in collaboration with the MPO’s Technical Coordinating Committee. While the overall rate of poverty in Pinellas County in 2010 was 12.1%, the 20% threshold was chosen given the characteristics of the local population. With poverty status determined in part by per capita income data combined with the large population of retirees in the county, it was decided that using the countywide average would be misleading as many retirees may be utilizing accumulated wealth to supplement any other income. In addition, staff conducted an analysis of those communities identified as having a higher-than-average rate of poverty and determined that some of those communities were actually more upscale retiree communities that should not be included as a part of this analysis.

Census tracts that met the minority and/or poverty thresholds were included as EJ areas. The map on the following page shows these identified areas divided into three categories. A more detailed demographic analysis is available as part of the 2040 LRTP Environmental Justice Technical Memorandum.



**Map 4-3—Environmental Justice areas for Pinellas County.** Minority areas were defined using 2010 Census demographic data and poverty areas were defined using 2006-2010 American Community Survey 5-Year Estimates: Poverty Status in the Past 12 Months .





# CHAPTER 05

## Plan Improvements and Implementation





# PLAN IMPROVEMENTS AND IMPLEMENTATION

# 05

The 2040 LRTP is built on top of those transportation projects that are committed for funding over the next five years (2015–2019). This chapter details the process of building upon the currently-committed projects and identifying, prioritizing, and funding future transportation projects for Pinellas County through 2040. Major steps in this process include:

- Assessment of needed multimodal projects
- Policy Plan Development (Application of policy constraints to Needs Assessment)
- Evaluation of financial resources
- Project prioritization
- Cost Feasible Plan development
- Analysis of Environmental Justice impacts
- Plan implementation

## Committed Projects 2015–2019

The transportation projects scheduled over the next five years (2015–2019) are listed in the MPO’s Transportation Improvement Program (TIP). These projects previously were prioritized through the long range planning process and are now funded by various implementing agencies including FDOT, Pinellas County, and cities within the county.

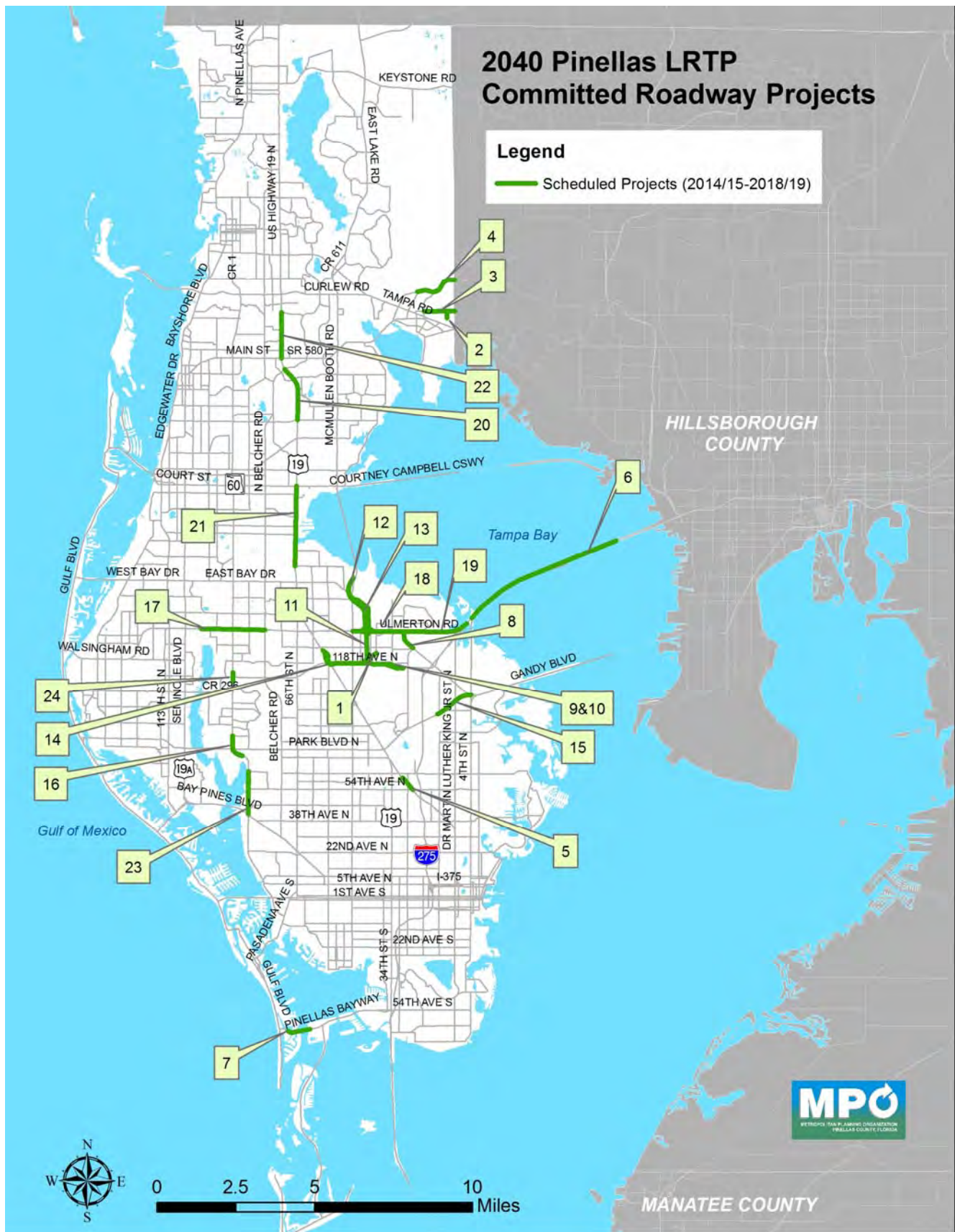
As a policy planning board, it is the MPO’s responsibility to prioritize federal funding of transportation projects. This prioritization role is extended, through coordination with FDOT, to the funding of metropolitan priority projects using State funding. With an annual update and adoption of the TIP, projects are continually reviewed for accuracy, and new projects are added to the TIP based on priorities established in the LRTP and available funding.

The committed roadway projects listed in the TIP are shown in Map 5-1, which highlights the major regional road projects such as the northbound Howard Frankland Bridge replacement, US 19 improvements in Clearwater, and the Gateway Expressway and Gandy Boulevard improvements in and around Pinellas Park and St. Petersburg.

Map 5-2 illustrates the State and County roads on which technology is being used to help address congestion and the flow of traffic. Divided into three phases, the Pinellas County Intelligent Transportation Systems network, along with the projects funded by the State, will be completed by 2019.

A detailed list of the committed roadway capacity projects in the Transportation Improvement Program is included in Table 5-1. Due to the cyclical nature of transportation planning, FDOT has already prepared the next 5-Year work program (2016–2020). The Work Program, included as Appendix D, identifies funding for projects consistent with the LRTP. During the development of the LRTP, several projects were advanced into the Work Program and funded sooner than anticipated. This appendix has been included to aid in illustrating consistency between the LRTP and TIP. A future amendment to the LRTP will revise the funding of projects listed in the LRTP.





**Map 5-1: Committed Roadway Projects(2015–2019)**—Funded for construction in the TIP is the Gateway Express project, a combination of mid-county road improvements including a limited access tolled facility linking US 19 and the Bayside Bridge with I-275.

**Table 5-1**  
**Committed Roadway Projects (2015–2019)**

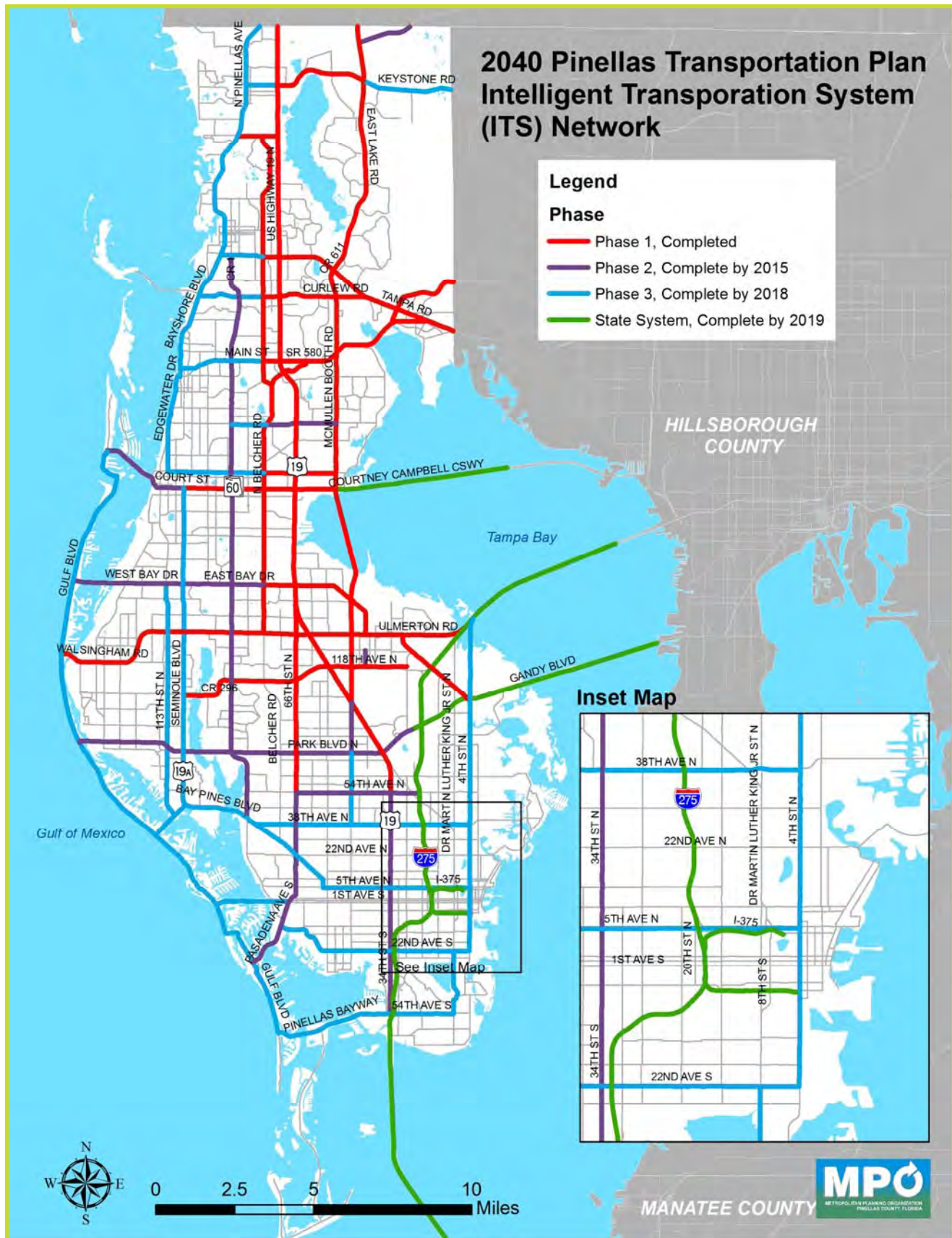
Project Number	Facility	From	To	Existing	Committed
1	43rd St N Extension	118th Ave N	40th St	N/A	4D
2	Burbank Rd	Douglas Rd	Tampa Rd	N/A	2U
3	Douglas Rd	Commerce Blvd	Racetrack Rd	2U	2D
4	Forest Lakes Blvd	Pine Ave	Racetrack Rd	2D	4D
5	Haines Rd	60th Ave N	54th Ave N	2U	2E
6	I-275 Replacement of NB Howard Frankland Bridge <sup>1</sup>	SR 687 (4th St)	N of Howard Frankland	4F	4F replacement
7	SR 682 Bayway Bridge	E of SR 699 (Gulf Blvd)	W of SR 679	2D	4D
8	SR 686 (Roosevelt Blvd)	SR 688 (Ulmerton Rd)	28th St N	4D	6D
9	SR 686 (296 Connector)	E of 40th St	E of 28th St	N/A	4P
10	SR 686 (296 Connector)	E of 34th St	W of 28th St	N/A	4P
11	SR 686	N of Ulmerton Rd	E of 40th St	N/A	4P
12	SR 686	At 49th St Interchange	N/A	N/A	4P
13	SR 686	49th St Bridge/Roosevelt Blvd	N of SR 688 (Ulmerton Rd)	4D	4P + 2O each side
14	SR 686	US 19 (SR 55)	SR 686 at 40th St	6D	4P + 2O/3O each side
15	SR 694 (Gandy Blvd)	E of 4th St	W of 9th St (16th St)	4D	4P + 2Aux
16	Starkey Rd	84th Lane N	Flamevine Ave	4D	6D
17	Ulmerton Rd	Lake Seminole Bypass	Wild Acres Blvd	4D	6D
18	Ulmerton Rd	E of 49th St	W of 38th St	4D	6D
19	Ulmerton Rd	W of 38th St	W of I-275	4D/6D	6D
20	US 19 (SR 55)	Sunset Point Rd	Countryside Blvd	6D	6P
21	US 19 (SR 55)	SR 60/Gulf to Bay Blvd	Whitney Rd	6D	6P
22	US 19 (SR 55)	N of SR 580 (Main St)	Northside Dr	6D	6P
23	Park St.	Tyrone Blvd	54th Ave N	4D	4D + E
24	Starkey Rd	Bryan Dairy Rd	@Intersection	-	-

\*'U' is Undivided; 'D' is Divided; 'P' is Partially Controlled Access; 'F' is Freeway; 'AUX' is Auxiliary Lanes; 'O' is One Way; and 'E' are Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter.

<sup>1</sup>Includes \$25 million to enhance the replacement structure for future rail.

PD&E on I-275 (SR93) from South of 54th Ave. S. to North of 4th St. N. is underway, and is not reflected in the map.





**Map 5-2: Committed ITS Projects (2015-2019)** - also committed is the completion (Phase 3) of the ITS network, currently being funded by the 9th cent fuel tax.



## Assessment of Needed Multimodal Projects 2020–2040

Identification of projects to meet the future travel demand beyond the 2015–2019 timeframe is accomplished through an iterative needs assessment based on analysis built upon the Goals and Objectives discussed in Chapter 4. Tools such as the regional travel demand model and geographic information system mapping are used to develop quantitative data for completing this evaluation. This needs assessment includes the identification of future projects unconstrained by cost.

The MPO followed a rigorous technical process throughout development of the Plan Update for identifying the needed roadway projects. As with previous LRTP updates, the technical process for forecasting future travel demand utilized the Regional Planning Model developed through the ongoing coordination with the MPOs in the Tampa Bay area. MPO staff attended coordination meetings of a Technical Review Team (TRT) during the plan development to coordinate transportation projects within the region. The result of this work effort is the Tampa Bay Regional Planning Model (TBRPM). The roadway needs were determined by using the Tampa Bay Regional Planning Model to identify deficiencies in the roadway network based on future travel needs.

The first step in evaluating the future needs was to assign the 2040 population and job forecasts to the transportation network that has committed funding through 2019. The results of this analysis helped guide decisions in identifying future project needs beyond those currently funded. These needs are identified as individual projects and their effectiveness at addressing the transportation deficiencies were evaluated.

The assessment of transit needs is benefited by information from the model, such as ridership and travel times. The transit needs assessment for the MPO is coordinated with PSTA. For the 2040 LRTP, the transit needs assessment included defining a vision for transit service. Described as part of the Policy Plan, this included developing and testing growth scenarios and a future rail system.

Pinellas County has maintained an extensive list of future trail projects through the MPO's Bicycle Pedestrian Master Plan.

The identification of future transit, bicycle, and pedestrian projects are not evaluated solely based on the travel demand model.

Once the assessment of the needs is completed, projects necessary to address those needs are identified and included in the Policy Plan which is discussed in the following section.

## Policy Plan Development

The Policy Plan is a compilation of future projects without regard to cost feasibility. It addresses mobility needs within the county and also reflects public policy and physical limitations such as environmental impacts, impacts to existing neighborhoods and businesses

To move from the Policy Plan to the Cost Feasible Plan, an assessment comparing project costs to future anticipated revenues is completed. The collection of projects that can be funded with anticipated revenues is known as the Cost Feasible LRTP.

Since the LRTP is multimodal, discussing the Policy Plan and the Cost Feasible Plan is accomplished by addressing the following modes:

- Roadway;
- Transit Use; and
- Bicycling, Trails, and Pedestrian Activity.

### Roadway Needs

The Roadway Needs include 16 state projects, 30 county projects, 2 municipal projects, and 5 major bridge projects as shown on Map 5-3.

The roadway needs were determined by using the committed projects and other planned projects and the Tampa Bay Regional Planning Model to identify deficiencies in the roadway network and evaluate the effectiveness of various potential projects to address these deficiencies. This analysis includes future expected growth in population and jobs along with the capacity of the existing transportation system bolstered by those improvements that are funded through 2019. Performing this level of analysis identifies the most critical locations at which new projects are most needed. Since the model used in this analysis is used throughout the Tampa Bay region, the growth, future travel, and identified needs are coordinated with the surrounding counties.

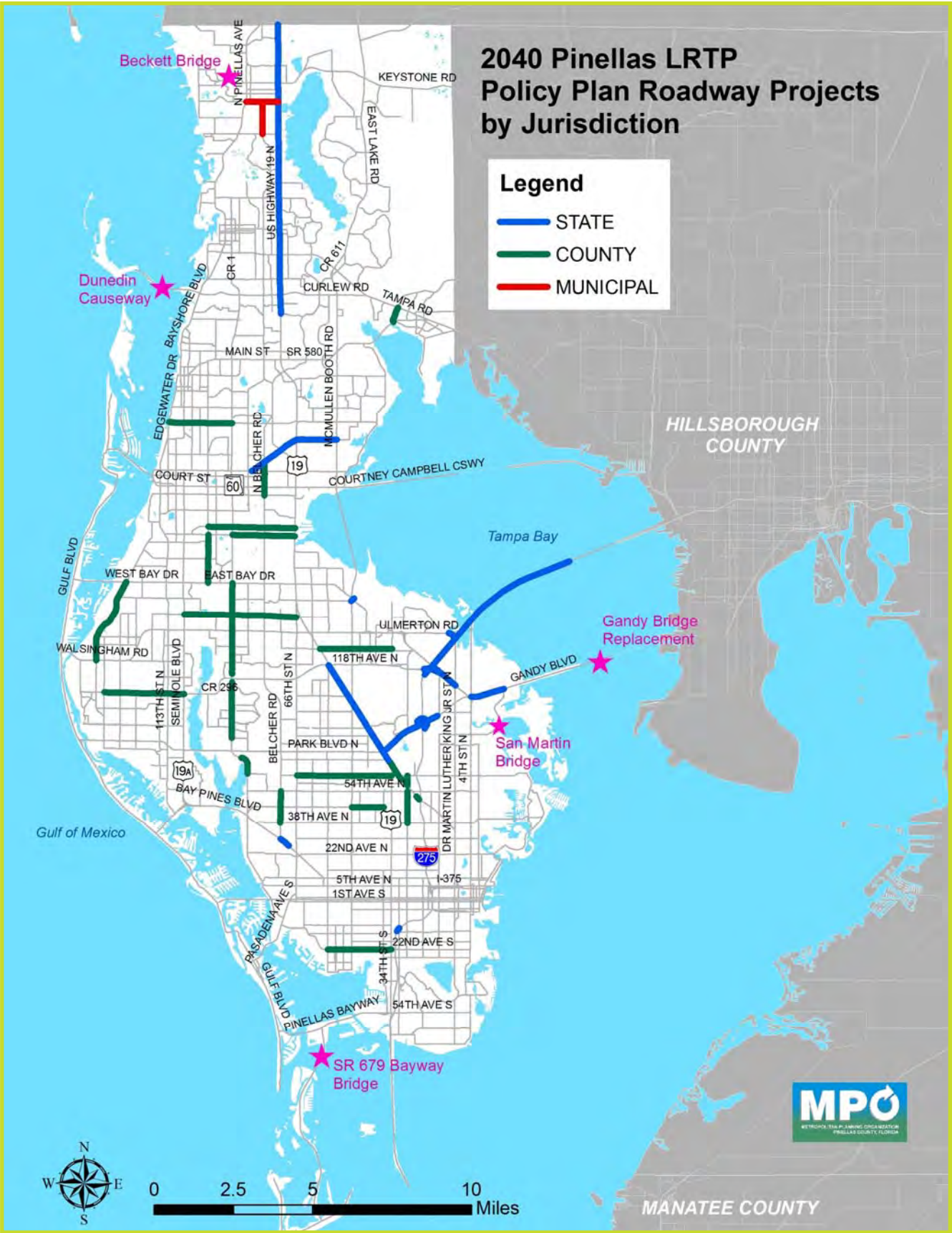
In 2014, the estimated cost of the 2040 Roadway Needs is \$2.2 billion. With \$978 million current year dollars of projected revenues for roadways, the shortfall for funding

the roadway needs exceeds nearly \$1.2 billion. If additional revenues become available after the adoption of the LRTP, unfunded projects from the Policy Plan may be moved into the Cost Feasible Plan. This is accommodated through a publicly noticed amendment process.

Table 5-2 captures some of the travel conditions that could be expected in 2040. These measures show what the countywide travel conditions would be like for every trip made in Pinellas County. Growth in the number of trips is expected to increase by 33% (from 4 million to just over 5.4 million) while the amount of time spent driving would increase nearly 55% (from 564,000 to 874,000).

The additional demand expected in 2040 is the result of a growth forecast of more than 200,000 people and nearly 150,000 new jobs. This increase in travel demand supports the widening and expansion of the county's roadways. Even though all of the roadway needs are not cost feasible, they are needed to balance future travel demand. Investment in transit service capacity is also needed to address the future travel needs.

<b>Measure</b>	<b>Existing</b>	<b>2040 Policy Plan</b>
Roadway Lane Miles	2,706	2,890
Trips Made on a Daily Basis	4,073,062	5,424,462
Vehicle Miles Traveled	17,450,515	24,143,584
Vehicle Hours of Travel	564,402	874,100
Vehicle Hours of Delay	97,443	235,780
Volume to Capacity Ratio	0.62	0.80



Map 5-3: 2040 Policy Plan Roadway Projects



### Transit Needs

Continuing to look toward the future transportation system for Pinellas County, the MPO evaluated how growth over the next 20–25 years could be impacted by transportation investments in fixed-guideway transit such as light rail and/or bus rapid transit (BRT). Through a series of iterative evaluations, a growth scenario was developed that identified a premium transit system connecting major employment centers in Pinellas County and a future possible connection with Hillsborough County across the Howard Frankland Bridge. Identified transit needs also included a system of new local and express bus routes, circulator routes and regional connections with Hillsborough and Pasco counties, and increased headways and hours of service for existing PSTA transit routes.

The vision for the future of transit in Pinellas involves connecting the major activity centers and increasing frequencies and hours of service to provide choices and viable options for those who either cannot or choose not to drive their own vehicles.

The transit vision identified for the Policy Plan is included as Map 5-4. It includes conceptual transit stations that

reflect the potential for infill and redevelopment. A separate Technical Report has been prepared that outlines the detailed analysis for developing the transit needs included in the Policy Plan. Figure 5-1 illustrates the concepts that were envisioned at future transit stations.

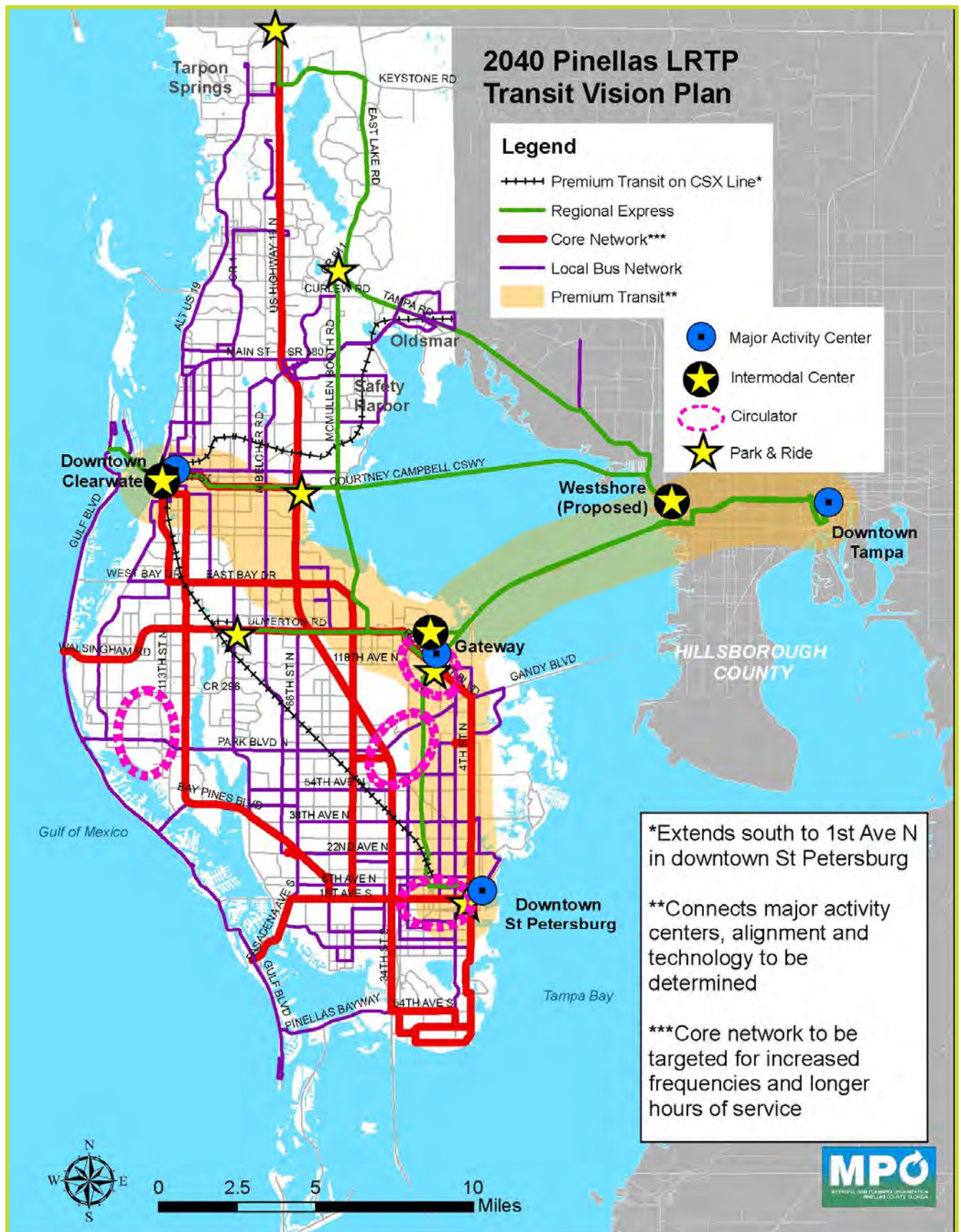
Performance of transit can be measured in number of passengers as well as the accessibility of the transit system. Table 5-3 highlights the expected ridership resulting from the Policy Plan as compared to the existing (2010) data. Ridership is projected to grow by nearly 200% if all of the transit service improvements included in the vision were in place. Accessibility, measured in the number of people, based on residence, and jobs that are within 1/4 mile of a transit route changes significantly under the Policy Plan. The transit system envisioned for Pinellas County provides transit service to a greater portion of the county than current service provides. With the increased accessibility to transit, comes an increase in expected daily ridership. With nearly twice as many people and jobs within 1/4 of a mile of transit, the ridership is projected to nearly triple by 2040 if the Policy Plan were in place.

In addition to BRT and light rail, the MPO is working with local jurisdictions, regional partners and the private sector to evaluate the expansion of waterborne transit services and bicycle sharing, while exploring the feasibility of other transit options, such as aerial propelled transit. The MPO will provide technical support, including data collection, to evaluate existing and emerging transit technologies to support enhanced mobility throughout Pinellas County and the Tampa Bay region.

Table 5-3 Selected Transportation Measures for Transit Needs		
Measure	Existing	2040 Policy Plan
Peak Period Transit Miles	1,217	1,360
Off-Peak Transit Miles	1,110	1,367
Daily Transit Ridership	45,245	127,501
People within 1/4 mile of transit	520,316	1,048,124
Jobs within 1/4 mile of transit	337,708	653,444



Figure 5-1: Transit Station Concepts—Two transit station concepts for future premium transit service that could be located in the Major Activity Centers identified in the Transit Policy Plan.



Map 5-4: 2040 Transit Vision Map

Modified 11-18-2015

### *Bicycling and Pedestrian Needs*

The final component of the Policy Plan is bicycling and pedestrian needs. Included in the Plan are committed projects such as the trail connection to Hillsborough County across the Courtney Campbell Causeway Trail and the Tri-County Trail connecting with Pasco County. Completion of the Duke Energy Trail, the Brooker Creek Trail, and the Meres Trail extension, as well as many others, are illustrated in the Trails and Bike Lanes map, Map 5-5, as planned trails.

The Policy Plan also identifies opportunities to provide marked bike lanes along major roadway corridors through resurfacing or reconstruction projects based on traffic characteristics, roadway width, and available right-of-way.

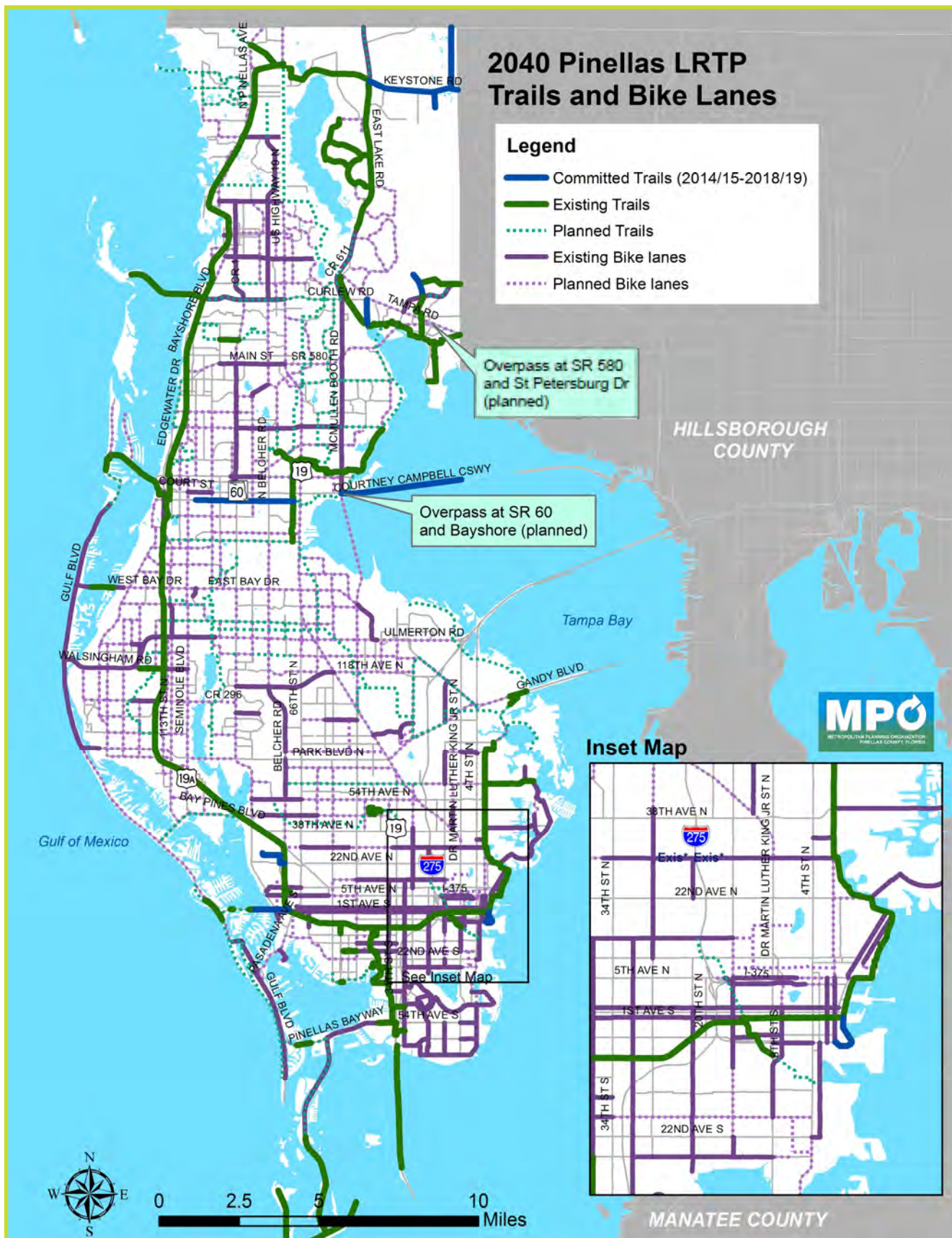
The 346 miles of planned bicycle lanes and 150 miles of trails identified in the Policy Plan builds on the existing network of 170 miles of bike lanes and 100 miles of trail

facilities. The combined network of existing, committed, and planned multi-use trails and bike lanes is shown on the map to the right.

As a policy planning organization, the MPO is directly responsible for establishing funding priorities for the federal Transportation Alternatives (TA) Program. The TA Program provides funding for on- and off-road pedestrian and bicycle facilities, recreational trail program projects, safe routes to school projects, and others. Setting funding priorities for these projects requires coordination with FDOT, Pinellas County, and cities throughout the county to determine the projects that are included in the Transportation Improvement Program.

The MPO also advocates for the expansion of the county's sidewalk network to fill in gaps on the major road network and ensure safe travel conditions for pedestrians.





Map 5-5: Existing, Committed, and Planned Trails and Bike Lanes

Revised 5/15/15

## Financial Resources

This section documents the available revenue sources and estimated project costs. Consistent with the State and federal requirements for LRTPs, three multi-year phases are used to report available revenues and project costs. These revenue bands shown below.

- 2020–2025
- 2026–2030
- 2031–2040

Also consistent with Federal Rules for the LRTP, the revenues and project costs are shown in Year of Expenditure (YOE) dollars to reflect inflation.

To evaluate specific projects for inclusion in the Cost Feasible LRTP, the projects in the Policy Plan were prioritized and matched with anticipated available funding based on relative priority and how well the project met the goals of the plan. Further discussion of the project prioritization and selection process and an overview of the available revenues are included in the remainder of this chapter.

A Technical Report of the revenues available for the LRTP has been provided separately and includes a description of each revenue source.

### Revenue Overview

The Cost Feasible LRTP is based on future expected revenues from federal, State, and County sources. Figure 5-2 presents these projections shown in YOE through 2040. The following provides a discussion of each sub-component of the revenues projected to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and intermodal facilities.

#### Transportation Management Area

This is a federal funding source. TMA funds are distributed to urban areas with populations greater than 200,000. Being part of the larger Tampa-St. Petersburg Urbanized Area, the Pinellas County MPO shares this revenue with the Hillsborough and Pasco MPOs. Based on agreement between the three MPOs, sharing this revenue for the LRTP is based on the 2010 population and results in **\$259.1 million** anticipated to be available from 2020–2040 for Pinellas County.

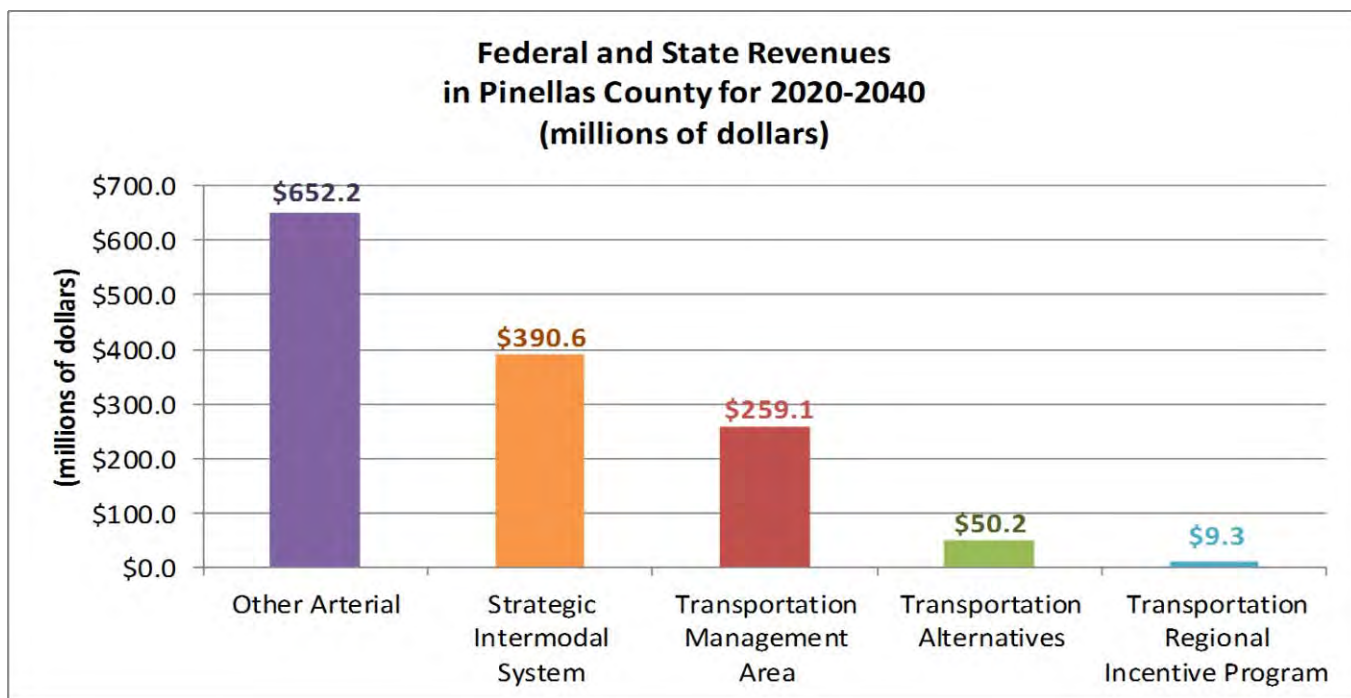


Figure 5-2: Anticipated transportation revenues for Pinellas County, 2020-2040 YOE.

### Transportation Alternatives Program

The Transportation Alternatives (TA) program provides funding for programs and projects that include pedestrian and bicycling facilities and access for non-drivers to public transportation. The recent formation of this program was accomplished by combining three programs designated under federal transportation legislation—Transportation Enhancements, Safe Routes to Schools, and the Recreational Trails Program.

Funding for this program, provided through MAP-21 is distributed to Pinellas County based on population. Funds allocated directly to the Urbanized Area are distributed among Pasco, Pinellas, and Hillsborough counties, and funds allocated to the State have been split between FDOT districts and divided among each district's counties. For the 2020–2040 timeframe, **\$50.2 million** is assumed to be available for Pinellas County.

### Strategic Intermodal System (SIS)

This includes a combination federal and State funds directed toward roadways designated as part of the Strategic Intermodal System (SIS). The designation of this network in Pinellas County includes St. Pete/Clearwater International Airport and connecting roadways, I-275, segments of US 19, and Gandy Boulevard. Once completed, the Gateway Express project will be added to the SIS while portions of Gandy Blvd, US 19, and Roosevelt Blvd will be removed. FDOT has identified approximately **\$390.6 million** in SIS improvements from 2020–2040 in Pinellas County.

### Other Arterial Construction/Right-of-Way

This is a capacity program providing funds for State roadways not designated as part of the SIS or FIHS. Approximately **\$652.2 million** is anticipated to be available for roadway infrastructure projects from 2020–2040 in Pinellas County.

### Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. FDOT District 7 revenues are projected at approximately **\$29.7 million** from 2020–2040.

Based on a distribution of population within FDOT District 7, Pinellas County would receive approximately **\$9.3 million** for 2020–2040. Regional facilities already identified in the West Central Florida MPO Chairs Coordinating Committee's Regional LRTP and projects planned by the Tampa Bay Area Regional Transportation Authority (TBARTA) are eligible for TRIP funds.

### Local Fuel Taxes

Local fuel tax revenues are based on a set pennies-per-gallon charge, not a percentage of the sale (as with a sales tax). Therefore, fuel taxes do not increase/decrease with the price of gasoline and diesel and, as fuel efficiency increases, they become less reliable as a means of funding transportation infrastructure maintenance and capital costs.

As indicated below, Pinellas County charges seven cents of Local Option Fuel Taxes (LOFT) in addition to the three cents of State Fuel Tax for local use. The majority of fuel tax revenue is used to fund transportation infrastructure maintenance and ITS projects. A summary of the LOFT and State Fuel Taxes for local use is as follows:

- LOFT
  - ◊ 6-Cent 1<sup>st</sup> LOFT (6 cents/gallon): **\$230.5 million** for 2020–2040
  - ◊ 9<sup>th</sup>-Cent Fuel Tax (1 cent/gallon): **\$68.3 million** for 2020–2040
  - ◊ 5-Cent 2<sup>nd</sup> LOFT: Not currently in place; if enacted, would collect **\$174.4 million** for Pinellas County in 2020–2040
- State Fuel Taxes for local use:
  - ◊ Constitutional Fuel Tax (2 cents/gallon): **\$119.7 million** for 2020–2040
  - ◊ County Fuel Tax (1 cent/gallon): **\$52.8 million** for 2020–2040

### Discretionary Bridge Funding

The FDOT Bridge Program provides funds for the repair and replacement of bridges in the Bridge Work Plan. This program addresses major and minor bridge repairs and preventive maintenance activities to bridge structures for which FDOT has maintenance responsibilities. Local governments also have the ability to seek funding from this program for non-state bridge projects.



### Sales Tax, Penny for Pinellas

The “Penny for Pinellas” sales tax was first approved by the voters in 1989 (collection began in 1990) and is set to expire at the end of 2019. For the LRTP, the current allocation of this revenue at 40% to transportation was assumed to continue through 2040 and is expected to generate approximately **\$970.8 million** for transportation. The remaining 60% was assumed to be for non-transportation projects, as listed in Figure 5-3. Of the 40% for transportation, the following assumptions are being applied to the “Penny for Pinellas” revenue to fund the non-state transportation improvements in the LRTP:

- 30% allocated for roadway capacity (**\$291.2 million**);
- 20% allocated for roadway resurfacing (**\$194.2 million**);
- 20% allocated for trails, sidewalks, bike facilities, signals, and intersection improvements (**\$194.2 million**); and
- 30% allocated for bridge construction (**\$291.2 million**).

### Transit Revenues

PSTA has conducted a detailed revenue analysis for the 2040 LRTP. This analysis, included current grants received from the federal and State level, system generated

revenues like fares and advertising, and the continued collection of ad valorem property taxes. In total, there is **\$1.96 billion** available for transit projects for 2020–2040. Pinellas County scheduled a referendum to adopt and implement the Charter County Transportation Surtax in November 2014 to fund the Greenlight Pinellas Plan, with revenue collections beginning in 2016. It was anticipated that this revenue would be implemented with an offsetting reduction in the ad valorem revenues for transit. Since this revenue source was not adopted, no assumptions were made regarding the inclusion of this revenue for the 2040 LRTP.

### Transportation Impact Fees

Transportation impact fees (TIFs) are assessed on development projects adding new trips to the road network to provide revenue for transportation projects needed to accommodate new growth and development. The Pinellas County Transportation Impact Fee Ordinance, which is applied countywide, allows impact fee revenues to be used for multimodal improvements, including bicycle, pedestrian, and transit facilities, as well as transportation systems management (TSM) projects and road improvements. TIFs in Pinellas County are projected to be **\$124.7 million** for 2020–2040.

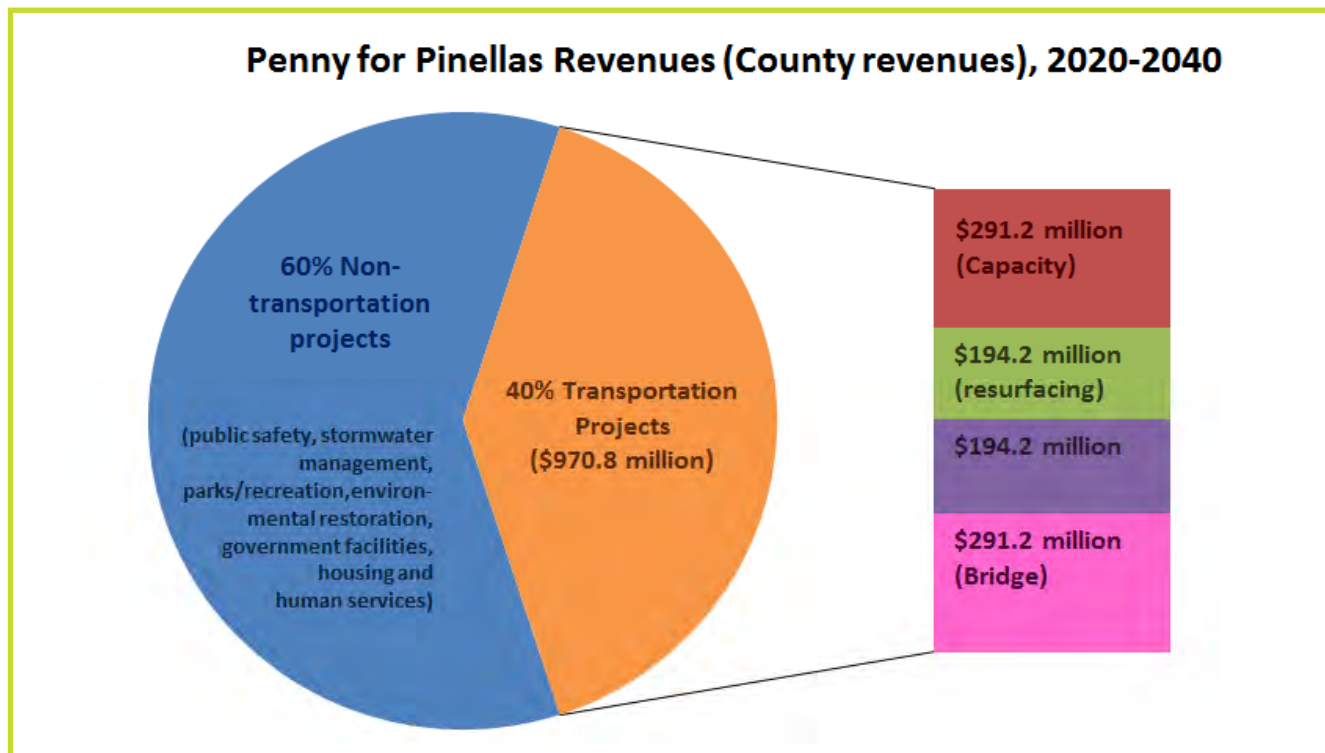
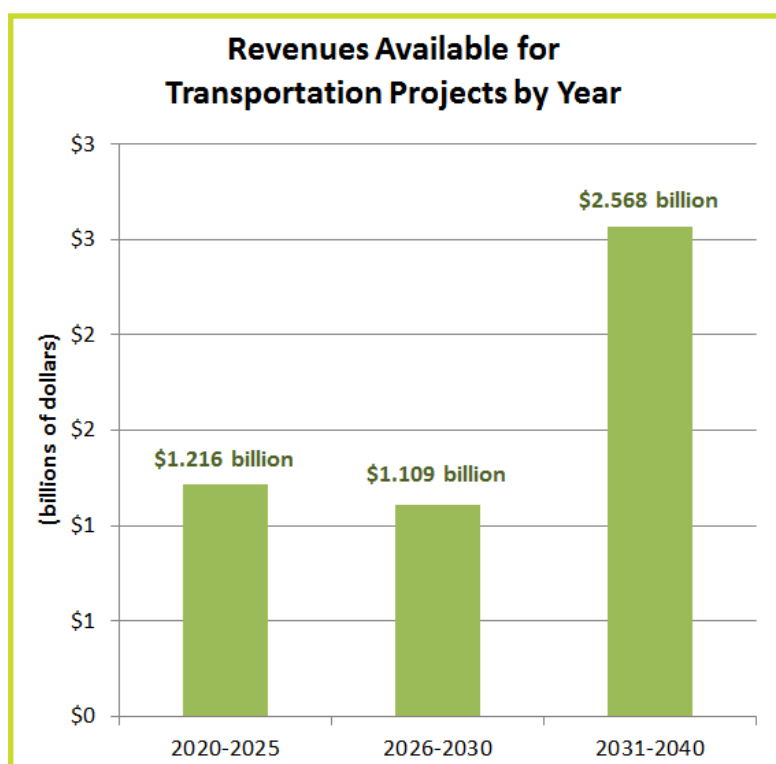


Figure 5-3: Penny for Pinellas Distribution—The Penny for Pinellas is divided among the County and cities. Of the County portion, 40% goes to transportation.

### Revenue by Funding Timeframe

Collectively, these federal, State, and County revenues account for approximately **\$4.9 Billion** in future year revenues (YOE). The distribution of the combined revenue over each of the three funding bands established in the LRTP is shown in Figure 5-4. The amount of these revenue sources is shown in Table 5-4.

Figure 5-4: Total revenues available by year—  
Revenue totals are inflated from 2014 dollars  
at percentages set by FDOT to account for  
economic inflation.



**Table 5-4**  
**2040 LRTP Revenues (Year of Expenditure)**

Source	Funding Type	2020–2025	2026–2030	2031–2040	Total 2020–2040
Federal	Transportation Management Area	\$74,016,962	\$61,683,920	\$123,405,270	<b>\$259,106,152</b>
Federal	Transportation Alternatives	\$14,347,299	\$11,955,575	\$23,942,490	<b>\$50,245,364</b>
State	Strategic Intermodal System/Florida Intrastate Highway System	\$80,929,470	\$107,262,000	\$202,400,000	<b>\$390,591,470</b>
State	Other Arterial & Construction	\$188,350,000	\$145,500,000	\$318,300,000	<b>\$652,150,000</b>
State	Transportation Regional Incentive Program	\$2,444,547	\$2,287,845	\$4,575,690	<b>\$9,308,082</b>
County	Transportation Impact Fees	\$25,523,281	\$26,430,765	\$72,751,456	<b>\$124,705,502</b>
County	Constitutional Fuel Tax (2¢)	\$36,005,791	\$28,714,705	\$54,993,848	<b>\$119,714,344</b>
County	County Fuel Tax (1¢)	\$15,870,673	\$12,656,900	\$24,240,250	<b>\$52,767,823</b>
County	6-Cent 1st Local Option Fuel Tax	\$69,341,152	\$55,299,737	\$105,908,987	<b>\$230,549,876</b>
County	9th-Cent Fuel Tax (1¢)	\$20,561,392	\$16,397,760	\$31,404,673	<b>\$68,363,825</b>
County	Penny for Pinellas	\$218,968,437	\$214,600,718	\$537,186,469	<b>\$970,755,624</b>
PSTA	Transit Revenues	\$469,238,599	\$426,027,690	\$1,068,852,586	<b>\$1,964,118,875</b>
<b>Total Revenues</b>		<b>\$1,215,597,603</b>	<b>\$1,108,817,615</b>	<b>\$2,567,961,719</b>	<b>\$4,892,376,937</b>

## Project Prioritization Process

In the Pinellas 2040 LRTP, available revenues do not cover the costs of all needed transportation projects identified in the Policy Plan. To determine which of the needed projects would be funded, the projects were prioritized using a set of criteria to determine an ordered ranking as listed in Table 5-5. Because the state roadway projects rely on different funding sources than the county/city projects, separate prioritization processes were used for state and county/city projects.

### State Roadway Capacity Project Prioritization

Prioritization of state projects was completed using the criteria listed below.

1. Project included in last LRTP.
2. Project included in MPO Surface Transportation Program Priority List.
3. Project completes gap in network.
4. Design already funded.
5. Improves access to intermodal facilities.
6. Serves existing or future employment center.
7. Part of Strategic Intermodal System (SIS).
8. Has a CMP SWEEP (Screen, Weigh, Evaluate, Eliminate, Prioritize) score of 100 or greater (based on Congestion and Crash factors).
9. Corridor contains at least one of top 25 high-crash intersections.
10. Corridor includes planned premium transit service.

### County Roadway Capacity Project Prioritization

Prioritization of County projects was completed using the criteria listed below.

1. Capacity Enhancement – if project includes intersection improvements and/or addition of turn lanes or thru lanes.
2. Congestion – if project is on a road with documented hours of delay.
3. Accident History/Crashes Per Mile – if project is on a road with 11–250 crashes within 30 feet of road centerline during 2010–2012.
4. Economic Development – if project serves commercial, industrial, and employment centers; fewer points given if area mostly residential.
5. Access to Public Facilities – public facilities present.
6. Sidewalks – if sidewalks are not present or are inadequate and project proposes adding sidewalks.
7. Bicycle Accommodations – if bicycle lanes are not present or inadequate and project proposes adding bicycle lanes.
8. Project Previously Included in Adopted Capital improvement Program (CIP) – is project included in an adopted CIP.
9. Status of Project – if design is already complete and right-of-way (ROW) has already been acquired or is funded.
10. Transit Service – if project is on a road where transit service already exists.
11. Hurricane Evacuation – if project is on a hurricane evacuation route.
12. At-Risk Communities – if project serves an At-Risk community.

Table 5-6 shows the prioritized list of County roadway projects.



**Table 5-5**  
**Prioritization of State Roadway Projects**

Priority	State Project Prioritization List	Improvement	Score
1	SR 694 (Gandy Blvd) from US 19 (SR 55) to E of I-275 (SR 93)	6D to 6D+E	9
2	US 19 (SR 55) from Northside Dr to N of CR 95 (Curlew Rd Interchange)	6D + 2Aux to 6P	8
3	SR 686 (Roosevelt Blvd) Stage 3 of 6, W of I-275 Interchange to SR 686 (Roosevelt Blvd) W of 9th St	NA to 4P	8
4	US 19 (SR 55) from N of CR 95 to N of Nebraska Ave (Tampa & Nebraska Interchange)	6D + 2Aux to 6P	7
5	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)	6D + 2Aux to 6P	7
6	Howard Frankland Bridge from 4th St to Pinellas County Line	2Aux + Transit Option	6
7	US 19 (SR 55) from S of Timberlane Rd to S of Lake Street (Klosterman Interchange)	6D + 2Aux to 6P	5
8	I-275 Express Lanes from S. of SR 694 (Gandy Blvd.) to 4th St/west end of Howard Frankland Bridge	6/8F to 6/8F + 2Aux	5
9	US 19 (SR 55) from S of Lake St to Pinellas Trail (Tarpon Interchange)	6D + 2Aux to 6P	4
10	I-275 Ramp NB I-275 to WB Ulmerton	NA to 2F	4
11	US 19 (SR 55) from Pinellas Trail to Pasco County Line	6D + 2Aux to 6P	4
12	SR 694 (Gandy Blvd) from E end of 4th St N to W end of Gandy Bridge (Brighton Bay Interchange)	4D to 4P	2
13	I-275 at 31st St Interchange	2F (modify interchange)	1
14	Tyrone Blvd Overpass Removal/Trail Overpass Construction	4D at Grade + Trail Overpass	1

'D' = Divided; 'F' = Freeway; 'AUX' = Auxiliary Lanes ; 'U'=Undivided

'P' = Access controlled by ramps from frontage roads with interchanges at some intersections

'E' = Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter

Modified 12/9/2015

**Table 5-6**  
**Prioritization of County Roadway Projects**

Priority Number	County Project Prioritization List	Existing	Total Score
1	Starkey Rd from Flamevine Ave to Bryan Dairy Rd	4D to 6D	22*
2	Starkey Rd from Bryan Dairy Rd to 130th Ave	4D to 4D+E	23
3	62nd Ave N from 49th St to 34th St	2U to 4D	22
4	Starkey Rd from 130th Ave to East Bay Dr	4D to 5D/6D	19
5	Starkey Rd/Park St from 54th Ave to 84th Ln	4D to 6D	20
6	Haines Rd from 51st Ave N to I-275	2U to 2E	20
7	Belcher Rd (71st St) from 38th Ave N to 54th Ave N	2U to 2D	19
8	Haines Rd from US 19 (SR 55) to 60th Way	2U to 2E	19
9	Belcher Rd from NE Coachman Rd to Druid Rd	4U to 4E	17
10	Sunset Point Rd from Alt US 19 (SR 595) to Keene Rd	2U to 2E	17
11	22nd Ave S from 58th St S to 34th St S	4U to 4E	16
12	Forest Lakes Blvd from SR 580 to SR 584	2D to 4D	15
13	102nd Ave N from 125th St to 113th St	2U to 2E	15
14	Highland Ave from East Bay Dr to Belleair Rd	2U to 2E	15
15	102nd Ave N from 137th St to 125th St	2U to 2E	15
16	Indian Rocks Rd from Walsingham Rd to West Bay Dr	2U to 2E	15
17	28th St from 38th Ave N to 54th Ave N	2U to 2E	13
18	126th Ave N from 34th St to US 19 (SR 55)	N/A-2U to 2D/4D	13
19	Belleair Rd from US 19 (SR 55) to Keene Rd	2U to 2E	13
20	16th Ave SE from Lake Ave to Starkey Rd	N/A to 2E	12
21	46th Ave N from 37th St to 49th St	2U to 2E	12
22	142nd Ave N from Belcher Rd to Starkey Rd	N/A to 2E	11
23	62nd Ave N from 49th St to 66th St	2U to 2D	11
24	16th Ave SE from Seminole Blvd to Donegan Rd	2U to 2E	11
25	102nd Ave N from 113th St to Seminole Blvd	4D to 4D+E	9
26	142nd Ave N from 66th St to Belcher Rd	2U to 2E	9
27	28th St from 58th Ave N to 62nd Ave	2U to 2E	8
28	Nursery Rd from Highland Ave to Belcher Rd	2U to 2E	8
29	16th Ave SE from Donegan Rd to Lake Ave	2U to 2E	7
30	Nursery Rd from Belcher Rd to US 19 (SR 55)	2U to 2E	7

\*Project was moved to top of priority list because it is next in logical progression of projects on Park/Starkey corridor.

## Cost Feasible Plan

The 2040 LRTP earmarks a total of more than \$3.4 billion over 20 years for roadway and transit projects. Additional funding in the LRTP for pedestrian and bicycling projects, highway maintenance and resurfacing, management and operations projects and studies, and bridge reconstruction also has been allocated for future preservation and expansion of the multimodal transportation system. A detailed listing of the highway and transit projects can be found in Appendix E.

### Highway Capacity Projects

As with many financial decisions, the projects selected for inclusion in the Cost Feasible Plan are the result of prioritizing the identified needs and balancing those against the revenue projected to be available. The roadway portion of the LRTP includes significant investment in construction and enhancement of roadways throughout Pinellas County. The major roadway projects included in the Cost Feasible LRTP support economic development, provide for a balanced and multimodal transportation system, and improve the safety of the transportation system, consistent with Goals 1, 2, and 3 of the LRTP.

A total of 28 roadway projects are included in the LRTP—10 State projects and 18 County/municipal projects—as cost feasible. At a total of \$1.5 billion, these projects represent capacity increases on nearly 60 miles of roadways and are projected to reduce delay by 10%. In addition to fully funding these 28 projects, partial funding for another 6 projects also is included in the Cost Feasible LRTP as shown in Map 5-6. Additionally, studies are anticipated on roadways such as 22nd Avenue South and 102nd Avenue to determine the type and scope of improvements identified in the LRTP.

Tables 5-8 and 5-9 include a complete listing of projects with anticipated timeframes for completion in the 2040 Cost Feasible Plan. In addition to funding the specific projects listed in these tables, the MPO has determined that \$1–\$5 million annually can be set aside to fund management and operational improvement projects. As future projects are identified, this source of funding will help address congestion without adding new travel lanes.

## Maintenance, Operations, and Bridges

As part of the revenue analysis for the LRTP, FDOT maintains a reserve of funding for resurfacing State highways and maintaining State bridges. Appendix B documents the State of Florida’s commitment to maintaining the transportation system.

The need to fund operations and maintenance activities was considered by the MPO in developing the Cost Feasible LRTP. By not allocating all of the available revenues to capacity projects, future revenues are available to local governments for addressing major operational and maintenance projects. Revenues such as fuel taxes are applied to maintenance needs, and the 9th Cent Fuel Tax has been dedicated to fund ITS projects. In addition to designated funding for maintenance projects, the MPO has committed to setting aside \$1–\$5 million annually to fund management and operational improvements. These management and operations projects could include intersection or turn-lane projects as well as future technology projects that will ease congestion as listed in Table 5-7.

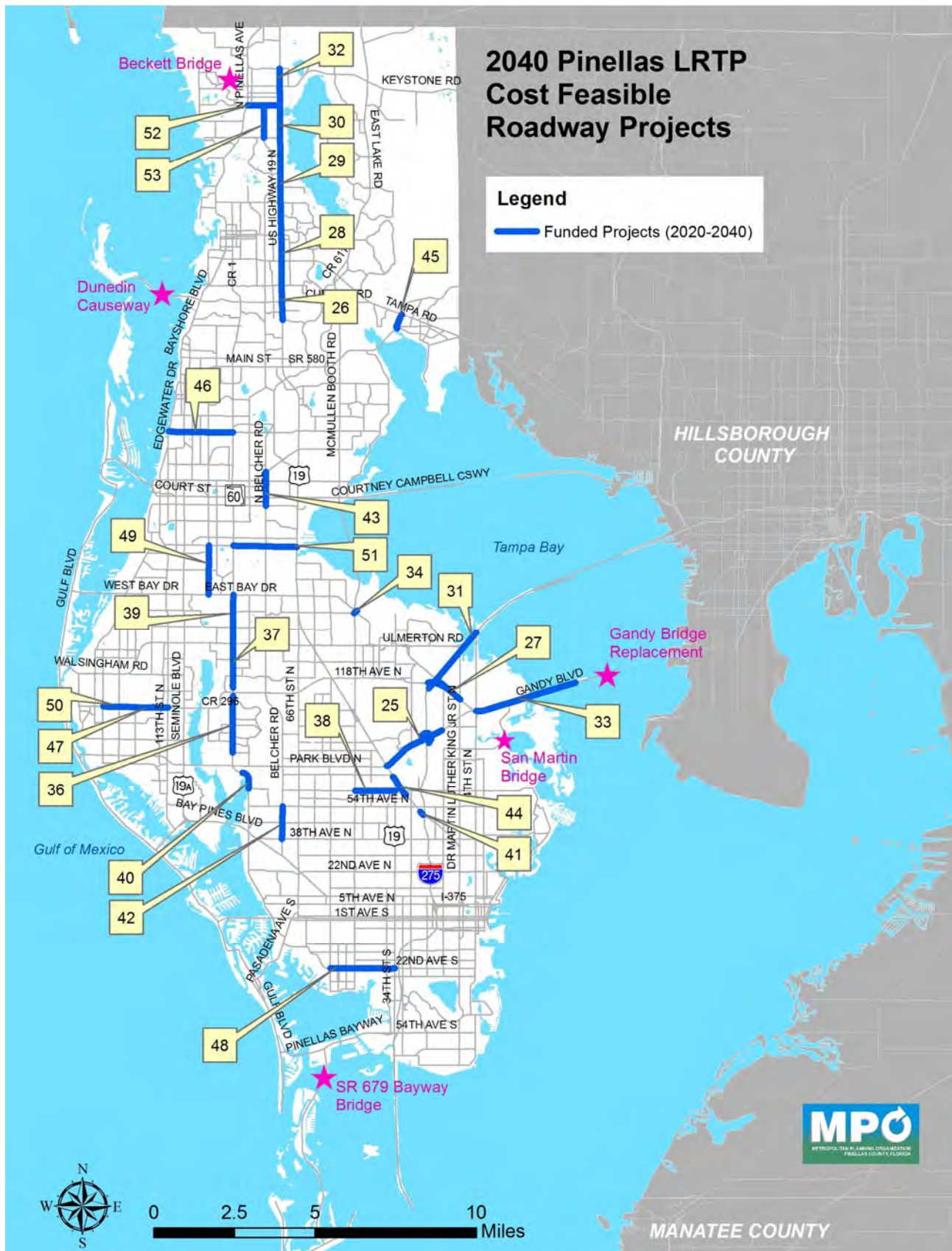
**Table 5-7**  
**Management and Operations and Bridge Replacement Projects**

Corridors for Management and Operational Improvements	Identified Bridge Replacement Needs
22nd Ave N	Beckett Bridge
54th Ave S	Dunedin Causeway Bridge
East Bay Dr	Gandy Bridge
Alt US 19	San Martin Bridge
East Lake Rd/ McMullen Booth Rd	SR 679 Bayway Bridge
US 19 (SR 55)	
Park Blvd	

As a coastal community, bridges provide a critical connection for residents and visitors between the beach communities and the mainland of Pinellas County. As part of the LRTP, the MPO has identified replacements for the five bridges listed above by 2040. While not identifying timeframes for completion, the MPO has identified initial cost estimates. Ultimately, the timing for replacing these bridges will be based on the safety and replacement need.

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**Table 5-8**  
**2040 Roadway Projects: State Roads**

Map Number	Project Name and Limits	Improvement Type	Committed	Project Phase and Cost (YOE)	Timeframe
25	SR 694 (Gandy Blvd) from US 19 (SR 55) to E of I-275 (SR 93)	6D to 6D +E	PE: Committed ROW: Committed	CST: \$25,740,000 (OA)	2020-2025
26	US 19 (SR 55) from Northside Dr to N of CR 95 (Curlew Rd Interchange)	6D + 2Aux to 6P	PE: Committed ROW: n/a	CST: \$223,532 (SIS)	2020-2025
27	SR 686 (Roosevelt Blvd) Stage 3 of 6, W of I-275 Interchange to SR 686 (Roosevelt Blvd) W of 9th St	NA to 4P	PE: Committed ROW: n/a	CST: \$142,315,045 (TMA/OA)	2020-2025
28	US 19 (SR 55) from N of CR 95 to N of Nebraska Ave (Tampa & Nebraska Interchange)	6D + 2Aux to 6P	PE: Committed ROW: n/a	CST: \$202,400,000 (SIS)	2031-2040
29	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)	6D + 2Aux to 6P	PE: Committed	CST: \$125,942,593 (OA) CST: \$112,455,830 (TMA/OA)	2026-2030 2031-2040
30	US 19 (SR 55) from S of Timberlane Rd to S of Lake Street (Klosterman Interchange)	6D + 2Aux to 6P	ROW: n/a	PE: \$15,741,000 (SIS) \$207,677,400 (TMA/OA)	2026-2030 2031-2040
31	I-275 Express Lanes from S. or SR 694 (Gandy Blvd.) to 4th St/W end of Howard Frankland Bridge	6/8F to 6/8F + 2Aux	PE: Committed ROW: n/a	CST \$80,705,938 (SIS)	2020-2025
32	US 19 (SR 55) from S of Lake Street to Pinellas Trail (Tarpon Interchange)	6D + 2Aux to 6P	ROW: N/A	PE: \$12,641,000 (SIS) CST: \$169,042,700 (OA)	2026-2030 2031-2040
33	SR 694 (Gandy Blvd) from E end of 4th St North to West end of Gandy Bridge (Brighton Bay Interchange)	4D to 4P	PE: Committed	CST: \$57,750,000 (TMA) CST: \$24,625,000 (OA)	2026-2030 2031-2040
34	SR 686 at 49th St	N/A to 2 lane bridge	PE: Committed ROW: Committed	CST: \$64,888,000 (SIS)	2026-2030
35 (un-mapped)	I-275 study, from 54th Ave S to N of 4th St N	Study		Study: \$13,992,000 (SIS)	2026-2030

Note: Scope for all I-275 projects may be adjusted as a result of the PD&E currently underway .

<sup>1</sup>Includes the widening of the Howard Frankland Bridge northbound structure to accommodate a dedicated transit facility. Phasing of auxiliary lanes dependent upon the modification of the SR 60/I-275 Interchange, and may come before the transit improvements on the structure.

PE = Preliminary Engineering, ROW = Right of Way Acquisition, CST = Construction

'P' = Access controlled by ramps from frontage roads with interchanges at some intersections

'U' = Undivided; 'D' = Divided; 'P' = Partially Controlled Access; 'F' = Freeway; 'AUX' = Auxiliary Lanes; 'O' = One Way;

'E' = Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter

Modified 12/9/2015

**Table 5-8 (Continued)**  
**2040 Roadway Projects: State Roads**

Map Number	Project Name and Limits	Improvement Type	Committed	Project Phase and Cost (YOE)	Timeframe
N/A	US 19 (SR 55) from Pinellas Trail to Pasco County Line	6D + 2Aux to 6P	ROW: Committed	PE: \$10,317,239 (TMA) CST: \$52,660,000	2020-2025 N/A
N/A	Howard Frankland Bridge from 4th St to Pinellas County Line <sup>1</sup>	2Aux + Transit Option	PE: Committed ROW: Committed	CST: \$567,875,878	N/A
N/A	I-275 Ramp NB I-275 to Westbound Ulmerton	NA to 2F	PE: Committed	ROW: \$53,590,996 CST: \$53,590,996	N/A
N/A	I-275 at 31st St Interchange	2F (modify interchange)		PE: \$17,811,000	N/A
N/A	Tyrone Boulevard Overpass Removal/Trail Overpass Construction	4D at Grade + Trail Overpass		PE: \$18,934,080	N/A
N/A	I-175 at 4th St.	Interchange Modification			N/A

**TOTAL (funded) Cost: \$1,422,517,683**

*Note: Scope for all I-275 projects may be adjusted as a result of the PD&E currently underway .*

<sup>1</sup>Includes the widening of the Howard Frankland Bridge northbound structure to accommodate a dedicated transit facility. Phasing of auxiliary lanes dependent upon the modification of the SR 60/I-275 Interchange, and may come before the transit improvements on the structure.

PE = Preliminary Engineering, ROW = Right of Way Acquisition, CST = Construction

'U' = Undivided; 'D' = Divided; 'P' = Partially Controlled Access; 'F' = Freeway; 'AUX' = Auxiliary Lanes; 'O' = One Way;

'E' = Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter

TMA = Transportation Management Area (federal funds); OA = Other Arterial (state funds); SIS = Strategic Intermodal System (state funds)

'N/A' in the Timeframe column denotes project phases that are not considered cost feasible before 2040.

Modified 12/9/2015



**Table 5-9**  
**2040 Roadway Projects: County and Municipal Roads**

Map Number	Project Name and Limits	Improvement Type	Project Phase and Cost (YOE)	Timeframe
36	Starkey Rd from Flamevine Ave to Bryan Dairy Rd	6 lane divided	PDE: \$2,138,002 ROW: N/A CST: \$14,253,349 <b>TOTAL: \$16,391,352</b>	2021-2025
37	Starkey Rd from Ulmerton Rd to Bryan Dairy Rd	4 lane divided + Enhancement	PDE: \$1,412,548 ROW: N/A CST: \$9,416,988 <b>TOTAL: 10,829,537</b>	2021-2025
38	62nd Ave N from US 19 to 49th St	4 lane divided	PDE: \$2,635,301 ROW: \$1,756,867 CST: \$17,568,672 <b>TOTAL: \$21,960,840</b>	2021-2025
39	Starkey Rd from East Bay Dr to Ulmerton Rd	5/6 lane divided	PDE: \$2,424,206 ROW: \$3,080,000 CST: \$16,161,376 <b>TOTAL: \$21,665,582</b>	2026-2030
40	Starkey Rd from 54th Ave N to 84th Ave N	6 lane divided	PDE: \$1,795,685 ROW: N/A CST: \$11,971,237 <b>TOTAL: \$13,766,922</b>	2026-2030
41	Haines Rd from 51st Ave to I-275	2 lane undivided + Enhancement	PDE: N/A ROW: \$770,000 CST: \$7,327,320 <b>TOTAL: \$8,097,320</b>	2026-2030
42	Belcher Rd from 38th Ave N to 54th Ave N	2 lane divided	PDE: \$1,929,534 ROW: \$770,000 CST: \$12,863,558 <b>TOTAL: \$15,563,092</b>	2026-2030
43	Belcher Rd from NE Coachman to Druid Rd	4 lane undivided + Enhancement	PDE: \$2,364,000 ROW: \$15,760,000 CST: \$15,760,000 <b>TOTAL: \$33,884,000</b>	2031-2040
44	Haines Rd 60th Way to US 19	2 lane undivided + Enhancement	PDE: N/A ROW: \$492,500 CST: \$4,705,972 <b>TOTAL: \$5,198,472</b>	2031-2040

**Table 5-9 (Continued)**  
**2040 Roadway Projects: County and Municipal Roads**

Map Number	Project Name and Limits	Improvement Type	Project Phase and Cost (YOE)	Timeframe
45	Forest Lakes Blvd from SR 580 to SR 584	4 lane divided	PDE: N/A ROW: \$1,182,000 CST: \$6,292,467 <b>TOTAL: \$7,474,467</b>	2031-2040
46	Sunset Point Rd from Alt US 19 to Keene Rd	2 lane undivided + Enhancement	PDE: N/A ROW: \$3,354,695 CST: \$13,288,077 <b>TOTAL: \$16,642,772</b>	2031-2040
47	102nd Ave N from 125th St to 113th St	2 lane undivided + Enhancement	PDE: \$1,438,987 ROW: \$2,398,311 CST: \$9,593,244 <b>TOTAL: \$13,430,542</b>	2031-2040
48	22nd Ave S from 58th St to 34th St	4 lane undivided + Enhancement	PDE: \$4,050,271 ROW: \$13,500,904 CST: \$27,001,809 <b>TOTAL: \$44,552,985</b>	2031-2040
49	Highland Ave from East Bay Dr to Belleair Rd	2 lane undivided + Enhancement	PDE: \$2,642,915 ROW: \$1,970,000 CST: \$17,619,434 <b>TOTAL: \$22,232,349</b>	2031-2040
50	102nd Ave N from 137th St N to 125th St N	2 lane undivided + Enhancement	PDE: \$1,449,000 ROW: \$2,414,999 CST: \$9,659,997 <b>TOTAL: \$13,523,996</b>	2031-2040
51	Belleair Rd from US 19 to Keene Rd	2 lane undivided + Enhancement	PDE: \$963,344 ROW: \$3,211,146 CST: \$6,422,291 <b>TOTAL: \$10,596,781</b>	2031-2040
52	Meres Blvd from Alt US 19 (SR 55) to US 19	2 lane divided/ 2 lane undivided	Municipal Funded <b>TOTAL: \$5,824,900</b>	2031-2040
53	Disston Avenue Ext from Woodhill Dr to Meres Blvd	2 lane undivided	Municipal Funded <b>TOTAL: \$13,388,809</b>	2031-2040
<b>Total Cost</b>			<b>\$295,042,718</b>	

PDE: Project Development and Environment; ROW: Right of Way; CST: Construction

Inflation factors: 2020-2025, 1.31; 2026-2030, 1.54; 2031-2040, 1.97

\*Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter.

County and Municipal Projects are funded with Penny for Pinellas sales tax revenues and other local funding sources.

### Bicycle, Trails, and Sidewalk Projects

The overall objective of bicycle and pedestrian projects is to provide people with the opportunity for safe travel by foot or bicycle for commuting and recreational purposes. In Pinellas County, this is done through the development of three distinct, yet complementary and interdependent networks that include trails, bike lanes, and sidewalks.

With more than 100 miles of multiuse trails already existing throughout the county, nearly 150 additional miles are planned as part of the LRTP. Completing the Pinellas Trail Loop remains the top trail priority for the MPO. East-west connections to the Loop have become the focus of future trail facilities to provide access to desired destinations. Making regional connections is also possible with the Courtney Campbell Causeway Trail, which is under construction, across Tampa Bay and construction of the Tri-County Trail between Pinellas and Pasco counties. These become critical links in providing access to destinations within the Tampa Bay region, as well as the planned Florida Coast to Coast Trail that will ultimately connect Pinellas County to Titusville on the Atlantic Coast.

While dedicated multiuse trail facilities arguably provide the safest accommodations for bicyclists, bike lanes are also necessary to reach destinations throughout the county. Bicycle lanes are included as part of most major road construction and resurfacing projects in the county. Currently, there are more than 170 miles of bicycle lanes in Pinellas County. The MPO has also identified opportunities for the expansion of the county bike lane and trail network in its Bicycle Pedestrian Master Plan for construction as part of roadway resurfacing and reconstruction projects.

Regarding pedestrians, providing the last mile of travel for nearly all trips requires sidewalks. The installation of sidewalks in the county occurs primarily through a local capital improvement program and by developers as required through site plan review processes. The construction of sidewalks has also become standard practice for FDOT and many local agencies during roadway widening and resurfacing projects. Through policy, the MPO advocates for the expansion of the county's sidewalk network to fill in existing gaps to ensure safe travel for pedestrians. As the MPO tracks sidewalk projects and monitors pedestrian needs, priority is given to projects

**Table 5-10**  
**Committed Multiuse Trail Facilities in Pinellas County**  
**2014/15–2018/19**

Trail	From	To	Juris
Courtney Campbell Cswy Trail	E of Tampa Bay Bridge #138	Pinellas County Line	ST
Courtney Campbell Cswy Trail	Bayshore Blvd	E of Tampa Bay Bridge #138	ST
Oldsmar Trail (2 of 5)	Tampa Rd	RE Olds Park	OL
Oldsmar Trail (3 of 5)	n/o Forest Rd	Shore Dr	OL
Oldsmar Trail (5 of 5)	Sheffield Park	Curlew Rd	OL
Druid Trail	Pinellas Trail	US 19	CL
Treasure Island Cswy Trail	East of Sunset Dr N	West of 80th St S	PC
Walter Fuller	Pinellas Trail	Walter Fuller Park	SP
Treasure Island Cswy Trail Connection	Pinellas Trail	East of Sunset Dr N	SP
Bayway Trail North	34th St	Gulf Blvd	SP
City of St. Petersburg Bicycle Facilities -	Pinellas Trail	5th Ave S	SP
Tri County Trail	East Lake Rd	Pinellas County Line	PC
Treasure Island Cswy	Pinellas Trail	East of Sunset Dr N	SP
*CL - Clearwater; OL = Oldsmar; PC = Pinellas County; SP = St. Petersburg; ST = State			

Revised 5/12/15



**Table 5-11**  
**Planned Multiuse Trail Facilities in Pinellas County, 2020–2040**

Trail	From	To	Juris	Mile(s)	Estimated Project Cost (YOE)	Proposed Funding Source
Enterprise (eastern section)	Planned Bayshore Trail	McMullen Booth Rd	CL	1.6	\$533,816.00	Local, federal, State funds
Clearwater Beach	s/o 5th St	s/o Clearwater Pass	CL	1.5	\$500,452.50	Local, federal, State funds
N Greenwood Loop	Pin Tr s/o Fairmont Ave	Pin Tr s/o Palmetto St	CL	1.8	\$600,543.00	Local, federal, State funds
Ream Wilson Clwtr	Pinellas Trail	Old Coachman Rd	CL	3.7	\$780,575.09	Local, federal, State funds
Ross Norton Connection	Pinellas Trail	Ross Norton Park	CL	0.7	\$233,544.50	Local, federal, State funds
Courtney Campbell Connection	US 19	McMullen Booth Rd	CL	2	\$667,270.00	Local, federal, State funds
Enterprise (western section)	McMullen Booth Rd	Planned Duke Energy Trail	CL	1.2	\$400,362.00	Local, federal, State funds
Main St (western section)	McMullen Booth Rd	Soule Rd	CL	0.7	\$233,544.50	Local, federal, State funds
Landmark	Curlew Rd	Fairwood Ave	CL	6.6	\$2,201,991.00	Local, federal, State funds
Northern Route	Bayshore Bd	Belcher Rd	DN	2.2	\$733,997.00	Local funds
Dunedin Loop	Solon Ave	Belcher Rd	DN	1.4	\$467,089.00	Local funds
Edgewater (north section)	Union St	Pinellas Trail	DN/ CL/ST	1.2	\$400,362.00	Local, federal State funds
Edgewater (south section)	Union St	Sunset Pt Rd	DN/ CL/ST	0.8	\$266,908.00	Local, federal, State funds
Taylor	Belleair Rd	Lake Ave	LA	1.8	\$600,543.00	Local funds/TIF
Largo Central Park	Largo Central Park	66th St	LA	6	\$2,001,810.00	Local funds/TIF
71st St extended	142nd Ave N	Ulmerton Rd	LA	0.5	\$166,817.50	Local funds/TIF
Oldsmar/Safety Harbor Crossing	SR 580	Oldsmar Trail (5 of 5)	OL	0.6	\$200,181.00	Local funds/ grants
Elfers Spur	Alt US 19	Pasco CL	TS	1.8	\$600,543.00	Local funds
Trinity Blvd	Keystone Rd	Pasco CL	PC	3.4	\$1,134,359.00	Local funds
Pinellas Trail/Chesnut	John Chesnut Park entrance	Tampa Rd	PC	1.6	\$1,832,544.00	Local funds, grants
Duke Energy Trail	Tampa Rd	Curlew Rd	PC	1.2	\$1,374,408.00	Local funds, grants
Bee Pond	Pinellas Trail	Belcher Rd	PC	1.9	\$633,906.50	Local funds
CR 39/Hermosa Dr	CR 1	19th St.	PC	0.8	\$266,908.00	Local funds
Duke Energy	Curlew Rd	Ream Wilson Clwtr Trail	PC	5.6	\$6,413,904.00	Local funds, grants
Duke Energy	Pinellas Trail Loop	Via Murano	PC	0.4	\$458,136.00	Local funds, grants

**Table 5-11 (Continued)**  
**Planned Multi Use Trail Facilities in Pinellas County, 2020–2040**

Trail	From	To	Juris	Mile(s)	Estimated Project Cost (YOE)	Proposed Funding Source
126th Ave	Starkey Rd	CSX RR	PC	0.2	\$66,727.00	Local funds
Lake Seminole Trail (north section)	126th Ave	Planned Largo Central Park Trail	PC	1	\$333,635.00	Local funds
Cultural Facilities (north section)	Pinellas Trail	Walsingham Rd	PC	1.0	\$333,635.00	Local funds
Gateway Nature	East of St. Pete/Clwtr Internat'l Airport	Gandy Bd	PC	4.6	\$1,534,721.00	Local funds
Duke Energy	Belleair Rd	Ulmerton Rd	PC	3.2	\$1,016,342.40	Local funds, grants
Lake Seminole (south section)	126th Ave	Park Blvd	PC	3.5	\$1,167,722.50	Local funds
Cultural Facilities (south section)	Walsingham Rd	Pinellas Trail	PC	3	\$1,000,905.00	Local funds
62nd Ave	Belcher Rd	I-275	PC	4.3	\$1,434,630.50	Local funds
Duke Energy	Ulmerton Rd	28th St	PC	4.6	\$5,268,564.00	Local funds, grants
28th St	Gandy Blvd	Roosevelt Blvd	PC	1.9	\$867,451.00	Local funds
Duke Energy	28th St	San Martin Blvd	PC	3.3	\$3,779,622.00	Local funds, grants
Weedon Island	Weedon Dr NE terminus	San Martin Blvd	PC	1.7	\$567,179.50	Local funds
Treasure Island Causeway	Gulf Blvd	west of 80th St S	PC	1.1	\$366,998.50	Local funds
Belleair Rd	Pinellas Trail	Planned Duke Energy Trail	PC/CL	4.1	\$1,367,903.50	Local funds
Old Coachman Rd	Sunset Pt Rd	Clwtr East-West Trail	PC/CL	1	\$333,635.00	Local funds
Largo Central Park	Largo Central Park	Planned Duke Energy Trail	PC/LA	6.5	\$166,817.50	Local funds/TIF
142nd Ave	US 19	Donegan Rd	PC/LA	2.4	\$1,267,813.00	Local funds/TIF
126th Ave	Wild Acres Rd	68th St	PC/LA	1.3	\$433,725.50	Local funds/TIF
North Bay Ext	83rd Ave	Gandy Blvd	PC/SP	1.8	\$600,543.00	TA
Bayshore	Veterans Memorial Lane	SR 580	PC/SH	2.9	\$934,178.00	Local funds
Main St (eastern section)	Phillipe Pkwy	McMullen Booth Rd	PC/SH	1.3	\$433,725.50	Local funds
Skyway	I-275	58th Ave S	SP	0.7	\$233,544.50	TA
Historic Booker Creek Trail Loop	Dr MLK St	3rd St	SP	2.7	\$1,034,268.50	Local funds
Booker Creek Trail North	13th Ave N	1st Ave S	SP	1.0	\$400,362.00	Grants
South Beaches	John's Pass	12th Ave	SPB/TI	7.1	\$2,669,080.00	Local funds/grants
Bay Pines Bd	w/o Park St	Seminole Blvd	ST	2	\$667,270.00	State funds

Revised 5/12/15

**Table 5-11 (Continued)**  
**Planned Multi Use Trail Facilities in Pinellas County, 2020–2040**

Trail	From	To	Juris	Mile(s)	Estimated Project Cost	Proposed Funding Source
Seminole Blvd	Bay Pines Blvd	Duhme Rd	ST	0.5	\$166,817.50	State funds
Tom Stuart Cswy	Duhme Rd	South end of bridge	ST	0.5	\$166,817.50	State funds
150th Ave	South end of bridge	Gulf Bd	ST	0.4	\$133,454.00	State funds
Roosevelt Blvd	Gandy Blvd	Duke Energy Trail	ST	0.2	\$66,727.00	State funds
Bayway Trail South	Pinellas Bayway	East Shores Bd	ST	3.3	\$1,100,995.50	TA
Curlew Rd	US 19	Alt US 19	ST	2.6	\$867,451.00	State funds
Disston Ave	Klosterman Rd	Harrison St	TS	1.1	\$366,998.50	Local funds
Meres Trail Extension	Pinellas Trail	US 19	TS	1	\$333,635.00	Local funds
Howard Park Trail	Howard Park/ Sunset Beach Park	Howard Park	TS/PC	4	\$1,334,540.00	Local funds
Meres Trail	Howard Park/ Sunset Beach Park	Pinellas Trail	TS/PC	2.8	\$934,178.00	Local funds
Whitcomb Bayou Trail	Howard Park/ Sunset Beach Park	Pinellas Trail	TS/PC	4.6	\$1,534,721.00	Local funds
Circle Lake Tarpon Trail	Along Tampa Rd and US 19	n/a	PC	4.4	\$1,467,994.00	Local funds
Overpass	At SR 580 and St Petersburg Dr	n/a	OL/ST	n/a	\$4,000,000.00	Local funds
Overpass	At Courtney Campbell and Bayshore	n/a	CL	n/a	\$6,000,000.00	TA, Local Funds
Bayshore Trail	Gulf to Bay Blvd	Ream Wilson Trail	CL	1.2	\$400,362.00	Local funds
Joe Creek Trail Phase 1	North of 11th Ave South	28th Ave South	Gulfport	1.2	\$400,362.00	Local funds
Joe Creek Trail Phase 2	Del Rio Way South	Skyway Trail	Gulfport	0.8	\$266,908.00	Local funds
Joe Creek Trail Phase 3	Shore Blvd South	47th St South	Gulfport	0.7	\$233,544.50	Local funds
Joe Creek Trail Phase 4	58th St South	54th St South	Gulfport	0.4	\$133,454.00	Local funds
Joe Creek Trail Phase EX	Shore Blvd South	28th Ave S	Gulfport	0.3	\$100,090.50	Local funds
Treasure Island Cswy	East of Sunset Dr N	West of 80th St S	PC	0.5	\$166,817.50	Local funds
<b>Total Cost:</b>				<b>\$72,161,381.49</b>		

Multi-use trail facilities as identified in the Bicycle Pedestrian Master Plan Facilities Element.

Pinellas/Progress Energy trail cost based on a per-mile estimate developed for TIGER VI grant application.

Other trail costs based on a per-mile estimate developed by FDOT for 12 ft multi use trails (revised June 2014).

CL - Clearwater; DN = Dunedin; LA = Largo; OL = Oldsmar; PC = Pinellas County; PP = Pinellas Park; SH = Safety Harbor; SP = St. Petersburg; SPB = St. Pete Beach;

TA=Transportation Alternatives; TIF=Transportation Impact Fee



that provide safe access for school children in the allocation of Transportation Alternatives funds.

### Transit Projects

In developing the Cost Feasible transit network for the LRTP, the MPO, partnering with PSTA, has developed two concepts for a transit system that uses existing revenue sources. These concepts include the “Core” and “Coverage” networks. The goal for the Cost Feasible Plan regarding transit is to provide quality service throughout Pinellas County without relying on future unidentified revenues.

The Core scenario, shown in Map 5-7, focuses on the most productive current routes and includes reducing service on the least productive routes. This focuses existing revenues in areas with the greatest potential for ridership growth while maintaining service to the greatest number of passengers outside of these core routes to the fullest extent possible.

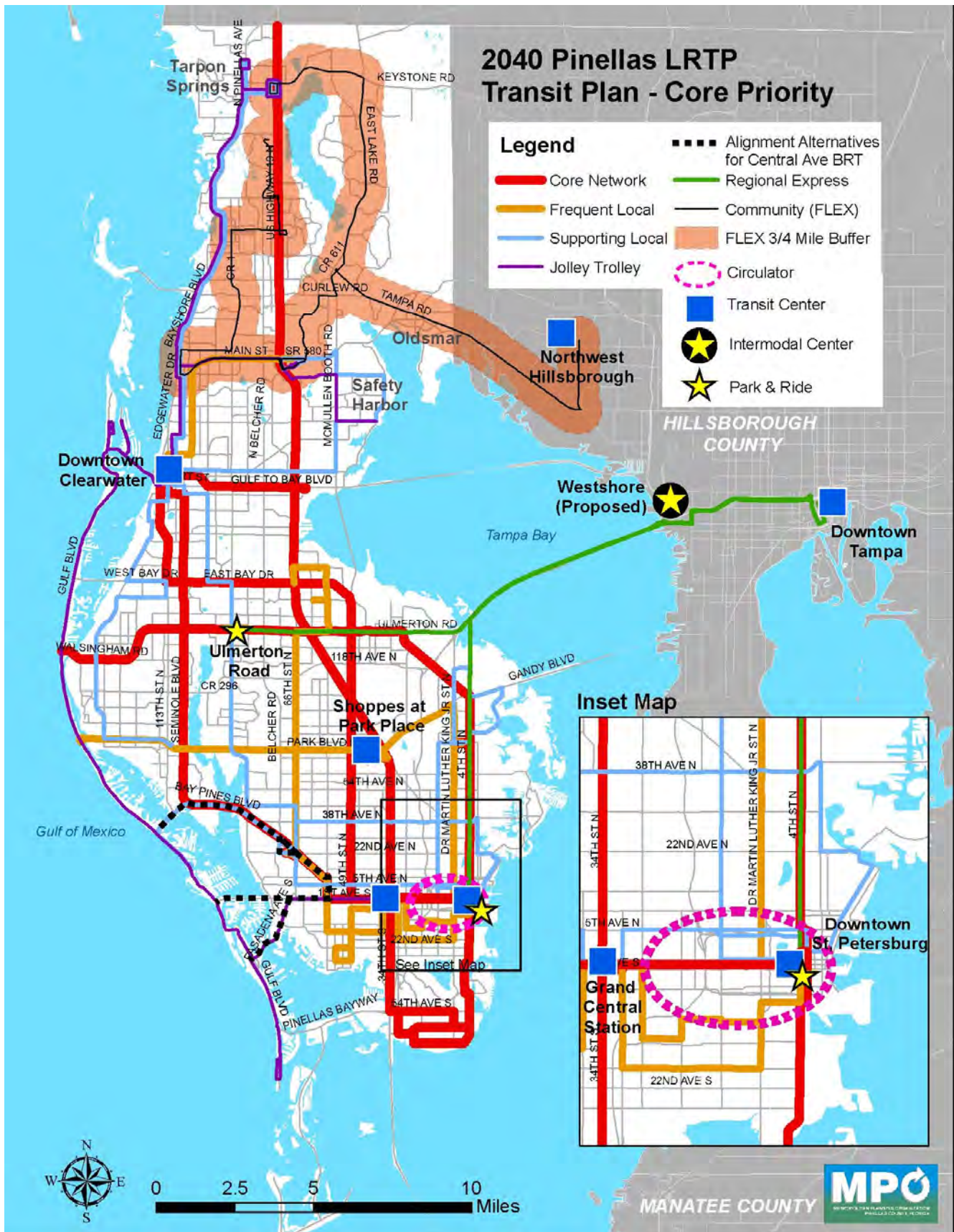
Conversely, the Coverage scenario, shown in Map 5-8, focuses on providing service to the greatest geographic area possible. While maintaining the Core Network from the Core scenario, the Coverage scenario expands the number of supporting local routes and circulator areas. However, to maintain the geographic coverage of the system without including a new revenue source, compromises will be required, perhaps in the form of reducing frequencies along low ridership route segments, eliminating weekend service, or reducing the number of hours that service is provided each day.

Following the adoption of the LRTP, PSTA will continue discussion through the TDP Update to determine the most appropriate of the two scenarios. Because these scenarios are based on existing funding, the costs are determined to be equal to the \$1.96 billion in expected revenues through 2040 as shown in Table 5-12.

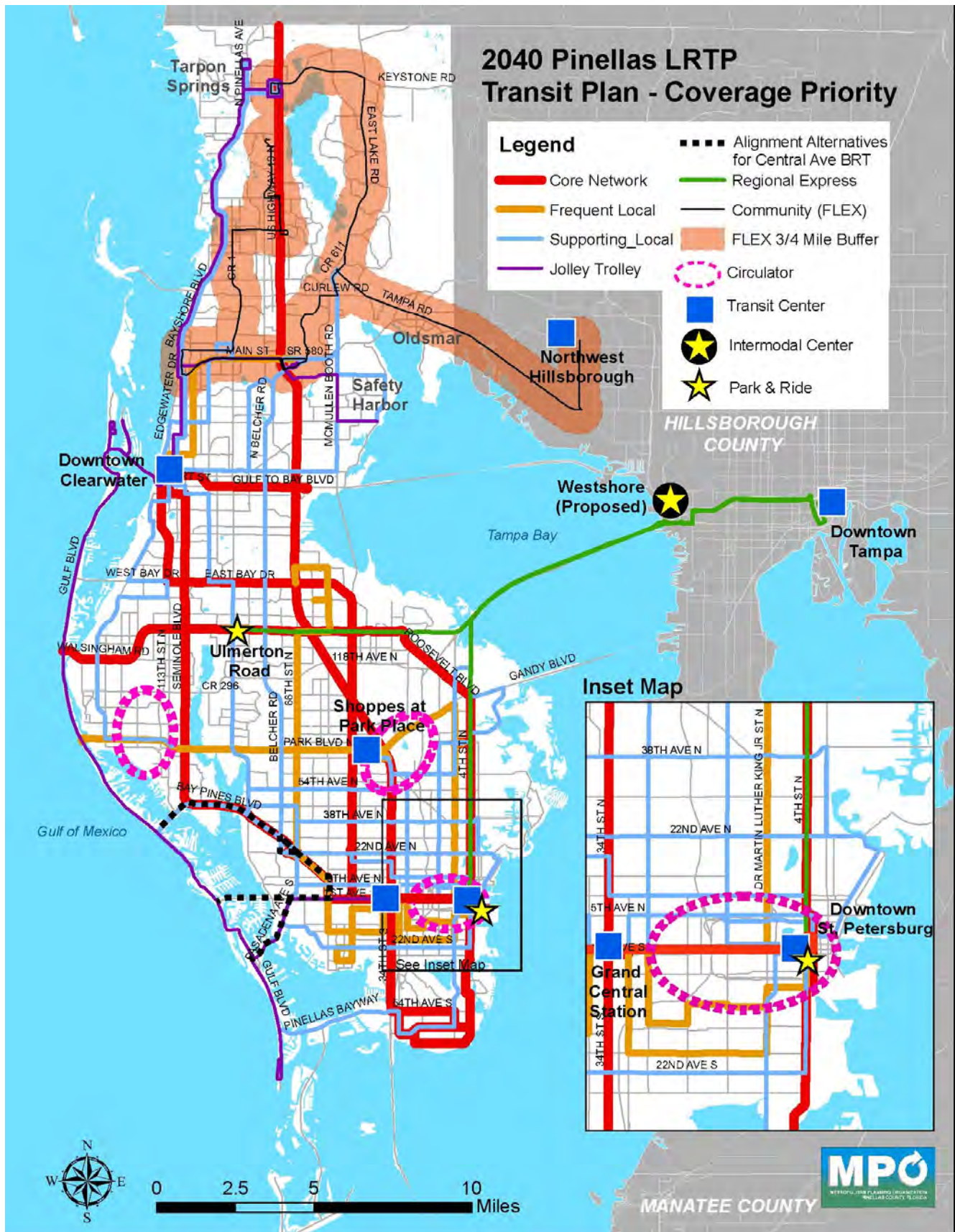
**Table 5-12**  
**Transit Costs/Revenues**

Revenues by Source	2020–2025	2026–2030	2031–2040	Total 2020–2040
Fare Revenue	\$95,433,562	\$93,936,994	\$247,479,980	<b>\$436,850,536</b>
Other Revenue (ancillary, non-transp contracts. Etc)	\$9,593,873	\$9,055,977	\$23,473,094	<b>\$42,122,944</b>
Ad Valorem	\$261,237,363	\$253,317,060	\$624,707,828	<b>\$1,139,262,251</b>
Federal Grants	\$57,000,000	\$49,000,000	\$102,000,000	<b>\$200,500,000</b>
State Grants	\$37,553,781	\$33,436,146	\$73,316,251	<b>\$144,306,178</b>
Other Committed Funds and Transfers from Reserves	\$8,420,019	(\$12,718,487)	\$5,375,433	<b>\$1,076,965</b>
<b>Total Revenues</b>	<b>\$469,238,598</b>	<b>\$426,027,690</b>	<b>\$1,076,352,586</b>	<b>\$1,971,618,875</b>
Bus Capital Expenditures	\$87,733,199	\$51,407,090	\$108,527,887	<b>\$240,168,175</b>
Bus Operating Expense (including Transfers to Operating Reserves)*	\$381,505,400	\$374,620,600	\$967,824,700	<b>\$1,723,950,700</b>
<b>Total Costs</b>	<b>\$469,238,599</b>	<b>\$426,027,690</b>	<b>\$1,086,352,587</b>	<b>\$1,971,618,875</b>

The negative shown in the 2026-2030 time period is a transfer of surplus revenue reserves. Revised 5/8/15; Amended 2/10/16







Map 5-8: 2040 Transit Cost Feasible Plan—Coverage Priority

Amended 2/10/16



*Revenue Balancing*

Demonstrating fiscal constraint for the LRTP is accomplished by demonstrating future revenues are sufficient to fund the projects listed in the plan. Table 5-13 summarizes the revenues presented earlier in this chapter compared to the cost of projects that have been presented. Project costs and future revenues are shown in future year amounts, or Year of Expenditure dollars.

**Table 5-13****Comparison of Revenues and Costs by Time Period for Roadway Capacity Projects**

Source	2020-2025	2026-2030	2031-2040	Total
Federal / State Revenues	\$343,296,432	\$314,445,920	\$644,105,270	\$1,301,847,622
State Project Costs	\$259,301,755	\$290,954,593	\$716,203,930	\$1,266,460,278
County / Municipal Revenues	\$65,690,531	\$64,380,215	\$180,369,646	\$310,440,392
County / Municipal Project Costs	\$49,181,729	\$59,092,916	\$186,750,068	\$295,024,713
Total Revenues	\$408,986,963	\$378,826,135	\$824,474,916	\$1,612,288,014
Total Costs	\$308,483,483	\$350,047,510	\$902,953,998	\$1,561,485,036
Balance	\$100,503,480	\$28,778,625	(\$78,479,082)	\$50,803,082

- \* Federal / State Revenues include the Strategic Intermodal System, Transportation Management Area and Other Arterial Programs
- \* County / Municipal Revenues includes 30% of the County's portion of the Penny for Pinellas and other municipal revenues
- \* Details regarding the over-allocation of revenues during the last time period (2031-2040) are detailed in Appendix D. Since the earlier time periods of the plan include positive balances, opportunities exist to advance projects during programming through the TIP. Based on the future programming of projects, the need for amending the LRTP will be evaluated to ensure consistency between the TIP and LRTP.

## Performance Evaluation

MAP-21 has outlined the process of performance based planning. This process is a way of establishing targets for performance measures and monitoring progress towards meeting them. The Pinellas MPO has developed a series of effectiveness measures associated with each Goal of the 2040 LRTP in order to track the trend of the selected performance measures. As the rule making is still being developed in response to MAP-21, specific targets have not been defined for Pinellas County or the State of Florida. This means that the Pinellas MPO will be tracking the trends of measures with either an anticipated annual increase or decrease in mind. More information on the measures included and anticipated trending direction can be found in the Measures of Effectiveness Technical Memo.

In addition to the future monitoring of the system, Table 5-14 presents the selected transportation measures for the Cost Feasible Plan that were used to highlight the Policy Plan.

## Unfunded Transportation Projects

After all projects have been funded, several needed projects still remain that are not expected to be completed by 2040 due to budget constraints. These projects remain part of the LRTP, but are not included as Cost Feasible. Through amendment, the MPO has the opportunity to change the list of projects that are considered to be Cost Feasible if local priorities change, new funding is identified, or project costs are considerably different than the assumptions in the LRTP.

A map of the unfunded roadway capacity projects has been provided as Map 5-9 along with a table showing unfunded county road projects as Table 5-15. State road projects not funded for construction are described in the table on page 24. Two State projects, labeled on Map 5-9, have pre-construction phases funded in the LRTP. However, funding for construction was not identified in the LRTP.

**Table 5-14**  
**Selected Transportation Measures for Cost Feasible Plan**

Measure	Existing	2040 Policy Plan	2040 Cost Feasible Plan
Roadway Lane Miles	2,706	2,890	2,854
Trips Made on a Daily Basis	4,073,062	5,424,462	4,645,544
Vehicle Miles Traveled	17,450,515	24,143,584	21,735,617
Vehicle Hours of Travel	564,402	874,100	769,695
Vehicle Hours of Delay	97,443	235,780	197,554
Volume to Capacity Ratio	0.62	0.80	0.72
Peak Period Transit Miles	1,217	1,360	1,182
Off-Peak Transit Miles	1,110	1,367	1,096
Daily Transit Ridership	45,245	127,501	55,275
People within 1/4 mile of transit	520,316	1,048,124	924,415
Jobs within 1/4 mile of transit	337,708	653,444	559,188



Map 5-9: 2040 LRTP Unfunded Roadway Projects



**Table 5-15**  
**Unfunded County Projects (After 2040)**

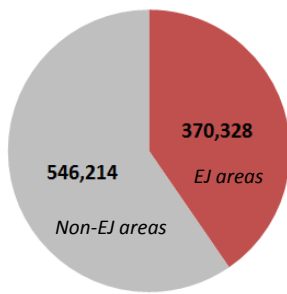
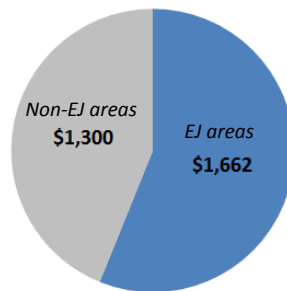
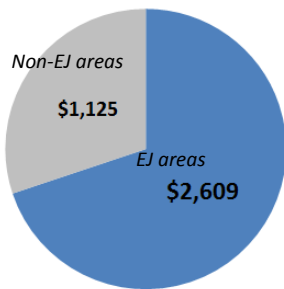
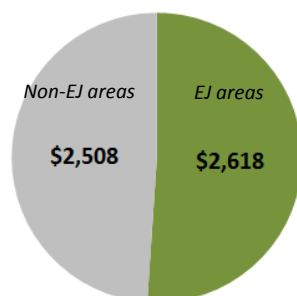
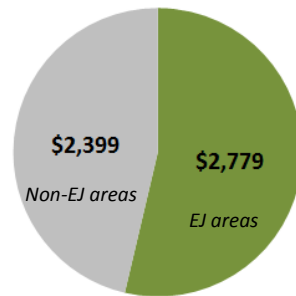
Map Number	Project Name and Limits	Improvement Type	Costs by Phase in PDC (2014)	
N/A	Indian Rocks Rd from Walsingham Rd to West Bay Dr	2 lane undivided + Enhancement	PDE: \$2,453,855 ROW: \$8,179,517 CST: \$16,359,033	<b>\$26,992,404</b>
N/A	28th St from 38th Ave N to 54th Ave N	2 lane undivided + Enhancement	PDE: \$878,573 ROW: \$2,000,000 CST: \$5,857,155	<b>\$8,735,728</b>
N/A	126th Ave N 34th St to US 19	2 lane divided/ 4 lane divided	PDE: \$2,503,582 ROW: \$16,690,549 CST: \$16,690,549	<b>\$35,884,681</b>
N/A	16th Ave SE from Lake Ave to Starkey Rd	2 lane undivided + Enhancement	PDE: \$253,293 ROW: \$1,688,617 CST: \$1,688,617	<b>\$3,630,526</b>
N/A	46th Ave N from 37th St to 49th St	2 lane undivided + Enhancement	PDE: \$878,853 ROW: \$2,928,573 CST: \$5,857,155	<b>\$9,664,306</b>
N/A	102nd Ave from 113th St to Seminole Blvd	4 lane divided + Enhancement	PDE: \$287,498 ROW: \$500,000 CST: \$1,916,656	<b>\$2,704,155</b>
N/A	142nd Ave N from Belcher Rd to Starkey Rd	2 lane undivided + Enhancement	PDE: \$1,123,219 ROW: \$7,488,124 CST: \$7,488,124	<b>\$16,099,467</b>
N/A	62nd Ave N from 49th St to 66th St	2 lane undivided + Enhancement	PDE: \$877,697 ROW: \$2,958,989 CST: \$5,917,978	<b>\$9,764,663</b>
N/A	16th Ave SE from Seminole Blvd to Donegan Rd	2 lane undivided + Enhancement	PDE: N/A ROW: \$1,042,991 CST: \$2,085,983	<b>\$3,128,974</b>
N/A	28th St from 58th Ave N to 62nd Ave N	2 lane undivided + Enhancement	PDE: \$263,572 ROW: \$878,573 CST: \$1,757,147	<b>\$2,899,292</b>
N/A	142nd Ave N from 66th St N to Belcher Rd	2 lane undivided + Enhancement	PDE: N/A ROW: \$800,000 CST: \$3,454,685	<b>\$4,254,685</b>
N/A	Nursery Rd from Highland Ave to Belcher Rd	2 lane undivided + Enhancement	PDE: \$904,296 ROW: \$3,000,000 CST: \$6,028,640	<b>\$9,932,936</b>
N/A	16th Ave SE from Donegan Rd to Lake Ave	2 lane undivided + Enhancement	PDE: N/A ROW: \$1,351,680 CST: \$1,351,680	<b>\$2,703,360</b>
N/A	Nursery Rd from Belcher Rd to US 19	2 lane undivided + Enhancement	PDE: \$488,231 ROW: \$813,718 CST: \$3,254,872	<b>\$4,556,821</b>

## Analysis of Environmental Justice Areas

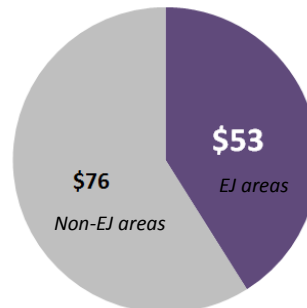
In Chapter 4, the areas designated within Pinellas County as meeting the requirements of Executive Order 12898, signed into law on February 11, 1994, were identified. An analysis of the projects included in the LRTP was conducted to ensure that the cost feasible projects do not disproportionately or adversely impact human health or the environment in the areas previously identified.

At the conclusion of this chapter is a series of charts presenting the distribution of future spending on roadway, transit, and walking and cycling projects in areas designated as meeting the criteria for environmental justice and the remainder of the county.

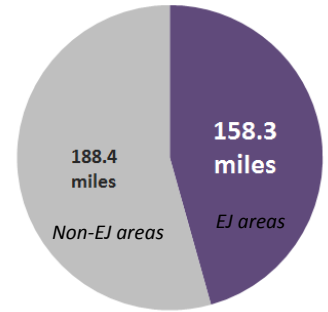
This analysis shows that although nearly 60% of the county's population is in areas not designated as meeting environmental justice criteria, nearly two-thirds of roadway spending is in environmental justice areas. Spending for transit is roughly 50% in both the Core and the Coverage scenarios. This would suggest that as future projects are advanced into construction, continued review of community and environmental impacts should be closely watched and measured to ensure that minority and low-income communities are not disproportionately impacted by transportation projects. Spending in and of itself is not an indicator of negative impacts on a community. Providing both roadway and transit investment is an indicator that the mobility and accessibility needs of the community are being considered by the MPO in developing the 2040 LRTP.

Population in EJ Areas in  
Pinellas CountyPer Capita Committed Highways  
SpendingPer Capita 2020-2040  
Highways SpendingPer Capita "Core" Option  
Transit SpendingPer Capita "Coverage" Option  
Transit Spending

Per Capita Trails Spending



Bicycle Lanes Mileage



	EJ Areas	Non-EJ Areas	Total
Population	370,328	546,214	916,542
Percent of Population	40.4%	59.6%	100%
Committed Highways (2015-2019)	\$615,670,000	\$709,900,000	\$1,325,570,000
Per Capita	\$1,662	\$1,300	\$1,446
Mileage	12.7	23.2	35.9
Cost Feasible Highways (2020-2040)	\$966,250,668	\$614,695,962	\$1,580,946,630
Per Capita	\$2,609	\$1,125	\$1,725
Mileage	24.6	12.3	36.9
Cost Feasible "Core" Transit Plan (2020-2040)	\$969,449,785	\$1,370,089,747	\$2,339,539,532
Per Capita	\$2,618	\$2,508	\$2,553
Mileage	196	277	473
Cost Feasible "Coverage" Transit Plan (2020-2040)	\$1,029,232,056	\$1,310,307,476	\$2,339,539,532
Per Capita	\$2,779	\$2,399	\$2,553
Mileage	249	317	566
Cost Feasible Trails (2020-2040)	\$23,091,642	\$49,871,538	\$72,161,381
Per Capita	\$62.35	\$89.84	\$78.73
Mileage	39.8	98.9	138.7
Cost Feasible Bike lanes (2020-2040)	158.3	188.4	346.7



## Plan Implementation/Next Steps

Action to implement the plan begins almost immediately after it's completed. Over the next four to five years, the MPO will work with FDOT, regional partners, and City and County agencies to see that the projects and programs envisioned in the Plan become reality. Part of this will include the annual adoption of priorities by the MPO Board for the Transportation Improvement Program. These priorities will communicate to FDOT the projects that are most important for funding during the following five-year period. Coordination with regional partners through the Tampa Bay TMA Leadership Group and TBARTA will ensure that the needs of Pinellas County are considered in addressing regional project priorities and seeking funding for critical transportation projects from competitive sources. Finally implementation of projects that provide efficiencies through the operational improvements and studies will require coordination with County and City staff and elected officials for construction as near term needs are identified. As part of the follow up to the LRTP, the MPO will also conduct corridor studies identified in the Unified Planning Work Program to identify small scale physical improvements and strategies necessary to improve safety, multi-modal access and operations.



# APPENDIX A

Glossary of Terms





**AADT – AVERAGE ANNUAL DAILY TRAFFIC** – The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

**ADA – AMERICANS WITH DISABILITIES ACT** – Federal legislation outlining specific rights of persons with disabilities, and providing that publicly funded mass transit agencies must provide complementary paratransit service within the fixed-route service area to those persons unable to use fixed-route service because of a disability.

**ATMS – ADVANCED TRAFFIC MANAGEMENT SYSTEM** – An Intelligent Transportation System process that employs a variety of detectors, cameras, and communication systems to monitor traffic, optimize signal timings on major arterials, and control the flow of traffic.

**BPAC – BICYCLE PEDESTRIAN ADVISORY COMMITTEE** – MPO appointed committee comprised of representatives of various government agencies, law enforcement officials and private citizens interested in bicycle and pedestrian issues. The BPAC advises the MPO in the process of planning and developing bicycle and pedestrian facilities and promoting bicycle use and walking in Pinellas County.

**BRT – BUS RAPID TRANSIT** – A flexible high performance form of rapid transit that combines features of rail systems with those of over-the-road vehicles, and is characterized by being able to operate in special purpose lanes or on city streets. BRT stations are used as a link between the community and the transit system. Service is frequent enough that passengers do not need a schedule. Moreover, service is integrated with other regional transportation systems, enhancing mobility and promoting intermodal connectivity. ITS technology keeps track of vehicles, provides passengers with updated travel information, and improves safety.

**CAC – CITIZENS ADVISORY COMMITTEE** – Private citizens representing municipal area and at-large membership appointed by the MPO to review transportation issues and topics that will be considered by the MPO. The CAC forwards recommendations to the MPO regarding these issues and topics.

**CMP – CONGESTION MANAGEMENT PROCESS** – A systematic process designed to emphasize effective management of existing transportation facilities through the use of travel demand and operational strategies.

**FDOT – FLORIDA DEPARTMENT OF TRANSPORTATION** – Formed in 1969, FDOT is a decentralized agency responsible for the development, maintenance and

regulation of public transportation systems and facilities in the state. The mission of FDOT is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

**FHWA – FEDERAL HIGHWAY ADMINISTRATION** – The federal agency that develops regulations, policies and guidelines to achieve safety, economic development and other goals of FHWA programs through the construction and improvements of the nation's transportation infrastructure and highway system.

**FTA – FEDERAL TRANSIT ADMINISTRATION** – The agency that develops policy on public transit issues and allocates capital and operating funds for public transit projects.

**HART** – Hillsborough Area Regional Transit – The Hillsborough County transit agency.

**ITS – INTELLIGENT TRANSPORTATION SYSTEMS** – Encompass a broad range of communications based information, control and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, respond to incidents, adverse weather or other road capacity constricting events.

**LCB – LOCAL COORDINATING BOARD** – A 15 member board comprised of representatives of the MPO Board, social service agencies, PSTA, private transportation providers, School District, FDOT and citizens responsible for governing the Pinellas County Transportation Disadvantaged Program.

**LOS – LEVEL OF SERVICE** – A qualitative measure of roadway performance expressed in letter grades ranging from A through F, with A roads operating under optimum free-flow conditions and F roads operating under the most deficient conditions characterized by forced-flow traffic with considerable delays.

**LRTP – LONG RANGE TRANSPORTATION PLAN** – A long-range (20 to 25-year) strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities that takes into account all major modes of transportation including automobile, bicycle, air, rail, surface freight, and pedestrian travel. In air quality maintenance areas, the plan is updated every five years and may be amended as a result of changes in

federal, state and local funding, socioeconomic conditions, major improvement studies, congestion management process plans, interchange justification studies and environmental impact studies. Pinellas County MPO is currently working on the 2040 LRTP, scheduled to be adopted in December 2014.

**MAP-21 – MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY ACT** - the 2012 federal surface transportation legislation (Public Law 112-141) that authorized federal -aid highway and transit programs. MAP-21 sets forth funding and associated requirements for the MPOs and transportation improvement projects. The Act took effect on October 1, 2012, replacing the 2005 federal surface transportation legislation known as the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)

**MPO – METROPOLITAN PLANNING ORGANIZATION** –an agency created under federal and state law to provide a forum for cooperative decision-making in regard to regional transportation issues. Membership includes elected and appointed officials representing local jurisdictions and transportation agencies.

**MPOAC - METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL** – A statewide organization created by the Florida Legislature to augment the role of the individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy decisions.

**PD&E - PROJECT DEVELOPMENT AND ENVIRONMENT STUDY** – A process developed to ensure that the design of transportation projects appropriately reflects and incorporates the unique engineering and community characteristics of the area. The FDOT created the process to ensure that projects receiving Federal aid follow the policies and procedures outlined in the National Environmental Policy Act.

**PIE – ST PETE-CLEARWATER INTERNATIONAL AIRPORT** – The only international, commercial service airport in Pinellas County.

**PPP – PUBLIC PARTICIPATION PLAN** - A guideline for public involvement activities to be conducted by the MPO. The PPP contains the goals and policies of the MPO for actively engaging the public in the transportation planning process, and is reviewed and updated at least every three years.

**PSAP – PEDESTRIAN SAFETY ACTION PLAN** - A plan developed by community stakeholders that is intended to improve pedestrian safety in the community.

**PSTA - PINELLAS SUNCOAST TRANSIT AUTHORITY** – The Pinellas County transit agency.

**PTSTF – PINELLAS TRAIL SECURITY TASK FORCE** – A Pinellas County MPO advisory committee composed of elected officials, law enforcement officials and County staff. The Task Force monitors and addresses issues related to safety on the Pinellas Trail.

**ROW – RIGHT OF WAY** – A type of easement, either granted or reserved, over the land for transportation and/or utility purposes.

**SIS - STRATEGIC INTERMODAL SYSTEM** – A transportation system comprised of facilities and services of statewide and interregional significance, including appropriate components of all modes.

**STP - SURFACE TRANSPORTATION PROGRAM** –one of the key funding programs in MAP-21. The STP provides funds for capital projects that may include pedestrian and bicycle as well as road improvements. STP funds received through the Pinellas County MPO are used primarily to fund major road projects.

**SRTS – SAFE ROUTES TO SCHOOL PROGRAM** – funding program that helps communities address school transportation needs while encouraging more students to walk or bicycle to school. The SRTS Program provides funding for projects such as sidewalks, shared-use paths, flashing beacons and median refuge islands. SRTS guidelines require that proposed projects meet an identified need that is preventing children from walking or biking safely to and from school. The SRTS Program became part of the Transportation Alternatives (TA) Program under MAP-21 in October 2012.

**STSC - SCHOOL TRANSPORTATION SAFETY COMMITTEE** - The School Transportation Safety Committee was established by the MPO in 1998. The STSC is made up of representatives of the School Board, Board of County Commissioners and local municipalities. The STSC was formed to consider transportation and safety matters that involve both the School Board and local jurisdictions.

**TA – TRANSPORTATION ALTERNATIVES** – Provides funding for programs and projects defined as transportation alternatives, including pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility. Under MAP-21, the Transportation Enhancements (TE) Program was replaced by the TAP.

The Recreational Trails, and Safe Routes to Schools programs were also placed under the TAP under MAP-21.

#### **TBARTA - TAMPA BAY AREA REGIONAL**

**TRANSPORTATION AUTHORITY** – 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 consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties. The authority's purpose is to improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region.

#### **TBRPC – TAMPA BAY REGIONAL PLANNING COUNCIL –**

One of eleven regional planning councils in Florida, established by the Legislature to coordinate planning for the 43 jurisdictions in the Tampa Bay region. Specific duties include environmental management, water quality, emergency preparedness planning, economic analysis, and hurricane evacuation planning.

**TCC - TECHNICAL COORDINATING COMMITTEE** – Over 30 member committee representing local governments, the School District, PSTA, the Pinellas Planning Council, and Pinellas County that assists the MPO by reviewing transportation plans and programs and making recommendations based on their technical adequacy.

**TD - TRANSPORTATION DISADVANTAGED** – Those persons who, because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. These persons also include children who are handicapped or high risk or at risk as defined in Ch. 411, F.S.

**TDM/TSM - TRANSPORTATION DEMAND MANAGEMENT / TRANSPORTATION SYSTEMS MANAGEMENT** – Using various techniques, such as vanpooling, increasing transit use, and telecommuting, to reduce the demand for single-occupant-vehicle travel and vehicle-miles traveled (VMT).

**TDP - TRANSIT DEVELOPMENT PLAN** – PSTA's planning, development and operational guidance document required for Florida Public Transit Block Grant funding. The TDP is used in creating the mass transit elements of the MPO Long Range Transportation Plan, the TIP and the FDOT Work Program.

**TIP - TRANSPORTATION IMPROVEMENT PROGRAM** – A five-year program of transportation improvements adopted annually by the MPO that incorporates state and federal work programs along with the capital improvement programs/elements of local governments within the MPO's jurisdiction.

#### **TMA - TRANSPORTATION MANAGEMENT AREA –**

Urbanized areas with populations of over 200,000 are designated as TMAs. This subjects it to planning requirements under MAP-21. The Tampa Bay TMA encompasses a population of approximately 2,441,770 people and includes portions of Hillsborough, Pasco counties and nearly all of Pinellas County. Transportation plans and programs within a TMA must be based on a continuing and comprehensive planning process carried out by the MPO in cooperation with the state and transit operators. It must include a congestion management process and be certified by FHWA and FTA.

**TOD – TRANSIT ORIENTED DEVELOPMENT** – Compact, mixed use development within walking distance of public transportation.

**TPA – TAMPA INTERNATIONAL AIRPORT** – Largest airport in the Tampa Bay region.

**TRIP – TRANSPORTATION REGIONAL INCENTIVE PROGRAM** – A Florida program that provides state funds to local governments to improve regionally significant transportation facilities.

#### **UPWP – UNIFIED PLANNING WORK PROGRAM –**

Identifies all transportation planning activities under the auspices of the MPO that are to receive federal funding and state grant monies.

#### **USDOT – UNITED STATES DEPARTMENT OF**

**TRANSPORTATION** – Federal agency that oversees federal highway, air, railroad, and maritime and other transportation administration functions.

**VMT - VEHICLE MILES TRAVELED** - An estimation of the number of miles driven on the roadway network during an average day, and is a relevant measure for identifying travel habits within an urbanized area. VMT is measured by multiplying the average (mean) of the total average annual daily traffic volume (AADT) by the length of the segment, in centerline miles.





# APPENDIX B

2040 FDOT Forecast of State  
and Federal Revenues

## **APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN**

### **2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans**

#### **Overview**

This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that “flow through” the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

#### **Background**

Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida’s 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21<sup>1</sup>), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department’s Work Program for 2014 through 2018, (2) the impact of the Department’s objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

#### **Purpose**

This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not “flow through” the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as “capacity programs.” “Metropolitan estimates” are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as “non-capacity programs” in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

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<sup>1</sup> Moving Ahead for Progress in the 21<sup>st</sup> Century Act, Public Law 112-141, July 6, 2012.

## 2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

### Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040
Documentary Stamps Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	\$348.5 million annually
Federal Distributions (Total Obligating Authority)	2014-2021	FDOT Federal Aid Forecast
	2022-2040	Annual 0.0% increase through 2040
Turnpike	2014-2022	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.



**Table 1**  
**Forecast of Revenues**  
**2040 Revenue Forecast (Millions of Dollars)**

Major Revenue Sources	Time Period					27-Year Total <sup>2</sup> 2014-2040
	2014-15 <sup>1</sup>	2016-20 <sup>1</sup>	2021-25	2026-30	2031-40	
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	19,328 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	60,776 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	6,610 8%	17,011 8%
<b>Total<sup>2</sup></b>	<b>16,505</b>	<b>34,829</b>	<b>37,516</b>	<b>40,266</b>	<b>86,715</b>	<b>215,830</b>

<sup>1</sup> Based on the FDOT Tentative Work Program for 2014 through 2018.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

#### Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for “Capacity,” “Non-Capacity,” and “Other” state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

#### **Capacity Programs**

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

**TABLE 2**  
**Major Capacity Programs Included in the 2040 Revenue Forecast**  
**and Corresponding Program Categories in the Program and Resource Plan (PRP)**

<b>2040 Revenue Forecast Programs</b>	<b>PRP Program Categories</b>
<u>SIS Highways Construction &amp; ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
<u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
<u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
<u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
<u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
<u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
<u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
<u>Documentary Stamps Funds</u> – Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

### Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About \$216 billion is forecast for the entire state transportation program from 2014 through 2040; about \$103 billion (48%) is forecast for capacity programs.

**Table 3**  
**Statewide Capacity Program Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Major Programs	5-Year Period (Fiscal Years)					27-Year Total <sup>2</sup>
	2014-15 <sup>1</sup>	2016-20 <sup>1</sup>	2021-25	2026-30	2031-40	2014-2040
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	17,726	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	8,766	23,740
Aviation	333	853	819	911	1,981	4,896
Transit	855	1,883	1,942	2,041	4,280	11,001
Rail	500	865	729	807	1,745	4,647
Intermodal Access	83	153	182	199	430	1,043
Seaports	383	395	496	553	1,205	3,031
Documentary Stamps Funds <sup>3</sup>	0	639	1,791	1,791	3,582	7,803
<b>Total Capacity Programs</b>	<b>9,297</b>	<b>16,905</b>	<b>17,961</b>	<b>18,888</b>	<b>39,715</b>	<b>102,761</b>
<b>Statewide Total Forecast</b>	<b>16,505</b>	<b>34,829</b>	<b>37,516</b>	<b>40,266</b>	<b>86,715</b>	<b>215,830</b>

<sup>1</sup> Based on the FDOT Tentative Work Program for 2014 through 2018.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

<sup>3</sup> Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

### Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula<sup>2</sup>: other arterials construction/right-of-way (net of TMA and TA funds); ; and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed. FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4. Table 4a contains estimates of TMA funds.

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<sup>2</sup> The statutory formula is based on 50% population and 50% motor fuel tax collections.



**Table 4**  
**Metropolitan Area Capacity Program Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Capacity Programs	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
SIS Highways Construction & ROW <sup>1,2</sup>	730.4	1,282.0	897.3	498.6	3,408.3
<b>Other Arterials Construction &amp; ROW<sup>2</sup></b>	<b>233.5</b>	<b>521.6</b>	<b>493.1</b>	<b>1,078.9</b>	<b>2,327.1</b>
Citrus	10.4	23.1	21.9	47.8	103.2
Hernando	13.8	30.8	29.1	63.6	137.2
Hillsborough	104.7	233.8	221.0	483.5	1,043.0
Pasco	35.8	80.1	75.7	165.6	357.2
Pinellas	68.9	153.9	145.5	318.3	686.5
<b>Transit<sup>2</sup></b>	<b>113.8</b>	<b>293.1</b>	<b>308.2</b>	<b>646.1</b>	<b>1,361.2</b>
Citrus	5.0	13.0	13.7	28.6	60.4
Hernando	6.7	17.3	18.2	38.1	80.3
Hillsborough	51.0	131.4	138.1	289.5	610.1
Pasco	17.5	45.0	47.3	99.2	208.9
Pinellas	33.6	86.5	90.9	190.6	401.6

\* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2<sup>nd</sup> 5-Year Plan, 2040 SIS Cost Feasible Plan.

**Table 4a**  
**Transportation Management Area (TMA) Funds Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Transportation Management Area	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TMA	65.9	164.8	164.8	329.7	725.3

<sup>1</sup> Estimates for 2014 through 2018 are based on Schedule A of the Adopted Work Program Instructions for the Tampa TMA (comprised of portions of Hillsborough, Pasco, and Pinellas Counties). See guidance in the *2040 Revenue Forecast Handbook* for use of these funds. Emphasis should be given to those facilities that serve important national and regional transportation functions

<sup>2</sup> Rows sometimes do not equal the totals due to rounding

Annually, up to \$541.75 million may be appropriated from proceeds from the Documentary Stamp Tax<sup>3</sup> for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as “illustrative projects,” the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

**Table 5**  
**Districtwide Transportation Regional Incentive Program Estimates**  
**State Funds from the 2040 Revenue Forecast (Millions of Dollars)**

FDOT District	5-Year Period (Fiscal Years)				22-Year Total <sup>2</sup>
	2019-20 <sup>1</sup>	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.1	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
<b>Statewide Total Forecast</b>	<b>6.6</b>	<b>48.5</b>	<b>48.5</b>	<b>97.0</b>	<b>200.6</b>

<sup>1</sup> Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

**Table 6**  
**Statewide New Starts Program Estimates**  
**State Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total <sup>2</sup>
	2019-20 <sup>1</sup>	2021-25	2026-30	2031-40	2019-2040
<b>Statewide Total Forecast</b>	<b>63.3</b>	<b>174.3</b>	<b>174.3</b>	<b>348.5</b>	<b>760.3</b>

<sup>1</sup> Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

<sup>2</sup> Rows sometimes do not equal the totals due to rounding.

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<sup>3</sup> Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately \$350 million each year.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

**Table 7**  
**Transportation Alternatives Funds<sup>1</sup> Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Transportation Alternatives	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TALU (>200,000 Population)	6.5	16.2	16.2	32.4	71.3
TALL (5,000> and <200,000 Population)	0.8	1.9	1.9	3.8	8.3
TALT (Any Area)	7.5	18.8	18.8	37.7	82.9

<sup>1</sup> Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

<sup>2</sup> "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.

<sup>3</sup> Rows sometimes do not equal the totals due to rounding.

### Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About \$106 billion (49% of total revenues) is forecast for the non-capacity programs.



Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

**TABLE 8**  
**Major Non-Capacity Programs Included in the 2040 Revenue Forecast**  
**and Corresponding Program Categories in the Program and Resource Plan (PRP)**

<b>2040 Revenue Forecast Programs</b>	<b>PRP Program Categories</b>
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
<u>Product Support</u> - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
<u>Operations &amp; Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
<u>Administration</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay Office Information Systems

**Table 9**  
**Statewide Non-Capacity Program Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Major Programs	5-Year Period (Fiscal Years)					27-Year Total <sup>2</sup>
	20014-15 <sup>1</sup>	2016-20 <sup>1</sup>	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
<b>Total Non-Capacity Programs</b>	<b>6,844</b>	<b>16,813</b>	<b>18,224</b>	<b>19,904</b>	<b>43,748</b>	<b>105,532</b>
Other <sup>3</sup>	364	1,111	1,330	1,474	3,252	7,531
<b>Statewide Total Forecast</b>	<b>16,505</b>	<b>34,829</b>	<b>37,516</b>	<b>40,266</b>	<b>86,715</b>	<b>215,830</b>

<sup>1</sup> Based on the FDOT Adopted Work Program for 2014 through 2018.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

<sup>3</sup> "Other" is primarily for debt service.

**Table 10**  
**State Highway System Operations and Maintenance Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Major Programs	5-Year Period (Fiscal Years)					27-Year Total <sup>2</sup>
	20014-15 <sup>1</sup>	2016-20 <sup>1</sup>	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,769	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
<b>Statewide Total Forecast</b>	<b>3,773</b>	<b>10,414</b>	<b>10,630</b>	<b>11,647</b>	<b>25,586</b>	<b>62,049</b>

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

<sup>1</sup> Based on the FDOT Adopted Work Program for 2014 through 2018.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

### Other

The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately \$7.5 billion (3.5% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.







# APPENDIX C

Goals, Objectives & Policies



# **Pinellas County MPO**

## **2040 Long Range Transportation Plan**

### **Goals, Objectives and Policies**

## Goal 1: Support and further economic development.

### Objective 1.1: Integrate transportation and land use planning to ensure future decisions support keeping Pinellas County a place where people and business want to be.

Policy 1.1.1: The MPO shall support roadway design standards that balance the need to improve operations and traffic-carrying capacity for all users with the economic viability of adjacent land uses.

Policy 1.1.2: The MPO shall support local land use policies and plans that are compatible with the design of transportation facilities such as the partially-controlled access design for US Highway 19.

Policy 1.1.3: The MPO shall work with local governments to ensure that mobility strategies and local land use plans are compatible and mutually supportive.

Policy 1.1.4: The MPO shall continue to seek a balance between the provision of transportation capacity and the need to protect community interests in the development and implementation of the Transportation Improvement Program (TIP) or the Long Range Transportation Plan (LRTP).

Policy 1.1.5: The MPO shall support local land development regulations that require joint access with neighboring properties and access to side streets and service roads within corridors, where feasible.

Policy 1.1.6: The MPO shall coordinate its long range planning activities with land use, economic development and growth management agencies.

Policy 1.1.7: The MPO shall support and participate in the development and enhancement of land use planning models and other analytical tools used to forecast and simulate transportation conditions under alternative land use scenarios.

Policy 1.1.8: The MPO shall support activities at the local and state level to facilitate better integration of transportation and land use planning.

Policy 1.1.9: The MPO shall encourage and support the use of traffic calming measures in residential and community focus areas, where appropriate.

Policy 1.1.10: The MPO shall support and encourage the efforts of state and local agencies to include landscaping, art work and other aesthetic features in transportation projects.

Policy 1.1.11: The MPO shall ensure the protection of established neighborhoods from the impacts of motorized traffic.

Policy 1.1.12: The MPO shall encourage FDOT and local governments to employ context sensitive solutions in the planning and development of transportation projects.

### Objective 1.2: Provide cost effective travel and commute options.

Policy 1.2.1: The MPO shall work with the business community to determine their transportation service and facility needs and with the various implementing agencies and service providers such as PSTA and TBARTA to respond to those needs.



Policy 1.2.2: The MPO shall support PSTA's implementation of improved transit service.

Policy 1.2.3: The MPO shall facilitate the development of new bicycle and pedestrian infrastructure to increase the viability of these modes of transportation.

### **Objective 1.3: Improve access to and from major activity centers.**

Policy 1.3.1: During the development of the LRTP and the TIP, the MPO shall prioritize projects for all modes that serve existing and future employment centers as identified in local comprehensive plans.

Policy 1.3.2: In the staging of projects in the LRTP and developing priorities for funding in the TIP, the MPO shall give priority to improvements needed to improve access to intermodal facilities, such as the St. Pete-Clearwater International Airport, including access roads to such facilities.

Policy 1.3.3: The MPO shall participate in the development and update of intermodal facility (e.g. St. Pete-Clearwater International Airport and PSTA bus terminals) master plans and related planning activities.

Policy 1.3.4: The MPO shall consider Florida's Strategic Intermodal System Plan, as necessary, in establishing planning and funding priorities.

### **Objective 1.4: Create and promote opportunities for public-private partnerships.**

Policy 1.4.1: The MPO shall encourage and participate in public-private partnerships and develop incentives to encourage employer, developer and other organizations' participation in meeting the mobility needs of County residents, visitors and businesses.

### **Objective 1.5: Improve roadway operations for the movement of goods.**

Policy 1.5.1: The MPO shall assist the State and local governments in the prioritization of projects to fix identified freight hot spots and shall maintain a current map of designated truck routes that will be updated as needed.

Policy 1.5.2: The MPO shall support the implementation of the Tampa Bay Regional Strategic Freight Plan.

Policy 1.5.3: The MPO shall consider the movement of freight in the review of roadway design plans.

## **Goal 2: Provide a balanced and integrated multi-modal transportation system for local and regional travel.**

### **Objective 2.1: Consider facilities for, and the connectivity between, all modes in the planning, design and construction of transportation projects.**

Policy 2.1.1: The MPO shall encourage local governments to include transit-friendly and supportive design standards in local land development codes to ensure safe passage for transit users from bus stops to proximate buildings and to encourage transit use.

Policy 2.1.2: The MPO shall encourage local regulations requiring sidewalk connections between bus stops, sidewalks and proximate buildings, including buffered walkways traversing through parking areas.

Policy 2.1.3: The MPO will promote the development of Complete Streets, in which every public right-of-way is planned,

Policy 2.1.3: The MPO will promote the development of Complete Streets, in which every public right-of-way is planned, designed, constructed, reconstructed, operated and maintained for the safety and mobility of pedestrians, bicyclists, motorists, transit riders, freight carriers, emergency responders and adjacent land users, regardless of age or ability.

### **Objective 2.2: Increase transit ridership by providing more frequent and convenient service.**

Policy 2.2.1: The MPO shall continue to work with local governments, communities and PSTA to identify and assess transit needs in the county.

Policy 2.2.2: The MPO shall assist and support the efforts of the PSTA to implement and achieve the goals of its Ten-Year Transit Development Plan and to carry out recommended actions derived from related studies.

Policy 2.2.3: The MPO shall continue to prioritize funding to support the planning and implementation activities associated with the Greenlight Pinellas Plan, which includes enhanced bus service, passenger rail, expanded trolley service, bus rapid transit (BRT) strategies and other transportation improvements.

Policy 2.2.4: The MPO shall continue to work with the PSTA, the Board of County Commissioners and the business community to implement a long term funding strategy for transit.

Policy 2.2.5: Premium transit and bus rapid transit treatments shall be evaluated as part of roadway design projects on corridors identified as premium/rapid transit corridors, such as US19. Treatments could include, but are not limited to, transit signal priority, queue jump lanes, shoulder running buses and bus bypass lanes.

### **Objective 2.3: Increase bicycle and pedestrian travel by providing sidewalks, bike lanes and multi-use trails throughout the county.**

Policy 2.3.1: The MPO shall facilitate the expansion of sidewalks, bicycle lanes and multiuse trail facilities in Pinellas County through the implementation of the Bicycle Pedestrian Master Plan Facilities Element.

Policy 2.3.2: The MPO shall continue to identify and address “gaps” between existing sidewalk links along arterial and collector facilities and between existing sidewalks and major destination points.

Policy 2.3.3: The MPO shall encourage local governments to adopt regulatory policies that require sidewalk installation on all new development and redevelopment sites.

Policy 2.3.4: The MPO shall continue to review roadway design plans, including resurfacing plans to ensure the needs of all modes, including pedestrian and bicycle, are addressed.

Policy 2.3.5: The Bicycle Pedestrian Master Plan Facilities Element shall be used as the policy document to define the location and type of trails throughout Pinellas County as well as regional connections to adjacent counties.

### **Objective 2.4: Coordinate and collaborate with transportation partners to provide for multi-modal options for local and regional travel.**

Policy 2.4.1: The MPO shall continue to produce transportation performance data, such as the annual Level of Service Report and State of the System Report, to support its Congestion Management Process (CMP).

Policy 2.4.2: Transportation improvements needed to alleviate deficient LOS conditions shall be identified, prioritized and scheduled in the MPO Five-Year Transportation Improvement Program (TIP).

Policy 2.4.4: The MPO shall work with airport and seaport authorities in the region, such as the Tampa Bay Port Authority and the Tampa International Airport, to ensure coordinated planning and improvement of regional intermodal facilities.

Policy 2.4.5: The MPO shall ensure that ITS projects are consistent with the countywide ITS architecture, and that the countywide ITS architecture is consistent with the national, state and regional ITS architectures.

Policy 2.4.6: The MPO shall ensure ITS operations are coordinated, primarily through the ITS Advisory Committee. This includes identifying and involving appropriate stakeholders in updating the countywide architecture and each proposed ITS deployment.

Policy 2.4.7: The MPO shall facilitate agreements on the roles and responsibilities among ITS stakeholders, including agreements on organization/management, staffing, operations control, data sharing and protocol.

Policy 2.4.9: The MPO shall provide technical assistance to local governments in the administration of the Transportation Impact Fee Ordinance to ensure its consistent application throughout the county.

Policy 2.4.10: The MPO shall continue to support the Transportation Management Area Leadership Group to address transportation issues impacting the urbanized area and to develop regional transportation priorities.

Policy 2.4.11: The MPO shall continue to participate in the Tampa Bay Regional Transportation Analysis as a regional forum for collecting and analyzing data, utilizing a regional transportation demand model, and collaborating on regionally significant studies and projects.

### **Goal 3: Provide for a safe and secure transportation system for all users.**

5

#### **Objective 3.1: Reduce the rate and frequency of fatal and incapacitating crashes for all modes of travel.**

Policy 3.1.1: The MPO shall continue to work with the Pinellas Suncoast Transit Authority (PSTA), law enforcement agencies, the Florida Department of Transportation and local governments to enhance safety for pedestrians, bicyclists and transit users.

Policy 3.1.2: The MPO shall continue to support and participate in the activities of the Community Traffic Safety Team in an effort to further the MPO's policies and programs relating to motorist, bicycle and pedestrian safety.

Policy 3.1.3: The MPO shall support the installation of street lighting along major roadways, and in areas occupied by transit terminals, bus stops and where heavy bicycle and pedestrian activity occurs.

Policy 3.1.4: The MPO shall continue to support Pedestrian Safety Awareness Day each year to promote responsible driving and pedestrian activity in proximity to local schools on the day when Daylight Saving Time takes effect.

Policy 3.1.5: The MPO shall work with the local governments, FDOT and law enforcement agencies to identify high crash locations in order to initiate the necessary improvements on the affected roadways and/or intersections.

Policy 3.1.6: The MPO shall assist the FDOT and its safety partners in their goal as stated in the statewide Florida Strategic Highway Safety Plan to improve the safety of Florida's surface transportation system by achieving a five percent annual reduction in the number of fatalities and serious injuries



Policy 3.1.7: The MPO shall continue to maintain the countywide crash database to monitor crash occurrences.

Policy 3.1.8: The MPO shall update and implement the Pedestrian Safety Action Plan.

**Objective 3.2: Provide for efficient emergency evacuation that responds to threats to Pinellas County and the Tampa Bay area.**

Policy 3.2.1: Needed improvements to hurricane evacuation routes and to facilities providing access to these routes shall be appropriately prioritized in the development and scheduling of projects included in the TIP.

Policy 3.2.2: The MPO shall participate in and support evacuation planning activities in coordination with local, regional, state and federal agencies.

Policy 3.2.3: The MPO shall assist local, regional and state transportation and emergency management partners in identifying vulnerable assets and prevention strategies, and planning for an appropriate and coordinated response.

Policy 3.2.4: The MPO shall encourage committed and sustained efforts to achieve federal, state and local security objectives through engineering, enforcement, education, and emergency response.

Policy 3.2.5: The MPO shall maintain and annually update its Continuation of Operations Plan (COOP).

Policy 3.2.6: The MPO shall continue to support active coordination and effective working relationships for safety and security improvements and solutions among the MPO, agency partners at the federal, state and local levels, private sector and general public.

**Objective 3.3: Coordinate safe travel to and from schools.**

Policy 3.3.1: The MPO shall continue to work with the Pinellas County School District, Pinellas County, FDOT and the local municipalities to ensure safe access to and around schools.

Policy 3.3.2: The MPO shall continue to support the efforts of the Pinellas County School District, TBARTA and other agencies involved in student safety to implement safety programs such as the walking school bus, school pools, etc., countywide.

**Goal 4: Provide for, manage and operate an efficient transportation system.**

**Objective 4.1: Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other management and operational improvements.**

Policy 4.1.1: The MPO shall continue to prepare, adopt and utilize the annual Level of Service Report to monitor roadway operating conditions and identify improvement needs.

Policy 4.1.2: The MPO shall continue to develop and expand duration of congestion information on roads with substandard LOS grades to determine the length of time at which they operate under congested conditions.

Policy 4.1.3: The MPO shall identify and prioritize congestion mitigation projects through the Congestion Management

Process and implement mobility solutions such as lower cost operational and small-scale physical improvements, transit and transportation demand management.

Policy 4.1.4: Deficient LOS conditions on constrained roads and road segments that have a disproportionately high incidence of vehicle crashes and/or bicycle/pedestrian crashes/fatalities shall be addressed through the implementation of projects identified through the MPO Congestion Management Process.

Policy 4.1.5: The MPO shall provide a dedicated source of funding for the implementation of Congestion Management Process strategies through the Transportation Improvement Program development process.

Policy 4.1.6: The MPO shall support closure of nonconforming access points (i.e., driveway connections) where more appropriate access can be provided as properties are developed and re-developed.

Policy 4.1.7: The MPO shall ensure that decisions regarding traffic signal installations and median opening requests are balanced between impacts on surrounding neighborhoods and compliance with federal warrant criteria or applicable state and local roadway access rules and regulations.

Policy 4.1.8: The MPO shall assist and encourage the efforts of local Transportation Demand Management (TDM) agencies by providing support for promotion of alternatives to SOV travel, including carpool, vanpool, transit, walking, bicycling, telecommuting and variable work schedules.

Policy 4.1.9: The MPO shall work with local governments, transportation demand management (TDM) agencies and FDOT to develop vehicle trip (VT) reduction and vehicle miles of travel (VMT) reduction goals.

Policy 4.1.10: The MPO shall work with transportation agencies and local governments to encourage non-work trips to be made at times other than the peak hours to assist in the reduction of traffic congestion during those periods.

Policy 4.1.11: The MPO shall encourage the development of a telecommunication infrastructure, and the adoption of telecommunication solutions by the business community, to reduce the need to travel for employment, shopping, attending classes and for other purposes.

Policy 4.1.12: The MPO shall work with transportation agencies and local governments to encourage members of the public to use public transportation and/or other forms of ridesharing (i.e., carpool and vanpool) whenever possible.

Policy 4.1.13: The MPO shall work with local governments, TDM agencies, employers and developers to encourage and implement effective parking management strategies, including preferential parking for carpools and vanpools, shared use parking and variable pricing.

Policy 4.1.14: The MPO shall work with transportation-related agencies and local governments to encourage, promote, and support employer participation in the Qualified Transportation Fringe Benefit allowed under the federal IRS Code to provide tax-deductible public transportation benefits to their employees.

Policy 4.1.15: The MPO shall assist and support the efforts of TBARTA to implement and achieve the TDM goals of its Master Plan and to carry out recommended actions derived from related studies.

Policy 4.1.16: The MPO shall provide policy guidance, coordination assistance, and implementation funding to local government traffic departments, FDOT, emergency service departments and state and local police to reduce travel delays along I-275 and other major roadways in the county using ITS strategies.

Policy 4.1.17: The MPO shall provide implementation support to the PSTA in focusing on improving operations using ITS strategies, such as computer-assisted control of vehicles, automated routing and scheduling, electronic driver and

maintenance management, and improved internal communication.

Policy 4.1.18: The MPO shall work with and support the FDOT as it deploys commercial vehicle operations technologies, such as electronic clearance and roadside safety inspection.

Policy 4.1.19: The MPO shall support the implementation of the Long Range Advanced Traffic Management Systems (ATMS)/ITS Master Plan and the continued maintenance of that system.

Policy 4.1.20: The MPO shall ensure that ITS projects are implemented consistent with the long term concept of operations that includes coordinating and/or directing all ITS functions in a Centralized Primary Control Center.

Policy 4.1.21: The MPO shall ensure that ITS project designs and procedures include mitigation for inadvertent or intentional disruption due to unforeseen incidences such as equipment failure and security breaches.

Policy 4.1.22: The MPO shall provide policy direction and implementation support to city and county traffic departments, TDM agencies, FDOT and state/local emergency and police departments to maintain the flow of people and goods during major reconstruction of highway facilities.

Policy 4.1.23: The MPO shall maintain and provide a system for tracking projects (i.e., roadway construction, utility projects, drainage projects, etc.) that may impact roadway operations.

Policy 4.1.24: The MPO shall partner with information service providers and other stakeholders to collect and distribute pre-trip and route guidance information, including available transit and ridesharing options, real-time roadway and parking conditions and directions to destinations.

Policy 4.1.25: MPO shall coordinate with the Primary Control Center in archiving data collected by each of the ITS deployments in such a way that ensures the integrity of the data, allows stakeholders to retrieve data and provides information needed by the MPO's Congestion Management Process and other functions.

## **Objective 4.2: Maintain transportation infrastructure in a state of good repair.**

Policy 4.2.1: The MPO shall encourage local and state agencies to maintain adequate funding programs for the operation and maintenance of the transportation system, including roads, bridges, transit and bicycle and pedestrian facilities.

Policy 4.2.2: The MPO shall ensure that adequate operations and maintenance funds are identified when determining the cost-feasibility of projects included in the LRTP and the TIP.

## **Objective 4.3: Facilitate timely implementation of projects.**

Policy 4.3.1: The MPO shall ensure that all regionally significant transportation projects are included in the LRTP, as defined by 23 CFR 450.104, so as not to delay the funding and implementation of a project.

Policy 4.3.2: The MPO shall ensure that the LRTP includes clear project descriptions.

Policy 4.3.3: The MPO shall ensure timely review of TIP and LRTP amendments.



## **Goal 5: Encourage public participation and ensure that the transportation plan and other MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.**

### **Objective 5.1: Provide opportunities to engage citizens, particularly the traditionally underserved populations, and other public and private sector entities.**

Policy 5.1.1: The MPO shall continue to maintain, implement and evaluate its Public Participation Plan in accordance with Section 450.316, U.S. Code.

Policy 5.1.2: With each update to the LRTP, the MPO shall develop a Public Involvement Plan identifying the specific public outreach activities that will take place throughout the development of the Plan.

Policy 5.1.3: The MPO shall continue to be a timely and readily accessible forum for cooperative decision making by local government officials, PSTA and FDOT with regard to transportation-related issues and the development and implementation of transportation-related plans and programs.

Policy 5.1.4: The MPO shall continue to prepare studies and collect and disseminate useful and timely data to local governments, PSTA, FDOT and the advisory committees.

Policy 5.1.5: The MPO shall evaluate opportunities to expand the participation of the private sector in the planning and implementation of transportation projects and services.

Policy 5.1.6: The MPO shall include the public, local governments, the private sector, nonprofit agencies and PSTA in the development of plans addressing the needs of transportation disadvantaged populations.

Policy 5.1.7: The MPO shall continue to specifically target traditionally underserved populations to engage them in the transportation planning process.

Policy 5.1.8: The MPO shall support and implement the goals and objectives outlined in its Limited English Proficiency (LEP) Plan.

Policy 5.1.9: The MPO shall participate in Pinellas County's public speakers bureau to provide interested civic and business organizations with a presentation on any topic related to the MPO's planning program.

Policy 5.1.10: The MPO shall implement and ensure a continuing, cooperative, and comprehensive transportation planning process that results in coordinated plans and programs among the County's (25) local governments, PSTA and FDOT.

### **Objective 5.2: Consider and respond, as appropriate, to all comments received.**

Policy 5.2.1: The MPO shall develop a network of regional contacts, including representatives of the traditionally underserved population, for periodic communication, coordination and involvement in transportation-related discussions and activities.

Policy 5.2.2: The MPO shall use existing public involvement methods and procedures, to the extent feasible, to publicize regional coordination activities and to provide opportunities for public feedback on regional transportation plans, programs and issues.

Policy 5.2.3: The MPO shall provide opportunities for public input during the development of the LRTP, TIP and Unified Planning Work Program. This shall occur through the MPO advisory committee meetings, the website, public appearances by MPO staff members at public venues and civic and business organization meetings and through MPO public hearings.

Policy 5.2.4: The MPO shall utilize its advisory committees to facilitate public involvement in their respective MPO program areas.

Policy 5.2.5: The MPO shall review all comments received and document how the comments were responded to, as appropriate.

## Goal 6: Enhance quality of life and promote sustainability.

### **Objective 6.1: Protect the environment from any adverse impacts of the transportation system, and mitigate as appropriate.**

Policy 6.1.1: The MPO shall continue to encourage and support conversion of transit and other public/private agency vehicle fleets to alternative fuels such as compressed natural gas and battery-powered systems.

Policy 6.1.2: The MPO shall continue to support state and local efforts designed to reduce the adverse impacts of vehicle greenhouse gas emissions.

Policy 6.1.3: The MPO shall continue to ensure conformity of the LRTP and TIP with the State Implementation Plan and Clean Air Act Amendments, as necessary.

Policy 6.1.4: The MPO shall coordinate its air quality planning efforts with other public and private agencies (e.g. private utilities) in the region.

Policy 6.1.5: The MPO shall evaluate the effects of candidate projects for the LRTP relative to historic, natural, cultural and community resources in coordination with federal, state and local agencies and the public, and through participation in the Florida Efficient Transportation Decision Making (ETDM) Process.

### **Objective 6.2: Plan for, and adapt to, the potential impacts of rising sea levels and climate change on the transportation system.**

Policy 6.2.1: The MPO shall coordinate with Pinellas County, the municipalities and other local and regional agencies to project the impacts of sea level rise and climate change, and to identify strategies to help mitigate these impacts.

### **Objective 6.3: Ensure that benefits and impacts of transportation investments are equitably distributed.**

Policy 6.3.1: With the development of the LRTP, the MPO shall use the best available data to identify areas with high concentrations of traditionally underserved populations. This data will be used to analyze the projects included in the

L RTP to ensure the benefits and impacts of these projects are equitably distributed.

Policy 6.3.2: The MPO shall target outreach to traditionally underserved populations to engage them in the transportation planning process and ensure their input into MPO plans and programs.

**Objective 6.4: Provide better transit access to a greater number of people including those who are transit dependent, minority, low income, and/or disabled.**

Policy 6.4.1: The MPO shall continue to ensure that economically disadvantaged and physically impaired citizens of Pinellas County have access to cost-effective and efficient transportation services.



# APPENDIX D

FDOT 2015/2016—2019/2020  
Final Tentative Work Program



Effective Date: 02/05/2015 Florida Department of Transportation Run: 04/07/2015 16.52.24

## 5 Year TIP

### View 5 Year TIP Phase Grouping Crosswalk DISTRICT 7

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>HIGHWAYS</b>								
Item Number: 000101 1 Project Description: TOLL OPERATIONS SUNSHINE SKYWAY *SIS*								
District: 07 County: PINELLAS Type of Work: TOLL PLAZA Project Length: 4.288								
<b>OPERATIONS / MANAGED BY FDOT</b>								
D -UNRESTRICTED STATE PRIMARY	75,266	0	0	0	0	0	0	75,266
TO01 -SUNSHINE SKYWAY	65,534,893	5,099,569	5,210,351	5,314,854	5,369,364	5,369,364	22,089,343	113,987,738
<b>Item 000101 1 Totals:</b>	<b>65,610,159</b>	<b>5,099,569</b>	<b>5,210,351</b>	<b>5,314,854</b>	<b>5,369,364</b>	<b>5,369,364</b>	<b>22,089,343</b>	<b>114,063,004</b>
<b>Project Total:</b>	<b>65,610,159</b>	<b>5,099,569</b>	<b>5,210,351</b>	<b>5,314,854</b>	<b>5,369,364</b>	<b>5,369,364</b>	<b>22,089,343</b>	<b>114,063,004</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 000153 1 Project Description: TOLL OPERATIONS PINELLAS BAYWAY *SIS*								
District: 07 County: PINELLAS Type of Work: TOLL PLAZA Project Length: 1.016								
<b>OPERATIONS / MANAGED BY FDOT</b>								
TO03 -PINELLAS BAYWAY	31,117,077	3,330,382	3,410,965	3,517,466	3,562,286	3,561,936	14,908,680	63,408,792
<b>Item 000153 1 Totals:</b>	<b>31,117,077</b>	<b>3,330,382</b>	<b>3,410,965</b>	<b>3,517,466</b>	<b>3,562,286</b>	<b>3,561,936</b>	<b>14,908,680</b>	<b>63,408,792</b>
<b>Project Total:</b>	<b>31,117,077</b>	<b>3,330,382</b>	<b>3,410,965</b>	<b>3,517,466</b>	<b>3,562,286</b>	<b>3,561,936</b>	<b>14,908,680</b>	<b>63,408,792</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 256903 1 Project Description: SR 682 (PIN BAYWAY) FROM E OF GULF BLVD TO W OF SR 679 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE REPLACEMENT Project Length: .954								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	3,165,694	0	0	0	0	0	0	3,165,694
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	98,627	0	0	0	0	0	0	98,627

[illegible]

[illegible]

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 423478 1 Project Description: I/275 (SR 93) FROM BEGIN OF BRIDGE TO END OF BRIDGE *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: 3.006								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	1,968	0	0	0	0	0	0	1,968
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	1,689,296	0	0	0	0	0	0	1,689,296
<b>Item 423478 1 Totals:</b>	<b>1,691,264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,691,264</b>
Item Number: 427048 1 Project Description: SR 679 PINELLAS BAYWAY STRUCTURE E *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .263								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	3,384	0	0	0	0	0	0	3,384
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	3,049,402	0	0	0	0	0	0	3,049,402
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	7,536	0	0	0	0	0	0	7,536
<b>Item 427048 1 Totals:</b>	<b>3,060,322</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,060,322</b>
Item Number: 427049 1 Project Description: I-275 (SR 93) SB HOWARD FRANKLAND BRIDGE #150210 *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: 3.006								
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	1,283,474	0	0	0	0	0	0	1,283,474
<b>Item 427049 1 Totals:</b>	<b>1,283,474</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,283,474</b>
Item Number: 427455 1 Project Description: I-275 (SR 93) NB HOWARD FRANKLAND BRIDGE OVER TAMPA BAY *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: 3.051								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	118,313	0	0	0	0	0	0	118,313
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	4,225,764	0	0	0	0	0	0	4,225,764
<b>Item 427455 1 Totals:</b>	<b>4,344,077</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,344,077</b>
Item Number: 427456 1 Project Description: BRIDGE PAINTING PINELLAS COUNTY VARIOUS LOCATIONS *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE - PAINTING Project Length: .497								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
-TOTAL OUTSIDE YEARS	163,908	0	0	0	0	0	0	163,908
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	1,264,157	0	0	0	0	0	0	1,264,157
<b>Item 427456 1 Totals:</b>	<b>1,428,065</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,428,065</b>
Item Number: 427489 1 Project Description: SUBSTRUCTURE REPAIR PINELLAS COUNTY VARIOUS LOCATIONS *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: 2.617								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	138,650	0	0	0	0	0	0	138,650
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	1,257,809	0	0	0	0	0	0	1,257,809
<b>Item 427489 1 Totals:</b>	<b>1,396,459</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,396,459</b>
Item Number: 427496 1 Project Description: SR 580/SR 584/TPA RD FROM EAST OF COMMERCE TO WEST OF SR 580 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RAILROAD CROSSING Project Length: .047								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	194,944	0	0	0	0	0	0	194,944
DIH -STATE IN-HOUSE PRODUCT SUPPORT	2,181	0	0	0	0	0	0	2,181
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	20,000	0	0	0	0	0	0	20,000
DS -STATE PRIMARY HIGHWAYS & PTO	500,000	0	0	0	0	0	0	500,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	0	58,642	0	0	0	0	0	58,642
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	2,759	0	0	0	0	0	2,759
DS -STATE PRIMARY HIGHWAYS & PTO	0	15,850	0	0	0	0	0	15,850
<b>Item 427496 1 Totals:</b>	<b>717,125</b>	<b>77,251</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>794,376</b>
Item Number: 430334 1 Project Description: I-275/NB/SB RAMP BRIDGES TO SR 682/EB/WB BRIDGE PAINTING *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE - PAINTING Project Length: .518								
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	1,342,798	0	0	0	0	0	0	1,342,798
<b>Item 430334 1 Totals:</b>	<b>1,342,798</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,342,798</b>
<b>Project Total:</b>	<b>85,436,491</b>	<b>77,251</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85,513,742</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
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Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 256774 2 Project Description: US 19 (SR 55) FROM N OF SR 580 (MAIN ST) TO NORTHSIDE DR *SIS*								
District: 07 County: PINELLAS Type of Work: ADD LANES & RECONSTRUCT Project Length: 1.028								
Extra Description: RECONSTRUCT US 19 WITH FRONTAGE ROADS, GOES WITH SEGMENT 3								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	104	0	0	0	0	0	0	104
DDR -DISTRICT DEDICATED REVENUE	32,016	0	0	0	0	0	0	32,016
DEMWW -ENVIRONMEN MITIGATION- WETLANDS	657	0	0	0	0	0	0	657
DIH -STATE IN-HOUSE PRODUCT SUPPORT	55,908	0	0	0	0	0	0	55,908
DS -STATE PRIMARY HIGHWAYS & PTO	170,365	0	0	0	0	0	0	170,365
SA -STP, ANY AREA	882,611	0	0	0	0	0	0	882,611
SU -STP, URBAN AREAS > 200K	3,885,136	0	0	0	0	0	0	3,885,136
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
ACNP -ADVANCE CONSTRUCTION NHPP	0	4,874,800	0	0	0	0	0	4,874,800
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	1,160,800	0	0	0	0	1,160,800
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	100,000	0	0	0	0	100,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	365,200	0	0	0	0	0	365,200
SU -STP, URBAN AREAS > 200K	0	438,300	0	0	0	0	0	438,300
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
LF -LOCAL FUNDS	0	0	0	0	0	4,485,000	0	4,485,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
CM -CONGESTION MITIGATION - AQ	0	0	0	0	0	1,872,240	0	1,872,240
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	45,229,599	129,093	45,358,692
SA -STP, ANY AREA	0	0	0	0	0	2,240,762	0	2,240,762
<b>Item 256774 2 Totals:</b>	<b>5,026,797</b>	<b>5,678,300</b>	<b>1,260,800</b>	<b>0</b>	<b>0</b>	<b>53,827,601</b>	<b>129,093</b>	<b>65,922,591</b>
Item Number: 256774 3 Project Description: US 19 (SR 55) FROM NORTHSIDE DR TO NORTH OF CR 95 *SIS*								
District: 07 County: PINELLAS Type of Work: ADD LANES & RECONSTRUCT Project Length: 1.282								
Extra Description: RECONSTRUCT US 19 WITH FRONTAGE ROADS, GOES WITH SEGMENT 2								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	242	0	0	0	0	0	0	242
DDR -DISTRICT DEDICATED REVENUE	5,798,792	0	0	0	0	0	0	5,798,792
DEMWW -ENVIRONMEN MITIGATION- WETLANDS	164	0	0	0	0	0	0	164
DIH -STATE IN-HOUSE PRODUCT SUPPORT	41,933	0	0	0	0	0	0	41,933

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
DS -STATE PRIMARY HIGHWAYS & PTO	328,833	0	0	0	0	0	0	328,833
RAILROAD & UTILITIES / MANAGED BY FDOT								
-UNFUNDED	0	0	0	0	0	0	4,485,000	4,485,000
CONSTRUCTION / MANAGED BY FDOT								
-UNFUNDED	0	0	0	0	0	0	56,691,029	56,691,029
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	0	27,750	0	0	0	0	0	27,750
Item 256774 3 Totals:	6,169,964	27,750	0	0	0	0	61,176,029	67,373,743
Project Total:	11,196,761	5,706,050	1,260,800	0	0	53,827,601	61,305,122	133,296,334

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 256994 1 Project Description: SR 686 FROM E OF 40TH ST TO W OF 28TH ST *SIS*								
District: 07 County: PINELLAS Type of Work: NEW ROAD CONSTRUCTION Project Length: .803								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	4,322,911	0	0	0	0	0	0	4,322,911
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	205,553	0	0	0	0	0	0	205,553
RAILROAD & UTILITIES / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	52,640	0	0	0	0	0	0	52,640
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	17,552,112	0	0	0	0	0	0	17,552,112
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	6,122,397	0	0	0	0	0	0	6,122,397
Item 256994 1 Totals:	28,255,613	0	0	0	0	0	0	28,255,613
Item Number: 256994 2 Project Description: SR 686 FROM NB I-275 (RAMP P) TO WB SR 686 *SIS*								
District: 07 County: PINELLAS Type of Work: NEW ROAD CONSTRUCTION Project Length: 1.229								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	22,732	0	0	0	0	0	0	22,732
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	17,357,191	0	0	0	0	0	0	17,357,191
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	99,240	0	0	0	0	0	0	99,240
Item 256994 2 Totals:	17,479,163	0	0	0	0	0	0	17,479,163

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 256994 3 Project Description: SR 690 (SR 686) FROM EAST OF 40TH ST TO EAST OF 28TH ST *SIS*								
District: 07 County: PINELLAS Type of Work: NEW ROAD CONSTRUCTION Project Length: 2.388								
Extra Description: 2 LANES EASTBOUND								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,224,446	0	0	0	0	0	0	2,224,446
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	31,601	0	0	0	0	0	0	31,601
<b>Item 256994 3 Totals:</b>	<b>2,256,047</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,256,047</b>
Item Number: 256994 4 Project Description: SR 690 (SR 686) FROM EAST OF 34TH ST TO WEST OF 28TH ST *SIS*								
District: 07 County: PINELLAS Type of Work: NEW ROAD CONSTRUCTION Project Length: .807								
Extra Description: PROVIDE SLIP RAMP CONNECTION FROM EB 118TH AVE TO EB SR 686								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	759,342	0	0	0	0	0	0	759,342
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	51,283	0	0	0	0	0	0	51,283
<b>Item 256994 4 Totals:</b>	<b>810,625</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>810,625</b>
Item Number: 256995 1 Project Description: SR 686 FROM N OF SR 688/ULMERTON TO E OF 40TH ST *SIS*								
District: 07 County: PINELLAS Type of Work: NEW ROAD CONSTRUCTION Project Length: 1.654								
Extra Description: 0 TO 4 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	2,456	0	0	0	0	0	0	2,456
DDR -DISTRICT DEDICATED REVENUE	10,634,113	0	0	0	0	0	0	10,634,113
DEIMW -ENVIRONMEN MITIGATION- WETLANDS	601	0	0	0	0	0	0	601
DIH -STATE IN-HOUSE PRODUCT SUPPORT	338,639	0	0	0	0	0	0	338,639
DS -STATE PRIMARY HIGHWAYS & PTO	87,926	0	0	0	0	0	0	87,926
RIGHT OF WAY / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	24,799	0	0	0	0	0	0	24,799
DS -STATE PRIMARY HIGHWAYS & PTO	72	0	0	0	0	0	0	72
F330 -SEC 330 STP EARMARKS 2003	9,935,000	0	0	0	0	0	0	9,935,000
MG -MINIMUM GUARANTEE	5,788,500	0	0	0	0	0	0	5,788,500
SU -STP, URBAN AREAS > 200K	2,196,484	1,438,929	0	0	0	0	0	3,635,413
S115 -STP EARMARKS - 2004	6,337,579	662,421	0	0	0	0	0	7,000,000



[illegible]

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
District: 07 County: PINELLAS Type of Work: NEW BRIDGE CONSTRUCTION Project Length: 2.494								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,178,113	0	0	0	0	0	0	2,178,113
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	131,937	0	0	0	0	0	0	131,937
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	63,000	0	0	0	0	0	0	63,000
Item 256996 1 Totals:	2,373,050	0	0	0	0	0	0	2,373,050
Item Number: 256997 1 Project Description: SR 686 (ROOSEVELT) FROM 49TH ST BRIDGE TO N OF SR 688(ULMERTON) *SIS*								
District: 07 County: PINELLAS Type of Work: NEW ROAD CONSTRUCTION Project Length: 1.232								
Extra Description: 4 TO 6 LANES WITH FRONTAGE ROADS, STAGE 5 OF 6								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	654	0	0	0	0	0	0	654
DDR -DISTRICT DEDICATED REVENUE	575,455	0	0	0	0	0	0	575,455
DIH -STATE IN-HOUSE PRODUCT SUPPORT	165,515	0	0	0	0	0	0	165,515
DS -STATE PRIMARY HIGHWAYS & PTO	5,141,202	0	0	0	0	0	0	5,141,202
RIGHT OF WAY / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	3,921,409	0	0	0	0	0	3,921,409
CM -CONGESTION MITIGATION - AQ	865,090	1,885,873	0	0	0	0	0	2,750,963
DIH -STATE IN-HOUSE PRODUCT SUPPORT	145,000	75,000	0	0	0	0	0	220,000
SA -STP, ANY AREA	0	4,045,855	0	0	0	0	0	4,045,855
SU -STP, URBAN AREAS > 200K	777,200	3,114,573	0	0	0	0	0	3,891,773
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	234,000	0	0	0	0	0	0	234,000
Item 256997 1 Totals:	7,904,116	13,042,710	0	0	0	0	0	20,946,826
Item Number: 256998 1 Project Description: SR 686 FROM W OF I-275 TO W OF 9TH ST N *SIS*								
District: 07 County: PINELLAS Type of Work: NEW ROAD CONSTRUCTION Project Length: 1.633								
Extra Description: 2 TO 4 LANES, STAGE 3 OF 6								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	8,400,104	0	0	0	0	0	0	8,400,104
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	865,567	0	0	0	0	0	0	865,567
CONSTRUCTION / MANAGED BY FDOT								

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
-UNFUNDED	0	0	0	0	0	0	113,861,573	113,861,573
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	373,575	0	0	0	0	0	0	373,575
Item 256998 1 Totals:	9,639,246	0	0	0	0	0	113,861,573	123,500,819
Item Number: 257147 1 Project Description: SR 688 (ULMERTON RD) FROM W OF 38TH ST NORTH TO W OF INTERSTATE 275 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ADD LANES & RECONSTRUCT Project Length: 6.225								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	4,498,722	0	0	0	0	0	0	4,498,722
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	210,163	0	0	0	0	0	0	210,163
RAILROAD & UTILITIES / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	600,463	0	0	0	0	0	0	600,463
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	24,901,842	0	0	0	0	0	0	24,901,842
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	59,467	0	0	0	0	0	0	59,467
Item 257147 1 Totals:	30,270,657	0	0	0	0	0	0	30,270,657
Item Number: 413622 1 Project Description: 118TH AVE FROM US 19 TO ROOSEVELT/CR296 CNCTR *NON-SIS*								
District: 07 County: PINELLAS Type of Work: PD&E/EMO STUDY Project Length: .000								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	1,241,922	0	0	0	0	0	0	1,241,922
Item 413622 1 Totals:	1,241,922	0	0	0	0	0	0	1,241,922
Item Number: 413622 2 Project Description: CR 296(FUTURE SR690) FROM US 19 (SR 55) TO E OF ROOSEVELT/CR 296 *SIS*								
District: 07 County: PINELLAS Type of Work: NEW BRIDGE CONSTRUCTION Project Length: 7.376								
Extra Description: FUTURE SR 690, 0 TO 4 LANE VIADUCT OVER 118TH AVENUE								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	12,431,039	0	0	0	0	0	0	12,431,039
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	26,140,301	0	0	0	0	0	0	26,140,301
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	477,272	0	0	0	0	0	0	477,272
Item 413622 2 Totals:	39,048,612	0	0	0	0	0	0	39,048,612





Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
BNDS -BOND - STATE	1,403,589	0	0	0	0	0	0	1,403,589
BNIR -INTRASTATE R/W & BRIDGE BONDS	732,700	0	0	0	0	0	0	732,700
DDR -DISTRICT DEDICATED REVENUE	5,916,341	0	0	0	0	0	0	5,916,341
DIH -STATE IN-HOUSE PRODUCT SUPPORT	113,190	0	0	0	0	0	0	113,190
DS -STATE PRIMARY HIGHWAYS & PTO	84,234	0	0	0	0	0	0	84,234
DSB1 -SKYWAY	951,353	2,000,000	0	0	0	0	0	2,951,353
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
DS -STATE PRIMARY HIGHWAYS & PTO	8,729	0	0	0	0	0	0	8,729
LF -LOCAL FUNDS	1,670,244	0	0	0	0	0	0	1,670,244
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	52,991,085	0	0	0	0	0	0	52,991,085
DIH -STATE IN-HOUSE PRODUCT SUPPORT	491,468	0	0	0	0	0	0	491,468
DS -STATE PRIMARY HIGHWAYS & PTO	1,055,093	0	0	0	0	0	0	1,055,093
LF -LOCAL FUNDS	409,270	0	0	0	0	0	0	409,270
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DS -STATE PRIMARY HIGHWAYS & PTO	494,920	0	0	0	0	0	0	494,920
<b>Item 256888 1 Totals:</b>	<b>66,547,140</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68,547,140</b>
Item Number: 256957 1 Project Description: US 19 (AT DREW ST) FROM N OF SR 60 TO CSX R/R CROSSING *SIS*								
District: 07 County: PINELLAS Type of Work: INTERCHANGE IMPROVEMENT Project Length: .830								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	108,058	0	0	0	0	0	0	108,058
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	37,424,895	0	0	0	0	0	0	37,424,895
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	2,594,472	0	0	0	0	0	0	2,594,472
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	34,245,748	0	0	0	0	0	0	34,245,748
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	1,526,259	0	0	0	0	0	0	1,526,259
<b>Item 256957 1 Totals:</b>	<b>75,899,432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75,899,432</b>
<b>Project Total:</b>	<b>142,446,572</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>144,446,572</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years





Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
-TOTAL OUTSIDE YEARS	1,014,831	0	0	0	0	0	0	1,014,831
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	11,237	0	0	0	0	0	0	11,237
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	47,369	0	0	0	0	0	0	47,369
<b>Item 410755 1 Totals:</b>	<b>1,073,437</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,073,437</b>
Item Number: 410755 2 Project Description: SR 679 (PIN BAYWAY) STRUCTURE E INTERCOASTAL WATERWAY *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE REPLACEMENT Project Length: .984								
Extra Description: BRIDGE #150049								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	45,662	0	0	0	0	0	0	45,662
DEMOW -ENVIRONMEN MITIGATION- WETLANDS	15,110	0	0	0	0	0	0	15,110
DS -STATE PRIMARY HIGHWAYS & PTO	43,136	0	0	0	0	0	0	43,136
DSB3 -PINELLAS BAYWAY	42,051	0	0	0	0	480,000	0	522,051
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
DSB3 -PINELLAS BAYWAY	66,049	0	0	0	0	0	0	66,049
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DSB3 -PINELLAS BAYWAY	99,071	0	0	0	0	0	0	99,071
<b>DESIGN BUILD / MANAGED BY FDOT</b>								
-UNFUNDED	0	0	0	0	0	60,239,137	0	60,239,137
<b>Item 410755 2 Totals:</b>	<b>311,079</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,719,137</b>	<b>0</b>	<b>61,030,216</b>
<b>Project Total:</b>	<b>1,384,516</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,719,137</b>	<b>0</b>	<b>62,103,653</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 415365 3 Project Description: PINELLAS BAYWAY GENERAL CONSULTANT *SIS*								
District: 07 County: PINELLAS Type of Work: TOLL COLLECTION Project Length: .000								
Extra Description: FOR CAPITAL PROJECTS								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DSB3 -PINELLAS BAYWAY	513,475	77,782	77,782	77,782	77,782	77,782	311,128	1,213,513
PKYI -TURNPIKE IMPROVEMENT	143	0	0	0	0	0	0	143
<b>Item 415365 3 Totals:</b>	<b>513,618</b>	<b>77,782</b>	<b>77,782</b>	<b>77,782</b>	<b>77,782</b>	<b>77,782</b>	<b>311,128</b>	<b>1,213,656</b>
<b>Project Total:</b>	<b>513,618</b>	<b>77,782</b>	<b>77,782</b>	<b>77,782</b>	<b>77,782</b>	<b>77,782</b>	<b>311,128</b>	<b>1,213,656</b>



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
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Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 415738 1 Project Description: OLDSMAR TRAIL FROM FLORIDA POWER TRAIL TO CITY OF OLDSMAR *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: .000								
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
-TOTAL OUTSIDE YEARS	374,264	0	0	0	0	0	0	374,264
Item 415738 1 Totals:	374,264	0	0	0	0	0	0	374,264
Project Total:	374,264	0	0	0	0	0	0	374,264

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 415743 1 Project Description: TREASURE ISLAND CSWY FM W END OF TREASURE LANE TO PINELLAS TRAIL *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: 1.792								
Extra Description: CONSTRUCT 10-12'CONCRETE SHARED USE TRAIL								
PRELIMINARY ENGINEERING / MANAGED BY CITY OF ST PETERSBURG								
TALU -TRANSPORTATION ALTS- >200K	152,961	0	0	0	0	0	0	152,961
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
TALU -TRANSPORTATION ALTS- >200K	954	0	0	0	0	0	0	954
CONSTRUCTION / MANAGED BY CITY OF ST PETERSBURG								
TALT -TRANSPORTATION ALTS- ANY AREA	0	0	0	1,132,789	0	0	0	1,132,789
Item 415743 1 Totals:	153,915	0	0	1,132,789	0	0	0	1,286,704
Project Total:	153,915	0	0	1,132,789	0	0	0	1,286,704

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 417517 1 Project Description: SKYWAY NORTH TOLL BOOTH RECONDITION *SIS*								
District: 07 County: PINELLAS Type of Work: TOLL PLAZA Project Length: .103								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DSB1 -SKYWAY	6,814	0	0	0	0	0	0	6,814
CONSTRUCTION / MANAGED BY FDOT								
DSB1 -SKYWAY	0	0	0	0	330,000	0	0	330,000
CAPITAL / MANAGED BY FDOT								
DSB1 -SKYWAY	0	0	0	0	200,000	0	0	200,000
Item 417517 1 Totals:	6,814	0	0	0	530,000	0	0	536,814



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
ACBR -ADVANCE CONSTRUCTION (BRT)	0	0	0	0	150,426,811	0	0	150,426,811
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	32,340,696	0	0	32,340,696
BNBR -AMENDMENT 4 BONDS (BRIDGES)	0	0	0	0	300,000,000	0	0	300,000,000
<b>Item 422904 2 Totals:</b>	<b>0</b>	<b>0</b>	<b>1,387,500</b>	<b>0</b>	<b>485,177,507</b>	<b>0</b>	<b>0</b>	<b>486,565,007</b>
<b>Project Total:</b>	<b>70,349</b>	<b>0</b>	<b>1,387,500</b>	<b>0</b>	<b>485,177,507</b>	<b>0</b>	<b>0</b>	<b>486,635,356</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 424501 1 Project Description: I-275 (SR 93) FROM 54TH AVE S TO N OF 4TH ST NORTH *SIS*								
District: 07 County: PINELLAS Type of Work: PD&E/EMO STUDY Project Length: 13.796								
<b>P D &amp; E / MANAGED BY FDOT</b>								
-TOTAL OUTSIDE YEARS	2,621,682	0	0	0	0	0	0	2,621,682
<b>Item 424501 1 Totals:</b>	<b>2,621,682</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,621,682</b>
Item Number: 424501 2 Project Description: I-275 (SR 93) FROM S OF 118TH AVENUE N TO S OF 4TH ST N *SIS*								
District: 07 County: PINELLAS Type of Work: ADD LANES & RECONSTRUCT Project Length: 2.288								
Extra Description: EXPRESS LANES STARTER PROJECT								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DI -ST. - S/W INTER/INTRASTATE HWY	0	6,831,000	0	0	0	0	0	6,831,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	50,000	0	0	0	0	0	50,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	52,205,990	0	52,205,990
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	0	0	11,513,914	0	11,513,914
<b>Item 424501 2 Totals:</b>	<b>0</b>	<b>6,881,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63,719,904</b>	<b>0</b>	<b>70,600,904</b>
<b>Project Total:</b>	<b>2,621,682</b>	<b>6,881,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63,719,904</b>	<b>0</b>	<b>73,222,586</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 424507 3 Project Description: SR 60 (CCAMPBLL CWY) FM MCMULLEN BOOTH RD TO HILLSBOROUGH CO/L *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ITS FREEWAY MANAGEMENT Project Length: 3.717								
Extra Description: TAMPA BAY SUNGUIDE PH IV								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	12,638	0	0	0	0	0	0	12,638
DIH -STATE IN-HOUSE PRODUCT SUPPORT	12,000	0	0	0	0	0	0	12,000
DITS -STATEWIDE ITS - STATE 100%.	0	0	0	110,000	0	0	0	110,000







Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Project Total:	8,923,730	2,734,000	0	0	0	0	0	11,657,730

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 424564 2 Project Description: HERCULES/GREENBRIAR FM SUNSET POINT RD TO BELCHER RD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: SIDEWALK Project Length: 2.146								
Extra Description: SIDEWALK MPO OPTION 1 (PRIORITY 12) OPTION 2 (PRIORITY 7)								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
TALT -TRANSPORTATION ALTS- ANY AREA	781	0	0	0	0	0	0	781
PRELIMINARY ENGINEERING / MANAGED BY PINELLAS COUNTY								
TALT -TRANSPORTATION ALTS- ANY AREA	258	0	0	0	0	0	0	258
TALU -TRANSPORTATION ALTS- >200K	150,000	0	0	0	0	0	0	150,000
CONSTRUCTION / MANAGED BY PINELLAS COUNTY								
TALU -TRANSPORTATION ALTS- >200K	0	590,000	0	0	0	0	0	590,000
Item 424564 2 Totals:	151,039	590,000	0	0	0	0	0	741,039
Item Number: 424564 3 Project Description: CR 1 (KEENE RD) FROM SR 580/MAIN ST TO SR 586/CURLEW RD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: SIDEWALK Project Length: 1.931								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	3,098	0	0	0	0	0	0	3,098
PRELIMINARY ENGINEERING / MANAGED BY PINELLAS COUNTY								
-TOTAL OUTSIDE YEARS	484,343	0	0	0	0	0	0	484,343
CONSTRUCTION / MANAGED BY PINELLAS COUNTY								
-TOTAL OUTSIDE YEARS	716,400	0	0	0	0	0	0	716,400
Item 424564 3 Totals:	1,203,841	0	0	0	0	0	0	1,203,841
Item Number: 424564 4 Project Description: CR 694 (PARK BLVD) FROM STARKEY RD TO 66TH ST N *NON-SIS*								
District: 07 County: PINELLAS Type of Work: SIDEWALK Project Length: 2.058								
Extra Description: ADA RAMP, SIDEWALK AND DRIVEWAY UPGRADES MPO PRIORITY 13 D(07/02/13)								
PRELIMINARY ENGINEERING / MANAGED BY PINELLAS COUNTY								
TALU -TRANSPORTATION ALTS- >200K	464,202	0	0	0	0	0	0	464,202
CONSTRUCTION / MANAGED BY PINELLAS COUNTY								
TALU -TRANSPORTATION ALTS- >200K	0	0	927,300	0	0	0	0	927,300
Item 424564 4 Totals:	464,202	0	927,300	0	0	0	0	1,391,502

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 424564 6 Project Description: HAINES-BAYSHORE RD FROM US 19 N TO SUNRISE BLVD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: SIDEWALK Project Length: .947								
Extra Description: SIDEWALK MPO PRIORITY #21 D(07/16/13)								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
TALT -TRANSPORTATION ALTS- ANY AREA	979	0	0	0	0	0	0	979
PRELIMINARY ENGINEERING / MANAGED BY PINELLAS COUNTY								
TALT -TRANSPORTATION ALTS- ANY AREA	265,921	0	0	0	0	0	0	265,921
CONSTRUCTION / MANAGED BY PINELLAS COUNTY								
TALT -TRANSPORTATION ALTS- ANY AREA	0	604,800	0	0	0	0	0	604,800
TALU -TRANSPORTATION ALTS- >200K	0	217,800	0	0	0	0	0	217,800
<b>Item 424564 6 Totals:</b>	<b>266,900</b>	<b>822,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,089,500</b>
Item Number: 424564 7 Project Description: HERCULES SIDEWALK II FROM SHERWOOD ST TO SUNSET POINT RD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: SIDEWALK Project Length: .637								
Extra Description: PROJECT II CONCSTRUCT 5' SIDEWALK ALONG BOTH SIDES								
PRELIMINARY ENGINEERING / MANAGED BY PINELLAS COUNTY								
TALT -TRANSPORTATION ALTS- ANY AREA	0	94,321	0	0	0	0	0	94,321
TALU -TRANSPORTATION ALTS- >200K	1,000	80,445	0	0	0	0	0	81,445
CONSTRUCTION / MANAGED BY PINELLAS COUNTY								
TALU -TRANSPORTATION ALTS- >200K	0	0	0	935,200	0	0	0	935,200
<b>Item 424564 7 Totals:</b>	<b>1,000</b>	<b>174,766</b>	<b>0</b>	<b>935,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,110,966</b>
<b>Project Total:</b>	<b>2,086,982</b>	<b>1,587,366</b>	<b>927,300</b>	<b>935,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,536,848</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 428601 1 Project Description: MICHIGAN BLVD FROM W OF PINEHURST RD TO CR 1 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: .780								
Extra Description: MULTI-USE TRAIL								
CONSTRUCTION / MANAGED BY CITY OF DUNEDIN								
TALU -TRANSPORTATION ALTS- >200K	0	0	0	216,900	0	0	0	216,900
<b>Item 428601 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216,900</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216,900</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 429056 1 Project Description: ALT US 19 (SR60/595) E OF PALM / E OF MISSOURI AND CHESTNUT/END MEM BR *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 1.557								
Extra Description: 4 LANES - ONE WAY PAIR								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	907,552	0	0	0	0	0	0	907,552
DIH -STATE IN-HOUSE PRODUCT SUPPORT	76,417	0	0	0	0	0	0	76,417
DS -STATE PRIMARY HIGHWAYS & PTO	152,590	0	0	0	0	0	0	152,590
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	293,800	1,000	0	0	0	0	0	294,800
DIH -STATE IN-HOUSE PRODUCT SUPPORT	56,000	4,000	0	0	0	0	0	60,000
DS -STATE PRIMARY HIGHWAYS & PTO	451,037	81,163	0	0	0	0	0	532,200
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	500,000	0	0	0	0	0	0	500,000
LF -LOCAL FUNDS	330,000	0	0	0	0	0	0	330,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	2,167,494	0	0	0	0	0	0	2,167,494
DIH -STATE IN-HOUSE PRODUCT SUPPORT	10,300	0	0	0	0	0	0	10,300
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DS -STATE PRIMARY HIGHWAYS & PTO	86,284	0	0	0	0	0	0	86,284
<b>Item 429056 1 Totals:</b>	<b>5,031,474</b>	<b>86,163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,117,637</b>
<b>Project Total:</b>	<b>5,031,474</b>	<b>86,163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,117,637</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 429060 1 Project Description: SR 686 (ROOSEVELT) FROM W OF 28TH ST N TO W OF GANDY BLVD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 2.280								
Extra Description: 6 LANES								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	1,130,337	0	0	0	0	0	0	1,130,337
DIH -STATE IN-HOUSE PRODUCT SUPPORT	22,418	0	0	0	0	0	0	22,418
DS -STATE PRIMARY HIGHWAYS & PTO	27,304	0	0	0	0	0	0	27,304
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DS -STATE PRIMARY HIGHWAYS & PTO	6,033	0	0	0	0	0	0	6,033
HSP -SAFETY (HIWAY SAFETY PROGRAM)	0	277,393	0	0	0	0	0	277,393
SA -STP, ANY AREA	0	3,357,749	0	0	0	0	0	3,357,749



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
SU -STP, URBAN AREAS > 200K	0	2,387,866	0	0	0	0	0	2,387,866
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DS -STATE PRIMARY HIGHWAYS & PTO	107,025	0	0	0	0	0	0	107,025
<b>Item 429060 1 Totals:</b>	<b>1,293,117</b>	<b>6,023,008</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,316,125</b>
<b>Project Total:</b>	<b>1,293,117</b>	<b>6,023,008</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,316,125</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 430501 1 Project Description: 9TH ST S (MLK STREET) FROM 6TH AVE S TO 7TH AVE S *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE REPLACEMENT Project Length: .062								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
SU -STP, URBAN AREAS > 200K	0	0	1,000	818,000	0	0	0	819,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
ACSB -ADVANCE CONSTRUCTION (SABR)	0	0	0	0	0	2,513,697	0	2,513,697
SU -STP, URBAN AREAS > 200K	0	0	0	0	0	837,899	0	837,899
<b>Item 430501 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>818,000</b>	<b>0</b>	<b>3,351,596</b>	<b>0</b>	<b>4,170,596</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>818,000</b>	<b>0</b>	<b>3,351,596</b>	<b>0</b>	<b>4,170,596</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 430706 2 Project Description: I-275 NB & SR 693 NB BR# 150107 AND BR# 150136 VARIOUS LOCATIONS *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: 3.058								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	269,800	0	0	0	0	0	0	269,800
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	0	0	0	0	0	0	1,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	2,943,433	0	0	0	0	0	2,943,433
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	79,900	0	0	0	0	0	79,900
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	75,000	0	0	0	0	0	75,000
<b>Item 430706 2 Totals:</b>	<b>270,800</b>	<b>3,098,333</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,369,133</b>
<b>Project Total:</b>	<b>270,800</b>	<b>3,098,333</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,369,133</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 430899 1 Project Description: US 19 (SR 55) FROM N OF CROSS BAYOU CN TO N OF WHITNEY RD *SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 3.031								
Extra Description: 6 LANES								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	1,487,373	0	0	0	0	0	0	1,487,373
DIH -STATE IN-HOUSE PRODUCT SUPPORT	40,448	0	0	0	0	0	0	40,448
DS -STATE PRIMARY HIGHWAYS & PTO	32,363	0	0	0	0	0	0	32,363
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
SA -STP, ANY AREA	0	10,296,612	0	0	0	0	0	10,296,612
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	86,864	0	0	0	0	0	0	86,864
<b>Item 430899 1 Totals:</b>	<b>1,647,048</b>	<b>10,296,612</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,943,660</b>
<b>Project Total:</b>	<b>1,647,048</b>	<b>10,296,612</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,943,660</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 431491 1 Project Description: SR 590 (NE COACHMAN) FROM W OF MARILYN ST TO E OF AUDREY DR *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 1.654								
Extra Description: 2 LANES								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	1,842,163	0	0	0	0	0	0	1,842,163
DIH -STATE IN-HOUSE PRODUCT SUPPORT	59,241	0	0	0	0	0	0	59,241
DS -STATE PRIMARY HIGHWAYS & PTO	49,038	0	0	0	0	0	0	49,038
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	40,000	0	0	0	0	0	0	40,000
DS -STATE PRIMARY HIGHWAYS & PTO	702,400	0	73,100	0	0	0	0	775,500
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
LF -LOCAL FUNDS	288,927	0	0	0	0	0	0	288,927
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	2,425,600	0	0	0	0	0	0	2,425,600
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,030	0	0	0	0	0	0	1,030
DS -STATE PRIMARY HIGHWAYS & PTO	150,741	0	0	0	0	0	0	150,741
LF -LOCAL FUNDS	5,779	0	0	0	0	0	0	5,779
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	38,309	0	0	0	0	0	0	38,309

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item 431491 1 Totals:	5,603,228	0	73,100	0	0	0	0	5,676,328
Project Total:	5,603,228	0	73,100	0	0	0	0	5,676,328

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 431496 1 Project Description: US 19 (SR 55) FROM N OF GANDY BLVD TO 49TH ST NORTH *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 1.763								
Extra Description: 6 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	1,013,190	0	0	0	0	0	0	1,013,190
DIH -STATE IN-HOUSE PRODUCT SUPPORT	52,215	0	0	0	0	0	0	52,215
DS -STATE PRIMARY HIGHWAYS & PTO	30,377	0	0	0	0	0	0	30,377
CONSTRUCTION / MANAGED BY FDOT								
HSP -SAFETY (HIWAY SAFETY PROGRAM)	0	375,882	0	0	0	0	0	375,882
NHRE -NAT HWY PERFORM - RESURFACING	0	3,315,756	0	0	0	0	0	3,315,756
SA -STP, ANY AREA	0	651,956	0	0	0	0	0	651,956
SU -STP, URBAN AREAS > 200K	0	117,561	0	0	0	0	0	117,561
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	18,908	0	0	0	0	0	0	18,908
Item 431496 1 Totals:	1,114,690	4,461,155	0	0	0	0	0	5,575,845
Project Total:	1,114,690	4,461,155	0	0	0	0	0	5,575,845

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432270 1 Project Description: I275 SUNSHINE SKYWAY FROM BR#150189 TO OVER TAMPA BAY *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: 6.692								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DSB1 -SKYWAY	1,000	272,300	0	0	0	0	0	273,300
CONSTRUCTION / MANAGED BY FDOT								
DSB1 -SKYWAY	0	0	5,806,410	0	0	0	0	5,806,410
Item 432270 1 Totals:	1,000	272,300	5,806,410	0	0	0	0	6,079,710
Project Total:	1,000	272,300	5,806,410	0	0	0	0	6,079,710

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432432 1 Project Description: SUBSTRUCTURE REPAIR PINELLAS COUNTY VARIOUS LOCATIONS *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .252								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	71,800	0	0	0	0	0	71,800
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	0	0	0	0	0	0	1,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	0	894,543	0	0	0	0	894,543
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	15,163	0	0	0	0	15,163
<b>Item 432432 1 Totals:</b>	<b>1,000</b>	<b>71,800</b>	<b>909,706</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>982,506</b>
<b>Project Total:</b>	<b>1,000</b>	<b>71,800</b>	<b>909,706</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>982,506</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432434 1 Project Description: MOVABLE BRIDGE REHAB PINELLAS COUNTY VARIOUS LOCATIONS *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .290								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	300,000	0	0	0	0	0	300,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	0	0	0	0	0	0	1,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	0	4,517,797	0	0	0	0	4,517,797
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	69,182	0	0	0	0	69,182
<b>Item 432434 1 Totals:</b>	<b>1,000</b>	<b>300,000</b>	<b>4,586,979</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,887,979</b>
Item Number: 432434 2 Project Description: BRIDGE FENDER REHAB VARIOUS LOCATIONS #150030 AND 150006 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .242								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	163,800	0	0	0	0	0	163,800
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	0	0	0	0	0	0	1,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	0	1,897,180	0	0	0	0	1,897,180
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	195,755	0	0	0	0	195,755
<b>Item 432434 2 Totals:</b>	<b>1,000</b>	<b>163,800</b>	<b>2,092,935</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,257,735</b>
<b>Project Total:</b>	<b>2,000</b>	<b>463,800</b>	<b>6,679,914</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,145,714</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
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Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432519 1 Project Description: I-275 (SR 93) FROM 54TH AVE SOUTH TO S OF 26TH AVE S *SIS*								
District: 07 County: PINELLAS Type of Work: RIGID PAVEMENT REHABILITATION Project Length: 1.787								
Extra Description: 4 LANES								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
ACNP -ADVANCE CONSTRUCTION NHPP	314,889	0	0	0	0	0	0	314,889
DDR -DISTRICT DEDICATED REVENUE	102,022	0	0	0	0	0	0	102,022
DIH -STATE IN-HOUSE PRODUCT SUPPORT	28,709	0	0	0	0	0	0	28,709
NHPP -IM, BRDG REPL, NATNL HWY-MAP21	268,237	0	0	0	0	0	0	268,237
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
ACNP -ADVANCE CONSTRUCTION NHPP	0	3,056,614	0	0	0	0	0	3,056,614
SA -STP, ANY AREA	0	127,125	0	0	0	0	0	127,125
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DS -STATE PRIMARY HIGHWAYS & PTO	0	10,000	0	0	0	0	0	10,000
<b>Item 432519 1 Totals:</b>	<b>713,857</b>	<b>3,193,739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,907,596</b>
<b>Project Total:</b>	<b>713,857</b>	<b>3,193,739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,907,596</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432586 1 Project Description: SR 60 (GULF TO BAY) FR COURT ST/S HIGHLAND AV TO W OF BYPASS DRIVE *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 2.558								
Extra Description: 6 LANES GOES WITH 432616 1 FOR DESIGN AND CONSTRUCTION								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	20,820	0	0	0	0	0	0	20,820
DIH -STATE IN-HOUSE PRODUCT SUPPORT	31,356	0	0	0	0	0	0	31,356
DS -STATE PRIMARY HIGHWAYS & PTO	1,105,130	0	0	0	0	0	0	1,105,130
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	100,000	0	0	0	0	0	0	100,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	40,000	80,000	0	0	0	0	0	120,000
DS -STATE PRIMARY HIGHWAYS & PTO	200,000	135,200	0	0	0	0	0	335,200
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	0	4,986,773	0	0	0	0	0	4,986,773
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	205,400	0	0	0	0	0	205,400
DS -STATE PRIMARY HIGHWAYS & PTO	0	194,787	0	0	0	0	0	194,787
HSP -SAFETY (HIWAY SAFETY PROGRAM)	0	1,749,597	0	0	0	0	0	1,749,597



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
DS -STATE PRIMARY HIGHWAYS & PTO	46,851	0	0	0	0	0	0	46,851
<b>Item 432616 1 Totals:</b>	<b>1,566,464</b>	<b>2,809,163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,375,627</b>
<b>Project Total:</b>	<b>1,566,464</b>	<b>2,809,163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,375,627</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432698 1 Project Description: ALT US 19 (SR 595) FROM S OF PARK ST N TO W END LONG BAYOU BRIDGE *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: .931								
Extra Description: 5 LANES								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	40,321	0	0	0	0	0	0	40,321
DIH -STATE IN-HOUSE PRODUCT SUPPORT	44,814	0	0	0	0	0	0	44,814
DS -STATE PRIMARY HIGHWAYS & PTO	681,617	0	0	0	0	0	0	681,617
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	0	0	512,294	0	0	0	0	512,294
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	32,500	0	0	0	0	32,500
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	186,448	0	0	0	0	186,448
SA -STP, ANY AREA	0	0	535,441	0	0	0	0	535,441
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DS -STATE PRIMARY HIGHWAYS & PTO	0	10,000	0	0	0	0	0	10,000
<b>Item 432698 1 Totals:</b>	<b>766,752</b>	<b>10,000</b>	<b>1,266,683</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,043,435</b>
<b>Project Total:</b>	<b>766,752</b>	<b>10,000</b>	<b>1,266,683</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,043,435</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432699 1 Project Description: SR 580 FROM ALT US 19/SR 595 TO W OF PINEHURST RD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 1.139								
Extra Description: 4 LANES								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	472,442	0	0	0	0	0	0	472,442
DIH -STATE IN-HOUSE PRODUCT SUPPORT	35,122	0	0	0	0	0	0	35,122
DS -STATE PRIMARY HIGHWAYS & PTO	73,362	0	0	0	0	0	0	73,362
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	0	0	1,949,377	0	0	0	0	1,949,377
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	31,950	0	0	0	0	31,950

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	0	10,000	0	0	0	0	0	10,000
<b>Item 432699 1 Totals:</b>	<b>580,926</b>	<b>10,000</b>	<b>1,981,327</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,572,253</b>
<b>Project Total:</b>	<b>580,926</b>	<b>10,000</b>	<b>1,981,327</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,572,253</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433580 1 Project Description: STARKEY ROAD FROM TYRONE BOULEVARD TO SR 60 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ITS COMMUNICATION SYSTEM Project Length: 10.640								
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	200,000	0	0	0	0	0	200,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	200,000	0	0	0	0	0	200,000
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	1,800,000	0	0	0	0	1,800,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	1,800,000	0	0	0	0	1,800,000
<b>Item 433580 1 Totals:</b>	<b>0</b>	<b>400,000</b>	<b>3,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>
<b>Project Total:</b>	<b>0</b>	<b>400,000</b>	<b>3,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433581 1 Project Description: CR 1(KEENE RD/OMAHA) FROM SR 60 TO ALDERMAN ROAD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ITS COMMUNICATION SYSTEM Project Length: 8.325								
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	200,000	0	0	0	0	0	0	200,000
LFP -LOCAL FUNDS FOR PARTICIPATING	200,000	0	0	0	0	0	0	200,000
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	1,800,000	0	0	0	0	0	1,800,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	1,800,000	0	0	0	0	0	1,800,000
<b>Item 433581 1 Totals:</b>	<b>400,000</b>	<b>3,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>
<b>Project Total:</b>	<b>400,000</b>	<b>3,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
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Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433582 1 Project Description: 113TH STREET FROM 54TH AVENUE NORTH TO EAST BAY DRIVE *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ITS COMMUNICATION SYSTEM Project Length: 6.574								
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	150,000	0	0	0	0	0	150,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	150,000	0	0	0	0	0	150,000
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	1,350,000	0	0	0	0	1,350,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	1,350,000	0	0	0	0	1,350,000
<b>Item 433582 1 Totals:</b>	<b>0</b>	<b>300,000</b>	<b>2,700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>
<b>Project Total:</b>	<b>0</b>	<b>300,000</b>	<b>2,700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433796 1 Project Description: US 19 (SR 55) FROM S OF TIMBERLANE RD TO S OF LAKE ST *SIS*								
District: 07 County: PINELLAS Type of Work: ADD LANES & RECONSTRUCT Project Length: 1.739								
Extra Description: NEW INTERCHANGE/FRONTAGE ROADS								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	7,559,526	0	0	0	0	0	7,559,526
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,000	0	0	0	0	0	1,000
SA -STP, ANY AREA	0	1,340,474	0	0	0	0	0	1,340,474
SU -STP, URBAN AREAS > 200K	0	1,000,000	0	0	0	0	0	1,000,000
<b>Item 433796 1 Totals:</b>	<b>0</b>	<b>9,901,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,901,000</b>
<b>Project Total:</b>	<b>0</b>	<b>9,901,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,901,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433797 1 Project Description: US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD *SIS*								
District: 07 County: PINELLAS Type of Work: ADD LANES & RECONSTRUCT Project Length: 2.400								
Extra Description: NEW INTERCHANGE AT ALDERMAN RD/FRONTAGE ROADS								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	681	0	0	0	0	0	0	681
DI -ST. - S/W INTER/INTRASTATE HWY	0	7,283,000	0	0	0	0	0	7,283,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	0	0	0	0	0	0	1,000



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
ACSA -ADVANCE CONSTRUCTION (SA)	0	774,000	0	0	0	0	0	774,000
DDR -DISTRICT DEDICATED REVENUE	148	0	0	0	0	0	0	148
DIH -STATE IN-HOUSE PRODUCT SUPPORT	5,500	0	0	0	0	0	0	5,500
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
SA -STP, ANY AREA	0	0	0	1,993,960	0	0	0	1,993,960
<b>Item 434806 1 Totals:</b>	<b>5,648</b>	<b>774,000</b>	<b>0</b>	<b>1,993,960</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,773,608</b>
<b>Project Total:</b>	<b>5,648</b>	<b>774,000</b>	<b>0</b>	<b>1,993,960</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,773,608</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 434807 1 Project Description: US 19 (SR 55) FROM S OF LIVE OAK ST TO N OF BRITTANY PARK BLV *SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 1.320								
Extra Description: 6 LANES								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
ACSA -ADVANCE CONSTRUCTION (SA)	668,042	0	0	0	0	0	0	668,042
DDR -DISTRICT DEDICATED REVENUE	56,520	0	0	0	0	0	0	56,520
DIH -STATE IN-HOUSE PRODUCT SUPPORT	17,138	0	0	0	0	0	0	17,138
SA -STP, ANY AREA	29,026	0	0	0	0	0	0	29,026
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
NHRE -NAT HWY PERFORM - RESURFACING	0	0	1,861,520	0	0	0	0	1,861,520
SA -STP, ANY AREA	0	0	906,346	0	0	0	0	906,346
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DS -STATE PRIMARY HIGHWAYS & PTO	0	10,000	0	0	0	0	0	10,000
SA -STP, ANY AREA	0	11,126	0	0	0	0	0	11,126
<b>Item 434807 1 Totals:</b>	<b>770,726</b>	<b>21,126</b>	<b>2,767,866</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,559,718</b>
<b>Project Total:</b>	<b>770,726</b>	<b>21,126</b>	<b>2,767,866</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,559,718</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 434839 1 Project Description: SR 682/54TH AVE S FROM US 19 (SR 55) TO 41ST ST S *NON-SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: .675								
Extra Description: 2 LANES								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
ACSA -ADVANCE CONSTRUCTION (SA)	0	380,000	0	0	0	0	0	380,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	0	0	0	0	0	0	1,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
SA -STP, ANY AREA	0	0	0	649,632	0	0	0	649,632
<b>Item 434839 1 Totals:</b>	<b>1,000</b>	<b>380,000</b>	<b>0</b>	<b>649,632</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,030,632</b>
<b>Project Total:</b>	<b>1,000</b>	<b>380,000</b>	<b>0</b>	<b>649,632</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,030,632</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 434890 1 Project Description: ALT US 19 NORTH FROM SR 60 TO PASCO COUNTY LINE *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ATMS - ARTERIAL TRAFFIC MGMT Project Length: 15.691								
Extra Description: ATMS/ITS								
<b>PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
LFP -LOCAL FUNDS FOR PARTICIPATING	0	50,000	0	0	0	0	0	50,000
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	50,000	0	0	0	0	0	50,000
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	500,000	0	0	0	0	500,000
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	0	500,000	0	0	0	0	500,000
<b>Item 434890 1 Totals:</b>	<b>0</b>	<b>100,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100,000</b>
<b>Project Total:</b>	<b>0</b>	<b>100,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 434891 1 Project Description: ALT US 19 SOUTH FROM US 19 TO SR 60 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ATMS - ARTERIAL TRAFFIC MGMT Project Length: 17.597								
Extra Description: ATMS/ITS								
<b>PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
LFP -LOCAL FUNDS FOR PARTICIPATING	0	100,000	0	0	0	0	0	100,000
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	100,000	0	0	0	0	0	100,000
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	1,000,000	0	0	0	0	1,000,000
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	0	1,000,000	0	0	0	0	1,000,000
<b>Item 434891 1 Totals:</b>	<b>0</b>	<b>200,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,200,000</b>
<b>Project Total:</b>	<b>0</b>	<b>200,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,200,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435896 1 Project Description: BRIDGE PAINTING PINELLAS COUNTY VARIOUS LOCATIONS *SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE - PAINTING Project Length: .412								
Extra Description: STEEL BRIDGE PAINTING ON BR#150128 BR#150140 AND BR#150143								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	0	211,000	0	0	0	0	211,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,000	0	0	0	0	0	1,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	0	0	2,509,224	0	0	0	2,509,224
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	45,642	0	0	0	45,642
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
BRRP -STATE BRIDGE REPAIR & REHAB	0	25,000	0	0	0	0	0	25,000
<b>Item 435896 1 Totals:</b>	<b>0</b>	<b>26,000</b>	<b>211,000</b>	<b>2,554,866</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,791,866</b>
<b>Project Total:</b>	<b>0</b>	<b>26,000</b>	<b>211,000</b>	<b>2,554,866</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,791,866</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435909 1 Project Description: ALT US 19/SR 595 CORRIDOR STUDY I FROM PARK ST N TO BELLEAIR RD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: PD&E/EMO STUDY Project Length: 10.581								
Extra Description: PDE-INCLUDES BIKE/PED PLAN, W/NO SHOULDER BIKE LANES CORRIDOR STUDY INCLUDED WITH PDE PER K.BOGEN								
<b>P D &amp; E / MANAGED BY FDOT</b>								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	1,000	0	0	0	0	1,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	800,000	0	0	0	800,000
<b>Item 435909 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>801,000</b>
Item Number: 435909 2 Project Description: ALT US19/SR595 CORRIDOR STUDY II FM BELLEAIR RD TO PINELLAS/PASCO CO/L *NON-SIS*								
District: 07 County: PINELLAS Type of Work: PD&E/EMO STUDY Project Length: 15.691								
Extra Description: PDE-INCLUDES BIKE/PED PLAN, W/NO SHOULDER BIKE LANES CORRIDOR STUDY INCLUDED WITH PDE PER K.BOGEN								
<b>P D &amp; E / MANAGED BY FDOT</b>								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	1,000	0	0	0	0	1,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	1,200,000	0	0	0	1,200,000
<b>Item 435909 2 Totals:</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,201,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,002,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435910 1 Project Description: SR 595/PASADENA AVE CORRIDOR STUDY FROM SHORE DR S TO GULFPORT BLVD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: PD&E/EMO STUDY Project Length: .527								
Extra Description: PDE-INCLUDES BIKE/PED PLAN, 6 LANES W/NO SHOULDER BIKE LANES CORRIDOR STUDY INCLUDED WITH PDE PER K.BOGEN								
<b>P D &amp; E / MANAGED BY FDOT</b>								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,000	0	0	0	0	0	1,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	400,000	0	0	0	0	400,000
<b>Item 435910 1 Totals:</b>	<b>0</b>	<b>1,000</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>401,000</b>
<b>Project Total:</b>	<b>0</b>	<b>1,000</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>401,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435914 1 Project Description: US 19 PD&E FROM 70TH AVE TO SR 690/118TH AVE *NON-SIS*								
District: 07 County: PINELLAS Type of Work: PD&E/EMO STUDY Project Length: .000								
Extra Description: US 19 AT GANDY BLVD PD&E								
<b>P D &amp; E / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	0	1,000,000	0	0	0	0	0	1,000,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,000	0	0	0	0	0	1,000
<b>Item 435914 1 Totals:</b>	<b>0</b>	<b>1,001,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,001,000</b>
Item Number: 435914 2 Project Description: US 19 FROM 70TH AVE TO SR 690/118TH AVE *SIS*								
District: 07 County: PINELLAS Type of Work: PRELIMINARY ENGINEERING Project Length: 3.541								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	1,000	0	0	0	0	1,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	2,000,000	0	0	0	2,000,000
<b>Item 435914 2 Totals:</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,001,000</b>
<b>Project Total:</b>	<b>0</b>	<b>1,001,000</b>	<b>1,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,002,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436011 1 Project Description: KEYSTONE ROAD FROM E OF EAST LAKE RD TO HILLSBOROUGH COUNTY LINE *NON-SIS*								
District: 07 County: PINELLAS Type of Work: PAVE SHOULDERS Project Length: 2.566								
Extra Description: CONSTRUCT 4' PAVED SHOULDERS ON EA SIDE OF RD W/ SAFETY EDGE								
<b>CONSTRUCTION / MANAGED BY PINELLAS COUNTY</b>								
HSP -SAFETY (HIWAY SAFETY PROGRAM)	0	809,475	0	0	0	0	0	809,475
LF -LOCAL FUNDS	0	788,525	0	0	0	0	0	788,525



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
District: 07 County: PINELLAS Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: 6.692								
Extra Description: #150213, 150214, 150038, 150189								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	2,000	0	0	0	0	0	0	2,000
DSB1 -SKYWAY	300,000	0	0	0	0	0	0	300,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	317,588	0	0	0	0	0	317,588
DSB1 -SKYWAY	0	3,323,578	0	0	0	0	0	3,323,578
<b>Item 436568 1 Totals:</b>	<b>302,000</b>	<b>3,641,166</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,943,166</b>
<b>Project Total:</b>	<b>302,000</b>	<b>3,641,166</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,943,166</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436678 1 Project Description: I-175/I-375/BAYSHORE DR DOWNTOWN ST PETERSBURG *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ITS COMMUNICATION SYSTEM Project Length: .000								
Extra Description: CST ITS EQUIPMENT IN THIS HIGH PRIORITY CORRIDOR								
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
LF -LOCAL FUNDS	0	0	0	1,800,000	0	0	0	1,800,000
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	0	0	1,800,000	0	0	0	1,800,000
<b>Item 436678 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,600,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,600,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436697 1 Project Description: SR 699/GULF BLVD FROM PARK BLVD TO WALSINGHAM ROAD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: DRAINAGE IMPROVEMENTS Project Length: 2.891								
Extra Description: DESIGN TO ADDRESS STANDING WATER ON THE BIKE/PED LANES LANES ON SR 699. D(10/8/14)								
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	1,000	0	0	0	0	0	2,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	633,000	0	0	0	0	0	633,000
<b>Item 436697 1 Totals:</b>	<b>1,000</b>	<b>634,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>635,000</b>
<b>Project Total:</b>	<b>1,000</b>	<b>634,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>635,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 437042 1 Project Description: ALT US 19 (SR 595) AT NEBRASKA AVENUE *NON-SIS*								
District: 07 County: PINELLAS Type of Work: TRAFFIC SIGNALS Project Length: 8.147								
Extra Description: INSTALL TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS								
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	250,000	0	0	0	0	0	250,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	250,000	0	0	0	0	0	250,000
<b>Item 437042 1 Totals:</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>
<b>Project Total:</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 437043 1 Project Description: NE COACHMAN ROAD AND OLD COACHMAN ROAD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: INTERSECTION IMPROVEMENT Project Length: 2.685								
Extra Description: RECONSTRUCTING AND WIDENING THE INTERSECTION								
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	120,000	0	0	0	0	0	120,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	120,000	0	0	0	0	0	120,000
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	424,085	0	0	0	0	424,085
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	424,085	0	0	0	0	424,085
<b>Item 437043 1 Totals:</b>	<b>0</b>	<b>240,000</b>	<b>848,170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,088,170</b>
<b>Project Total:</b>	<b>0</b>	<b>240,000</b>	<b>848,170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,088,170</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 437045 1 Project Description: SR 699 (GULF BLVD) AND CR 150 (107TH AVE) *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ITS COMMUNICATION SYSTEM Project Length: .000								
Extra Description: INSTALL ITS EQUIPMENT/DMS FOR CONGESTION MANAGEMENT								
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	0	0	300,000	0	0	300,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	0	0	300,000	0	0	300,000
<b>Item 437045 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	<b>0</b>	<b>0</b>	<b>600,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Project Total:	0	0	0	0	600,000	0	0	600,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 437046 1 Project Description: PHASE 3 ATMS VARIOUS LOCATIONS *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ATMS - ARTERIAL TRAFFIC MGMT Project Length: .000								
Extra Description: EXPANSION PROJECT FOR ATMS/ITS AT VARIOUS LOCATIONS								
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	200,000	0	0	0	0	0	200,000
LFP -LOCAL FUNDS FOR PARTICIPATING	0	200,000	0	0	0	0	0	200,000
Item 437046 1 Totals:	0	400,000	0	0	0	0	0	400,000
Project Total:	0	400,000	0	0	0	0	0	400,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 437047 1 Project Description: CR 611 (49TH ST N) FROM 46TH AVE N TO SR 60 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ITS COMMUNICATION SYSTEM Project Length: .503								
Extra Description: INSTALLATION OF ATMS/ITS EQUIPMENT								
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	0	133,500	0	0	0	133,500
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	0	133,500	0	0	0	133,500
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	0	0	1,548,300	0	0	1,548,300
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	0	0	1,548,300	0	0	1,548,300
Item 437047 1 Totals:	0	0	0	267,000	3,096,600	0	0	3,363,600
Project Total:	0	0	0	267,000	3,096,600	0	0	3,363,600

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 437138 1 Project Description: CR 694 (PARK BLVD) AT STARKEY RD INTERSECTION IMPROVEMENT *NON-SIS*								
District: 07 County: PINELLAS Type of Work: INTERSECTION IMPROVEMENT Project Length: .000								
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
LF -LOCAL FUNDS	0	5,400,000	0	0	0	0	0	5,400,000

[illegible]

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>TRANSPORTATION PLANNING</b>								
Item Number: 259397 1 Project Description: PINELLAS COUNTY UPWP *NON-SIS*								
District: 07 County: PINELLAS Type of Work: TRANSPORTATION PLANNING Project Length: .000								
Extra Description: TRANSPORTATION PLANNING ACTIVITIES								
<b>PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
PL -METRO PLAN (85% FA; 15% OTHER)	12,961,871	872,164	872,164	872,164	872,164	872,164	0	17,322,691
PLAC -METRO PLAN (AC/REGULAR)	814,758	0	0	0	0	0	0	814,758
<b>Item 259397 1 Totals:</b>	<b>13,776,629</b>	<b>872,164</b>	<b>872,164</b>	<b>872,164</b>	<b>872,164</b>	<b>872,164</b>	<b>0</b>	<b>18,137,449</b>
<b>Project Total:</b>	<b>13,776,629</b>	<b>872,164</b>	<b>872,164</b>	<b>872,164</b>	<b>872,164</b>	<b>872,164</b>	<b>0</b>	<b>18,137,449</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 430015 1 Project Description: PINELLAS COUNTY MPO PLANNING/UPDATES *NON-SIS*								
District: 07 County: PINELLAS Type of Work: PLANNING MODELS/DATA UPDATE Project Length: .000								
<a href="#">PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE</a>								
SU -STP, URBAN AREAS > 200K	1,400,000	350,000	350,000	350,000	350,000	350,000	0	3,150,000
<b>Item 430015 1 Totals:</b>	<b>1,400,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>0</b>	<b>3,150,000</b>
<b>Project Total:</b>	<b>1,400,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>0</b>	<b>3,150,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
MAINTENANCE								
Item Number: 400575 1 Project Description: PINELLAS CO (15) *NON-SIS*								
District: 07 County: PINELLAS Type of Work: ROUTINE MAINTENANCE Project Length: .000								





[illegible]



Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	0	600,000	0	0	0	0	600,000
DPTO -STATE - PTO	0	600,000	0	0	0	0	0	600,000
LF -LOCAL FUNDS	0	150,000	150,000	0	0	0	0	300,000
<b>Item 431791 1 Totals:</b>	<b>0</b>	<b>750,000</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>
<b>Project Total:</b>	<b>0</b>	<b>750,000</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 431793 1 Project Description: CLEARWATER AIRPARK - INSTALL WEATHER REPORTING EQUIPMENT (AWOS) *NON-SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION SAFETY PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	80,000	0	0	0	0	0	80,000
LF -LOCAL FUNDS	0	20,000	0	0	0	0	0	20,000
<b>Item 431793 1 Totals:</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>
<b>Project Total:</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 431794 1 Project Description: CLEARWATER AIRPARK - CONSTRUCT MULTIPLANE HANGAR *NON-SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	0	560,000	0	0	0	0	560,000
LF -LOCAL FUNDS	0	0	140,000	0	0	0	0	140,000
<b>Item 431794 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 431795 1 Project Description: ST PETERSBURG CLEARWATER INTERNATIONAL AIRPORT - AIRCO SITE DEVELOPMNT *SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	0	708,003	0	0	0	0	708,003
LF -LOCAL FUNDS	0	0	708,003	0	0	0	0	708,003
<b>Item 431795 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>1,416,006</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,416,006</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Project Total:	0	0	1,416,006	0	0	0	0	1,416,006

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432978 1 Project Description: ALBERT WHITTED AIRPORT - REPLACEMENT OF T-HANGAR BUILDINGS *NON-SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	1,600,000	0	0	0	1,600,000
LF -LOCAL FUNDS	0	0	0	400,000	0	0	0	400,000
Item 432978 1 Totals:	0	0	0	2,000,000	0	0	0	2,000,000
Project Total:	0	0	0	2,000,000	0	0	0	2,000,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435222 1 Project Description: CLEARWATER AIRPARK - REPLACE HANGAR C *NON-SIS*								





Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
DPTO -STATE - PTO	0	0	0	0	75,000	0	0	75,000
FAA -FEDERAL AVIATION ADMIN	0	0	0	0	1,350,000	0	0	1,350,000
LF -LOCAL FUNDS	0	0	0	0	75,000	0	0	75,000
<b>Item 435229 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435230 1 Project Description: ST PETERSBURG CLEARWATER INTERNATIONAL AIRPORT - EMERGENCY GENERATOR *SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION SAFETY PROJECT Project Length: .000								
Extra Description: EMERGENCY GENERATOR INSTALLATION								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	0	75,000	0	0	75,000
FAA -FEDERAL AVIATION ADMIN	0	0	0	0	1,350,000	0	0	1,350,000
LF -LOCAL FUNDS	0	0	0	0	75,000	0	0	75,000
<b>Item 435230 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436794 1 Project Description: ST PETE-CLEARWATER INT'L AIRPORT - APRON EXPANSION SEPARATION *SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
Extra Description: FREIGHT AND PASSENGER								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
GMR -GROWTH MANAGEMENT FOR SIS	0	0	0	0	0	4,500,000	0	4,500,000
<b>Item 436794 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>	<b>0</b>	<b>4,500,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>	<b>0</b>	<b>4,500,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436796 1 Project Description: ALBERT WHITTED - DESIGN OF RUNWAY 18/36 AND STUB CONNECTORS *NON-SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	0	0	20,000	0	20,000
FAA -FEDERAL AVIATION ADMIN	0	0	0	0	0	225,000	0	225,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
LF -LOCAL FUNDS	0	0	0	0	0	5,000	0	5,000
<b>Item 436796 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>250,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>250,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436797 1 Project Description: ALBERT WHITTED - DESIGN OF PAPI AND REILS FOR RUNWAY 18/36 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	0	0	1,600	0	1,600
FAA -FEDERAL AVIATION ADMIN	0	0	0	0	0	18,000	0	18,000
LF -LOCAL FUNDS	0	0	0	0	0	400	0	400
<b>Item 436797 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>20,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>20,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436799 1 Project Description: ST PETE-CLEARWATER AIRPORT - RELOCATE AIRFIELD ELECTRIC VAULT *SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	0	0	125,000	0	125,000
LF -LOCAL FUNDS	0	0	0	0	0	125,000	0	125,000
<b>Item 436799 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>250,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>250,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436800 1 Project Description: ST PETE-CLEARWATER INT'L AIPORT - CLOSE RUNWAY 9/27 CONVERT TO TAXIWAY *SIS*								
District: 07 County: PINELLAS Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	0	0	75,000	0	75,000
FAA -FEDERAL AVIATION ADMIN	0	0	0	0	0	3,390,000	0	3,390,000
LF -LOCAL FUNDS	0	0	0	0	0	750,000	0	750,000
<b>Item 436800 1 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,215,000</b>	<b>0</b>	<b>4,215,000</b>
<b>Project Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,215,000</b>	<b>0</b>	<b>4,215,000</b>

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
FLP: TRANSIT								
Item Number: 402513 1 Project Description: PSTA PUBLIC TRANSIT BLOCK GRANT PROGRAM *NON-SIS*								
District: 07 County: PINELLAS Type of Work: OPERATING FOR FIXED ROUTE Project Length: .000								
Extra Description: OPERATIONAL ASSISTANCE								
OPERATIONS / MANAGED BY PINELLAS COUNTY								
DDR -DISTRICT DEDICATED REVENUE	16,193,815	3,356,085	4,047,291	4,249,877	2,214,492	4,650,433	0	34,711,993
DPTO -STATE - PTO	13,279,585	825,229	132,104	37,563	2,214,492	0	0	16,488,973
DS -STATE PRIMARY HIGHWAYS & PTO	22,024,260	0	0	0	0	0	0	22,024,260
LF -LOCAL FUNDS	45,943,606	4,181,314	4,179,395	4,287,440	4,428,984	4,650,433	0	67,671,172
Item 402513 1 Totals:	97,441,266	8,362,628	8,358,790	8,574,880	8,857,968	9,300,866	0	140,896,398
Project Total:	97,441,266	8,362,628	8,358,790	8,574,880	8,857,968	9,300,866	0	140,896,398

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 402520 1 Project Description: PSTA FTA-SECTION 5307 *NON-SIS*								
District: 07 County: PINELLAS Type of Work: CAPITAL FOR FIXED ROUTE Project Length: .000								







Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
-TOTAL OUTSIDE YEARS	334,509	0	0	0	0	0	0	334,509
<a href="#">CONSTRUCTION / MANAGED BY FDOT</a>								
-TOTAL OUTSIDE YEARS	100	0	0	0	0	0	0	100
<b>Item 415738 2 Totals:</b>	<b>334,609</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>334,609</b>
Item Number: 415738 3 Project Description: OLDSMAR TRAIL 2 OF 5 FROM TAMPA RD TO R E OLDS PARK *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: .000								
<a href="#">CONSTRUCTION / MANAGED BY CITY OF OLDSMAR</a>								
-TOTAL OUTSIDE YEARS	519,668	0	0	0	0	0	0	519,668
<b>Item 415738 3 Totals:</b>	<b>519,668</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>519,668</b>
Item Number: 415738 4 Project Description: OLDSMAR TRAIL 3 OF 5 FROM R E OLDS PARK TO CYPRESS FOREST PK *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: .000								
<a href="#">CONSTRUCTION / MANAGED BY CITY OF OLDSMAR</a>								
-TOTAL OUTSIDE YEARS	557,398	0	0	0	0	0	0	557,398
<a href="#">CONSTRUCTION / MANAGED BY FDOT</a>								
-TOTAL OUTSIDE YEARS	650	0	0	0	0	0	0	650
<b>Item 415738 4 Totals:</b>	<b>558,048</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>558,048</b>
Item Number: 415738 5 Project Description: OLDSMAR TRAIL 4 OF 5 FM NORTHSIDE R E OLDS PK TO HARBOR PALMS NATURE P *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: .000								
<a href="#">CONSTRUCTION / MANAGED BY CITY OF OLDSMAR</a>								
-TOTAL OUTSIDE YEARS	1,005,107	0	0	0	0	0	0	1,005,107
<b>Item 415738 5 Totals:</b>	<b>1,005,107</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,005,107</b>
Item Number: 415738 6 Project Description: OLDSMAR TRAIL 5 OF 5 FROM SHEFFIELD PARK TO CURLEW RD *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: .000								
<a href="#">CONSTRUCTION / MANAGED BY CITY OF OLDSMAR</a>								
-TOTAL OUTSIDE YEARS	631,077	0	0	0	0	0	0	631,077
<a href="#">CONSTRUCTION / MANAGED BY FDOT</a>								
-TOTAL OUTSIDE YEARS	1,168	0	0	0	0	0	0	1,168
<b>Item 415738 6 Totals:</b>	<b>632,245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>632,245</b>
Item Number: 415738 7 Project Description: OLDSMAR TRAIL PHASE 6 EXT- DOUGLAS FM HAYES/BAYSHORE TO RACE TRACK *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: .000								

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
PRELIMINARY ENGINEERING / MANAGED BY CITY OF OLDSMAR								
TALU -TRANSPORTATION ALTS- >200K	0	0	41,000	0	0	0	0	41,000
CONSTRUCTION / MANAGED BY CITY OF OLDSMAR								
TALU -TRANSPORTATION ALTS- >200K	0	0	0	0	1,017,100	0	0	1,017,100
Item 415738 7 Totals:	0	0	41,000	0	1,017,100	0	0	1,058,100
Project Total:	3,049,677	0	41,000	0	1,017,100	0	0	4,107,777

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 424532 3 Project Description: CITY OF ST PETE PINELLAS TRL TRAFFIC CTL AT 58TH ST S & 49TH ST S *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: .000								
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
-TOTAL OUTSIDE YEARS	30,537	0	0	0	0	0	0	30,537
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
-TOTAL OUTSIDE YEARS	157,093	0	0	0	0	0	0	157,093
Item 424532 3 Totals:	187,630	0	0	0	0	0	0	187,630
Project Total:	187,630	0	0	0	0	0	0	187,630

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432580 1 Project Description: DRUID TRAIL PH IV FROM S BETTY LN TO PROGRESS ENERGY TRAIL *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BIKE PATH/TRAIL Project Length: 2.807								
Extra Description: CONSTRUCT AN 8'ASPHALT SHARED USE TRAIL								
CONSTRUCTION / MANAGED BY CLEARWATER, CITY OF								
TALU -TRANSPORTATION ALTS- >200K	0	0	2,013,200	0	0	0	0	2,013,200
Item 432580 1 Totals:	0	0	2,013,200	0	0	0	0	2,013,200
Project Total:	0	0	2,013,200	0	0	0	0	2,013,200
District 07 Totals:	896,816,344	203,543,451	431,432,829	68,240,395	543,433,866	269,633,541	213,385,396	2,626,485,822
Grand Total	896,816,344	203,543,451	431,432,829	68,240,395	543,433,866	269,633,541	213,385,396	2,626,485,822



The top half of the page features a teal background with several thin, dark diagonal lines crossing it. Below this is a solid blue horizontal band.

# APPENDIX E

Cost Feasible Plan Roadway  
and Transit Projects

Appendix E - Table 1  
Pinellas MPO 2040 L RTP  
Pinellas County Roads Phasing/Balancing

STATE Total Revenues YO E	2020-2025	2026-2030	2031-2040	Total
SIS	\$80,929,470	\$107,262,000	\$202,400,000	\$390,591,470
spent	\$80,929,470	\$107,262,000	\$202,400,000	\$390,591,470
remaining	\$0	\$0	\$0	\$0

OA	\$188,350,000	\$145,500,000	\$318,300,000	\$652,150,000
spent	\$146,047,222	\$125,942,594	\$379,752,636	\$651,742,452
remaining	\$42,302,778	\$19,557,406	-\$61,452,636	\$407,548

The OA revenue is overcommitted during the last time period (2031-2040) by nearly 20%. However, since the earlier time periods of the plan include positive balances opportunities exist to advance projects during programming through the Transportation Improvement Program. Adjustments made during the programming of projects would be evaluated to determine the need for a future L RTP amendment to ensure consistency between the TIP and L RTP.

TMA	\$74,016,962	\$61,683,920	\$123,405,270	\$259,106,152
spent	\$32,325,063	\$57,750,000	\$134,051,294	\$224,126,356
remaining	\$41,691,899	\$3,933,920	-\$10,646,024	\$34,979,796

TRIP	\$2,444,547	\$2,287,845	\$4,575,690	\$9,308,082
spent	\$0	\$0	\$0	\$0
remaining	\$2,444,547	\$2,287,845	\$4,575,690	\$9,308,082

COUNTY Total Revenues YO E	2020-2025	2026-2030	2031-2040	Total
County Revenues	\$65,690,531	\$64,380,215	\$161,155,941	\$291,226,687
spent	\$49,181,728	\$59,092,917	\$167,536,363	\$275,811,008
remaining	\$16,508,803	\$5,287,299	-\$6,380,422	\$15,415,680

Municipal Revenues	\$0	\$0	\$19,213,705	\$19,213,705
spent	\$0	\$0	\$19,213,705	\$19,213,705
remaining	\$0	\$0	\$0	\$0

ALL Revenues YO E*	2020-2025	2026-2030	2031-2040	Total
Revenues	\$408,986,963	\$378,826,135	\$824,474,916	\$1,612,288,014
spent	\$308,483,483	\$350,047,510	\$902,953,998	\$1,561,484,991
remaining	\$100,503,480	\$28,778,625	-\$78,479,082	\$50,803,023

\* Excludes TRIP revenues

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS	Underway	None
OA	Other Arterial	Committed	1.00
TMA	Transportation Management Area	2020	1.17
TRIP	TRIP	2021-2025	1.31
County	County General	2026-2030	1.54
Municipal	County Mobility Fees	2031-2040	1.97
		Unfunded	

Project Number	On Street	From	To	Existing Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YO E)	ROW cost (PDC)	Source	Timing	ROW Cost (YO E)	Construction cost (PDC)	Source	Timing	CST Cost (YO E)	Total Cost (YO E)
State Roadways																		
1	43rd St. N. Extension	118th Avenue N.	40th St.	N/A	4D				\$0				\$0			Underway	\$0	\$0
2	Burbank Road	Douglas Road	Tampa Rd	N/A	2U				\$0				\$0	\$1,505,000	Municipal	Committed	\$0	\$0
3	Douglas Road	Commerce Boulevard	Racetrack Rd.	2U	2D				\$0				\$0	\$3,300,000	Municipal	Committed	\$0	\$0
4	Forest Lakes Boulevard	Pine Avenue	Racetrack Rd.	2D	4D	\$1,035,000	Municipal	Committed	\$0				\$0	\$5,500,000	Municipal	Committed	\$0	\$0
5	Haines Road	60th Avenue N	54th Ave N	2U	2E	\$450,000	Municipal	Committed	\$0	\$200,000	Municipal	Committed	\$0	\$2,500,000	Municipal	Committed	\$0	\$0
6	I-275 Replacement of Northbound Howard Frankland Bridge	SR 687 (4th Street)	N. of Howard Frankland	4F	4F replacement	\$2,155,000	SIS	Committed	\$0				\$0	\$455,737,878	SIS	Committed	\$0	\$0
7	SR 682 Bayway Bridge	E. of SR 699 (Gulf Boulevard)	W. of SR 679	2D	4D				\$0				\$0			Underway	\$0	\$0
	Gateway Express	SR 690 @ US 19 & SR 686 Extension @ CR 611	W of I-275			\$1,715,000	SIS	Committed	\$0				\$0	\$331,713,237	TMA / SIS / County	Committed	\$0	\$0
8	SR 686 (Roosevelt Blvd.)	SR 688 (Ulmerton Road)	28th St. N	4D	6D			Underway	\$0				\$0	Funded with Gateway Express		Committed	\$0	\$0
9	SR 686 (296 Connector)	E. of 40th Street	E of 28th St.	N/A	4P				\$0				\$0	Funded with Gateway Express		Committed	\$0	\$0
10	SR 686 (296 Connector)	E. of 34th Street	W of 28th St.	N/A	4P				\$0				\$0	Funded with Gateway Express		Committed	\$0	\$0
11	SR 686	N. of Ulmerton Road	E of 40th St	N/A	4P	\$51,000	SIS	Committed	\$0	\$6,085,917	SIS	Committed	\$0				\$0	\$0
12 / 34	SR 686	At 49th Street interchange	N/A	N/A	4P / 2 Lane Bridge				\$0	\$44,101	TMA	Committed	\$0	\$42,135,065	SIS	2026-2030	\$64,888,000	\$64,888,000
13	SR 686	49th St Bridge/Roosevelt Blvd	North of SR 688 (Ulmerton Road)	4D	4P +2O each side	\$47,238	SIS	Committed	\$0	\$14,049,809	SIS	Committed	\$0	\$11,050,918	TMA / OA	Committed	\$0	\$0
14	SR 686	US 19 (SR 55)	SR 686 at 40th Street	6D	4P + 2O/3O each side				\$0				\$0	Funded with Gateway Express		Committed	\$0	\$0
15	SR 694 (Gandy Blvd.)	E. of 4th Street	W of 9th St. (16th Street)	4D	4P + 2Aux				\$0				\$0			Underway	\$0	\$0
16	Starkey Road	84th Lane North	Flamevine Avenue	4D	6D	\$550,000	County	Committed	\$0				\$0	\$5,000,000	County	Committed	\$0	\$0
17	Ulmerton Road	Lk Seminole Bypass	Wild Acres Boulevard	4D	6D				\$0				\$0			Underway	\$0	\$0
18	Ulmerton Road	E. of 49th Street	W of 38th Street	4D	6D				\$0				\$0	\$15,067,846	OA	Committed	\$0	\$0
19	Ulmerton Road	W. of 38th Street	W. of I-275	4D/6D	6D				\$0				\$0			Underway	\$0	\$0
20	US 19 (SR 55)	Sunset Point Rd.	Countryside Boulevard	6D	6P				\$0				\$0			Underway	\$0	\$0
21	US 19 (SR 55)	SR 60/Gulf to Bay Boulevard	Whitney Road	6D	6P				\$0				\$0				\$0	\$0
22	US 19 (SR 55)	N. of SR 580 (Main Street)	Northside Drive	6D	6P	\$5,313,100	SIS	Committed	\$0				\$0	\$55,487,347	SIS	Committed	\$0	\$0
23	Park St.	Tyrone Blvd.	54th Ave. N.	4D	4D + E	\$725,000	County	Committed	\$0				\$0	\$5,000,000	County	Committed	\$0	\$0
24	Starkey Road	Bryan Dairy Road	@Intersection	-	-				\$0				\$0			Underway	\$0	\$0
25	SR 694 (Gandy Blvd)	US 19 (SR 55)	E of I-275 (SR 93)	6D	6D + 2E	\$323,288	SIS	Underway	\$0	\$12,889,589	SIS	Committed	\$0	\$22,000,000	OA	2020	\$25,740,000	\$25,740,000
26	US 19 (SR 55) (Curlew Rd Interchange)	Northside Dr.	N of CR 95	6D + 2 Aux	6P	\$8,000,000	SIS	Committed	\$0				\$0	\$58,470,971	SIS	Committed	\$0	\$0
									\$0				\$0	\$191,053	SIS	2020	\$223,532	\$223,532
27	SR 686 (Roosevelt Boulevard) Stage 3 of 6	W. of I-275 Interchange	SR 686 (Roosevelt Blvd.) W. of 9th Street	NA	4P	5000000	SIS	Committed	\$0	\$182,456	SIS	Committed	\$0	\$91,837,574	OA	2021-2025	\$120,307,222	\$120,307,222
									\$0				\$0	\$18,810,106	TMA	2020	\$22,007,824	\$22,007,824
28	US 19 (SR 55)	North of CR 95	N. of Nebraska Ave. (Tampa & Nebraska Interchange)	6D + 2 Aux	6P	\$5,985,000	SIS	Committed	\$0				\$0	\$102,741,117	SIS	2031-2040	\$202,400,000	\$202,400,000
									\$0				\$0	\$81,780,905	OA	2026-2030	\$125,942,594	\$125,942,594
29	US 19 (SR 55)	N of Nebraska Ave	S of Timberlane Rd (Alderman Interchange)	6D + 2 Aux	6P	\$7,284,000	SIS	Committed	\$0				\$0	\$10,065,342	TMA	2031-2040	\$19,828,724	\$19,828,724
									\$0				\$0	\$47,018,836	OA	2031-2040	\$92,627,106	\$92,627,106
30	US 19 (SR 55)	S of Timberlane Rd	S of Lake Street (Klosterman Interchange)	6D + 2 Aux	6P	\$10,221,429	SIS	2026-2030	\$15,741,000				\$0	\$57,981,000	TMA	2031-2040	\$114,222,570	\$129,963,570
									\$0				\$0	\$47,439,000	OA	2031-2040	\$93,454,830	\$93,454,830
31	I-275 Express Lanes	118th St	4th St/W end of Howard Frankland Bridge	6/8F	6/8F + 2 Aux				\$0				\$0	\$68,979,434	SIS	2020	\$80,705,938	\$80,705,938
32	US 19 (SR 55)	S of Lake Street	Pinellas Trail (Tarpon Interchange)	6D + 2 Aux	6P	\$8,208,442	SIS	2026-2030	\$12,641,000				\$0	\$85,810,000	OA	2031-2040	\$169,045,700	\$181,686,700
33	SR 694 (Gandy Blvd)	E end of 4th St North	West end of Gandy Bridge (Brighton Bay Interchange)	4D	4P			Committed	\$0				\$0	\$37,500,000	TMA	2026-2030	\$57,750,000	\$57,750,000
									\$0				\$0	\$12,500,000	OA	2031-2040	\$24,625,000	\$24,625,000
35	I-275 Study	54th Ave S	N of 4th St N		Study	\$9,085,714	SIS	2026-2030	\$13,992,000				\$0				\$0	\$13,992,000
N/A	US 19 (SR 55)	Pinellas Trail	Pasco County Line	6D + 2 Aux	6P	\$7,875,755	TMA	2021-2025	\$10,317,239	\$29,460,000		Unfunded	\$0	\$52,660,000		Unfunded	\$0	\$10,317,239
N/A	Howard Frankland Bridge	4th St	Pinellas County Line		2Aux + Transit Options			Committed	\$0				\$0	\$567,875,878		Unfunded	\$0	\$0

Appendix E - Table 1  
Pinellas MPO 2040 L RTP  
Pinellas County Roads Phasing/Balancing

STATE Total Revenues YO E	2020-2025	2026-2030	2031-2040	Total
SIS	\$80,929,470	\$107,262,000	\$202,400,000	\$390,591,470
spent	\$80,929,470	\$107,262,000	\$202,400,000	\$390,591,470
remaining	\$0	\$0	\$0	\$0

OA	\$188,350,000	\$145,500,000	\$318,300,000	\$652,150,000
spent	\$146,047,222	\$125,942,594	\$379,752,636	\$651,742,452
remaining	\$42,302,778	\$19,557,406	-\$61,452,636	\$407,548

The OA revenue is overcommitted during the last time period (2031-2040) by nearly 20%. However, since the earlier time periods of the plan include positive balances opportunities exist to advance projects during programming through the Transportation Improvement Program. Adjustments made during the programming of projects would be evaluated to determine the need for a future L RTP amendment to ensure consistency between the TIP and L RTP.

TMA	\$74,016,962	\$61,683,920	\$123,405,270	\$259,106,152
spent	\$32,325,063	\$57,750,000	\$134,051,294	\$224,126,356
remaining	\$41,691,899	\$3,933,920	-\$10,646,024	\$34,979,796

TRIP	\$2,444,547	\$2,287,845	\$4,575,690	\$9,308,082
spent	\$0	\$0	\$0	\$0
remaining	\$2,444,547	\$2,287,845	\$4,575,690	\$9,308,082

COUNTY Total Revenues YO E	2020-2025	2026-2030	2031-2040	Total
County Revenues	\$65,690,531	\$64,380,215	\$161,155,941	\$291,226,687
spent	\$49,181,728	\$59,092,917	\$167,536,363	\$275,811,008
remaining	\$16,508,803	\$5,287,299	-\$6,380,422	\$15,415,680

Municipal Revenues	\$0	\$0	\$19,213,705	\$19,213,705
spent	\$0	\$0	\$19,213,705	\$19,213,705
remaining	\$0	\$0	\$0	\$0

ALL Revenues YO E*	2020-2025	2026-2030	2031-2040	Total
Revenues	\$408,986,963	\$378,826,135	\$824,474,916	\$1,612,288,014
spent	\$308,483,483	\$350,047,510	\$902,953,998	\$1,561,484,991
remaining	\$100,503,480	\$28,778,625	-\$78,479,082	\$50,803,023

\* Excludes TRIP revenues

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS	Underway	None
OA	Other Arterial	Committed	1.00
TMA	Transportation Management Area	2020	1.17
TRIP	TRIP	2021-2025	1.31
County	County General	2026-2030	1.54
Municipal	County Mobility Fees	2031-2040	1.97
		Unfunded	

Project Number	On Street	From	To	Existing Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YO E)	ROW cost (PDC)	Source	Timing	ROW Cost (YO E)	Construction cost (PDC)	Source	Timing	CST Cost (YO E)	Total Cost (YO E)
N/A	I-275 Ramp	NB 275	Westbound Ulmerton		2F			Committed	\$0	\$53,590,996		Unfunded	\$0	\$53,590,996		Unfunded	\$0	\$0
N/A	I-275	At 31st St Interchange			Modify Interchange	\$17,811,000		Unfunded	\$0				\$0				\$0	\$0
N/A	Tyrone Boulevard Overpass	Removal/ Trail Overpass Construction			4D at Grade + Trail Overpass	\$18,934,080		Unfunded	\$0				\$0				\$0	\$0
	Candidate Corridors for Management/Operations								\$0				\$0				\$0	\$0
	US 19	118th Ave. N.	70th Ave. N.	6D	Interchange/ Corridor Study				\$0				\$0	TBD			\$0	\$0
	SR 590/NE Coachman Rd	McMullen-Booth Rd	Drew St	2U	2E				\$0				\$0	\$9,298,234			\$0	\$0
	Alt US 19	Bay Pines Blvd.	Pasco County Line	Varies	Corridor Study				\$0				\$0	TBD			\$0	\$0
	Other Corridors for Management/Operations								\$0				\$0				\$0	\$0
	US 19 (SR 55)								\$0				\$0	TBD			\$0	\$0
	Alt US 19								\$0				\$0	TBD			\$0	\$0
	East Bay Drive								\$0				\$0	TBD			\$0	\$0
	54th Ave S								\$0				\$0	TBD			\$0	\$0
	22nd Ave N								\$0				\$0	TBD			\$0	\$0
	East Lake Rd/McMullen Booth Rd								\$0				\$0	TBD			\$0	\$0
	Park Blvd								\$0				\$0	TBD			\$0	\$0
									\$0				\$0				\$0	\$0
	Bridges								\$0				\$0				\$0	\$0
	Gandy Bridge								\$0				\$0	\$19,080,000			\$0	\$0
	SR 679 Bayway Bridge								\$0				\$0	TBD			\$0	\$0
	Dunedin Causeway Bridge								\$0				\$0	\$101,000,000			\$0	\$0
	San Martin Bridge								\$0				\$0	\$9,900,000			\$0	\$0
	Beckett Bridge								\$0				\$0	\$26,700,000			\$0	\$0
									\$0				\$0				\$0	\$0

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Pinellas MPO 2040 L RTP  
Pinellas County Roads Phasing/Balancing

STATE Total Revenues YOE	2020-2025	2026-2030	2031-2040	Total
SIS	\$80,929,470	\$107,262,000	\$202,400,000	\$390,591,470
spent	\$80,929,470	\$107,262,000	\$202,400,000	\$390,591,470
remaining	\$0	\$0	\$0	\$0

OA	\$188,350,000	\$145,500,000	\$318,300,000	\$652,150,000
spent	\$146,047,222	\$125,942,594	\$379,752,636	\$651,742,452
remaining	\$42,302,778	\$19,557,406	-\$61,452,636	\$407,548

The OA revenue is overcommitted during the last time period (2031-2040) by nearly 20%. However, since the earlier time periods of the plan include positive balances opportunities exist to advance projects during programming through the Transportation Improvement Program. Adjustments made during the programming of projects would be evaluated to determine the need for a future L RTP amendment to ensure consistency between the TIP and L RTP.

TMA	\$74,016,962	\$61,683,920	\$123,405,270	\$259,106,152
spent	\$32,325,063	\$57,750,000	\$134,051,294	\$224,126,356
remaining	\$41,691,899	\$3,933,920	-\$10,646,024	\$34,979,796

TRIP	\$2,444,547	\$2,287,845	\$4,575,690	\$9,308,082
spent	\$0	\$0	\$0	\$0
remaining	\$2,444,547	\$2,287,845	\$4,575,690	\$9,308,082

COUNTY Total Revenues YOE	2020-2025	2026-2030	2031-2040	Total
County Revenues	\$65,690,531	\$64,380,215	\$161,155,941	\$291,226,687
spent	\$49,181,728	\$59,092,917	\$167,536,363	\$275,811,008
remaining	\$16,508,803	\$5,287,299	-\$6,380,422	\$15,415,680

Municipal Revenues	\$0	\$0	\$19,213,705	\$19,213,705
spent	\$0	\$0	\$19,213,705	\$19,213,705
remaining	\$0	\$0	\$0	\$0

ALL Revenues YOE*	2020-2025	2026-2030	2031-2040	Total
Revenues	\$408,986,963	\$378,826,135	\$824,474,916	\$1,612,288,014
spent	\$308,483,483	\$350,047,510	\$902,953,998	\$1,561,484,991
remaining	\$100,503,480	\$28,778,625	-\$78,479,082	\$50,803,023

\* Excludes TRIP revenues

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS	Underway	None
OA	Other Arterial	Committed	1.00
TMA	Transportation Management Area	2020	1.17
TRIP	TRIP	2021-2025	1.31
County	County General	2026-2030	1.54
Municipal	County Mobility Fees	2031-2040	1.97
		Unfunded	

Project Number	On Street	From	To	Existing Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	Construction cost (PDC)	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
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County Roads

Project Number	On Street	From	To	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing		ROW cost (PDC)	Source	Timing		CST (PDC)	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
36	Starkey Rd.	Flamevine Ave.	Bryan Dairy Rd.	4D	6D	\$1,632,063	County	2021-2025	\$2,138,002				\$0	\$10,880,419	County	2021-2025	\$14,253,349	\$16,391,352
37	Starkey Rd.	Ulmerton Rd.	Bryan Dairy Rd.	4D	4D + E	\$1,078,281	County	2021-2025	\$1,412,548				\$0	\$7,188,541	County	2021-2025	\$9,416,988	\$10,829,537
38	62nd Ave. N.	US 19	49th St.	2U	4D	\$2,011,680	County	2021-2025	\$2,635,301	\$1,341,120	County	2021-2025	\$1,756,867	\$13,411,200	County	2021-2025	\$17,568,672	\$21,960,840
39	Starkey Rd.	East Bay Dr.	Ulmerton Rd.	4D	5D/6D	\$1,574,160	County	2026-2030	\$2,424,206	\$2,000,000	County	2026-2030	\$3,080,000	\$10,494,400	County	2026-2030	\$16,161,376	\$21,665,582
40	Starkey Rd.	54th Ave. N.	84th Ave. N.	4D	6D	\$1,166,030	County	2026-2030	\$1,795,685				\$0	\$7,773,530	County	2026-2030	\$11,971,237	\$13,766,922
41	Haines Rd.	51st Ave.	I-275	2U	2U +E				\$0	\$500,000	County	2026-2030	\$770,000	\$4,758,000	County	2026-2030	\$7,327,320	\$8,097,320
42	Belcher Rd.	38th Ave. N.	54th Ave. N.	2U	2D	\$1,252,944	County	2026-2030	\$1,929,534	\$500,000	County	2026-2030	\$770,000	\$8,352,960	County	2026-2030	\$12,863,558	\$15,563,092
43	Belcher Rd.	NE Coachman	Druid Rd.	4U	4U + E	\$1,200,000	County	2031-2040	\$2,364,000	\$8,000,000	County	2031-2040	\$15,760,000	\$8,000,000	County	2031-2040	\$15,760,000	\$33,884,000
44	Haines Rd.	60th Way	US 19	2U	2U + E				\$0	\$250,000	County	2031-2040	\$492,500	\$2,388,818	County	2031-2040	\$4,705,972	\$5,198,472
45	Forest Lakes Blvd.	SR 580	SR 584	2D	4D				\$0	\$600,000	County	2031-2040	\$1,182,000	\$3,194,146	County	2031-2040	\$6,292,467	\$7,474,467
46	Sunset Point Rd.	Alt US 19	Keene Rd.	2U	2U + E				\$0	\$1,702,891	County	2031-2040	\$3,354,695	\$6,745,217	County	2031-2040	\$13,288,077	\$16,642,772
47	102nd Ave. N.	125th St.	113th St.	2U	2U + E	\$730,450	County	2031-2040	\$1,438,987	\$1,217,417	County	2031-2040	\$2,398,311	\$4,869,667	County	2031-2040	\$9,593,244	\$13,430,542
48	22nd Ave. S.	58th St.	34th St.	2U	2U + E	\$2,055,975	County	2031-2040	\$4,050,271	\$6,853,251	County	2031-2040	\$13,500,904	\$13,706,502	County	2031-2040	\$27,001,809	\$44,552,985
49	Highland Ave	East Bay Dr.	Belleair Rd.	2U	2U + E	\$1,341,581	County	2031-2040	\$2,642,915	\$1,000,000	County	2031-2040	\$1,970,000	\$8,943,875	County	2031-2040	\$17,619,434	\$22,232,349
50	102nd Ave. N.	137th St. N.	125th St. N.	2U	2U + E	\$735,533	County	2031-2040	\$1,449,000	\$1,225,888	County	2031-2040	\$2,414,999	\$4,903,552	County	2031-2040	\$9,659,997	\$13,523,996
N/A	Indian Rocks Rd.	Walsingham Rd.	West Bay Dr.	2U	2U + E	\$2,453,855		Unfunded	\$0	\$8,179,517		Unfunded	\$0	\$16,359,033		Unfunded	\$0	\$0
N/A	28th St.	38th Ave. N.	54th Ave. N.	2U	2U + E	\$878,573		Unfunded	\$0	\$2,000,000		Unfunded	\$0	\$5,857,155		Unfunded	\$0	\$0
N/A	126th Ave. N.	34th St.	US 19	N/A-2U	2D/4D	\$2,503,582		Unfunded	\$0	\$16,690,549		Unfunded	\$0	\$16,690,549		Unfunded	\$0	\$0
51	Belleair Rd.	US 19	Keene Rd.	2U	2U + E	\$489,007	County	2031-2040	\$963,344	\$1,630,023	County	2031-2040	\$3,211,146	\$3,260,046	County	2031-2040	\$6,422,291	\$10,596,781
N/A	16th Ave. SE	Lake Ave.	Starkey Rd.	N/A	2E	\$253,293		Unfunded	\$0	\$1,688,617		Unfunded	\$0	\$1,688,617		Unfunded	\$0	\$0
N/A	46th Ave. N.	37th St.	49th St.	2U	2U +E	\$878,573		Unfunded	\$0	\$2,928,578		Unfunded	\$0	\$5,857,155		Unfunded	\$0	\$0
N/A	102nd Ave.	113th St.	Seminole Blvd.	4D	4D + E	\$287,498		Unfunded	\$0	\$500,000		Unfunded	\$0	\$1,916,656		Unfunded	\$0	\$0
N/A	142nd Ave. N.	Belcher Rd.	Starkey Rd.	N/A	2E	\$1,123,219		Unfunded	\$0	\$7,488,124		Unfunded	\$0	\$7,488,124		Unfunded	\$0	\$0
N/A	62nd Ave. N.	49th St.	66th St.	2U	2U + E	\$877,697		Unfunded	\$0	\$2,958,989		Unfunded	\$0	\$5,917,978		Unfunded	\$0	\$0
N/A	16th Ave. SE	Seminole Blvd.	Donegan Rd.	2U	2U + E				\$0	\$1,042,991		Unfunded	\$0	\$2,085,983		Unfunded	\$0	\$0
N/A	28th St.	58th Ave N	62nd Ave. N.	2U	2U + E	\$263,572		Unfunded	\$0	\$878,573		Unfunded	\$0	\$1,757,147		Unfunded	\$0	\$0
N/A	142nd Ave. N.	66th St. N.	Belcher Rd.	2U	2U + E				\$0	\$800,000		Unfunded	\$0	\$3,454,685		Unfunded	\$0	\$0
N/A	Nursery Rd.	Highland Ave	Belcher Rd.	2U	2U + E	\$904,296		Unfunded	\$0	\$3,000,000		Unfunded	\$0	\$6,028,640		Unfunded	\$0	\$0
N/A	16th Ave. SE	Donegan Rd.	Lake Ave.	2U	2U + E				\$0	\$1,351,680		Unfunded	\$0	\$1,351,680		Unfunded	\$0	\$0
N/A	Nursery Rd.	Belcher Rd.	US 19	2U	2U + E	\$488,231		Unfunded	\$0	\$813,718		Unfunded	\$0	\$3,254,872		Unfunded	\$0	\$0
52	Meres Blvd	Alt US 19 (SR 595)	US 19 (SR 55)	NA/2U	2U/2D				\$0				\$0	\$2,956,800	Municipal	2031-2040	\$5,824,896	\$5,824,896
53	Disston Avenue Ext	Woodhill Drive	Meres Blvd	NA	2U				\$0				\$0	\$6,796,350	Municipal	2031-2040	\$13,388,809	\$13,388,809
									\$0				\$0				\$0	\$0
									\$0				\$0				\$0	\$0
									\$0				\$0				\$0	\$0
									\$0				\$0				\$0	\$0
									\$0				\$0				\$0	\$0
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									\$0				\$0				\$0	\$0
									\$0				\$0				\$0	\$0
									\$0				\$0				\$0	\$0
									\$0				\$0				\$0	\$0
									\$0				\$0				\$0	\$0

TMA = Transportation Management Area (federal funds); OA = Other Arterial (state funds); SIS = Strategic Intermodal System (state funds)