

Chapter 8:

Performance Evaluation



Chapter 8: Performance Evaluation

This chapter provides a performance evaluation in the form of quantitative measures as well as project prioritization criteria and information in regards to natural/conservation and historical/cultural resources.

A performance evaluation of the 2035 Long Range Transportation Plan was performed to determine the extent to which major goals and objectives are being obtained. Selected measures of effectiveness (MOEs) are presented and summarized to illustrate the change in performance from existing conditions 2035.

Selected MOE's are summarized in Table 8-1 for the alternatives indicated below. Additional information on the 2035 Cost Affordable Plan can be found in the Technical Support Appendix.

- 2010 Existing Conditions
- 2025 Cost Affordable Plan
- 2035 Cost Affordable Plan
- 2035 Needs Plan

MOEs are included for highway congestion and alternative modes.

HIGHWAY CONGESTION

Two roadway congestion measures are defined and discussed in this section:

- Percent of travel occurring on congested highways
- Average weighted congestion

To measure the percent of travel occurring on congested highways, vehicle miles of travel (VMT) is projected at various levels of traffic congestion. The percent of VMT traveling on roads where the volume exceeds capacity is then projected. The percent of travel occurring on congested roads is projected for:

- All major roads
- Regional Roads
- Intermodal access roads

- Activity center access roads
- Primary truck routes
- Emergency evacuation routes

The average weighted congestion is an estimate of the percent of capacity consumed, with each highway being weighted according to the VMT on that highway. As a result, highways that are traveled more heavily carry a greater weight in the computation of average weighted congestion.

The average weighted congestion is presented in Table 8-1 for the following roadway categories:

- All major roads
- State roads
- County roads
- Other roads
- Regional Roads
- Intermodal access roads
- Activity center access roads
- Primary truck routes
- Emergency evacuation routes

ALTERNATIVE MODES

Alternative modes are assessed in terms of the proportion of the major road network on which transit, bicycle facilities, and sidewalks are available over time. The alternative modes analyzed are:

- Transit
- Bicycle Facilities
- Pedestrian Facilities



Table 8-1: Pasco County Quantitative Measures

Performance Measure	2010 Existing Conditions	2025 Cost Affordable Plan	2035 Cost Affordable Plan	2035 Needs Plan
% OF VMT WITH VOLUME TO CAPACITY* RATIO GREATER THAN 1.0				
All Major Roads	14.54%	40.80 %	43.62 %	29.09 %
Regional Roads	18.64%	46.82 %	50.34 %	35.38 %
Intermodal Access Roads	15.45 %	41.83 %	59.34 %	37.11 %
Activity Center Access Roads	16.39 %	49.62 %	54.32 %	40.87 %
Primary Truck Routes	18.00 %	45.49 %	47.79 %	33.48 %
Hurricane Evacuation Routes	17.39 %	45.80 %	50.89 %	36.98 %
Scenic Corridors	0.00%	0.00%	0.00%	0.00%
AVERAGE WEIGHTED VOLUME-TO-CAPACITY* RATIO				
All Major Roads	0.7230	0.9806	0.9860	0.7776
State Roads	0.7890	1.0923	1.1443	0.8947
County Roads	0.6040	0.8275	0.8057	0.6498
Other Roads	0.5360	0.5830	0.6363	0.6769
Regional Roads	0.7820	1.0404	1.0886	0.8504
Intermodal Access Roads	0.7760	1.0654	1.1600	0.8340
Activity Center Access Roads	0.7720	1.0851	1.1072	0.8917
Primary Truck Routes	0.7760	1.0275	1.0640	0.8345
Hurricane Evacuation Routes	0.7720	1.0422	1.0882	0.8559
Scenic Corridors	.5990	.5990	.5990	.5990
CENTERLINE MILES				
All Major Roads	573.779	679.599	744.634	756.403
State Roads	194.938	202.907	202.907	208.955
County Roads	354.620	451.729	517.260	524.970
Other Roads	24.221	24.963	24.467	22.478
Regional Roads	246.149	266.718	266.718	266.718
Intermodal Access Roads	126.953	126.675	126.675	126.675
Activity Center Access Roads	304.539	307.715	307.219	307.112
Primary Truck Routes	278.320	303.003	303.003	303.003
Hurricane Evacuation Routes	307.018	326.671	326.671	326.671
Scenic Corridors	3.796	3.796	3.796	3.796
ALTERNATIVE MODES				
Transit System				
Miles with Transit Service	127.01	368.05	409.45	479.23
% of Corridor Miles with Transit Service	26.33%	55.48%	56.20%	64.41%
Land area with in 1/4 mile of Transit Service (sq. mi.)	55.19	112.65	134.36	147.32

Performance Measure	2010 Existing Conditions	2025 Cost Affordable Plan	2035 Cost Affordable Plan	2035 Needs Plan
Bicycle Facilities				
Miles with Bicycle Facilities	234.41	319.98	447.16	503.21
% of Corridor Miles with Bicycle Facilities	42.57%	47.08%	60.05%	66.53%
Pedestrian Facilities				
Miles with Sidewalks	138.46	206.52	274.23	312.15
% of Corridor Miles with Sidewalks	25.14%	30.39%	36.83%	41.27%



Table 8-2: Pasco County Qualitative Measures

Performance Measure	Yes/No
Are park-and-ride lots utilized in the intermodal system?	Yes
Does a public airport Master Plan exist?	Yes
Does the prioritization process consider intermodal facilities?	Yes
Are the needs of the traditionally under-served considered in the MPO Transportation Plan and in the Transportation Disadvantaged Service Plan (TDSP)?	Yes
Does the Congestion Management process include the review of operational and management strategies?	Yes
Are alternative forms of transportation considered during the allocation of enhancement funds?	Yes
Does the bicycle and pedestrian prioritization process consider future facilities that serve schools, elderly care facilities, recreational areas, and commercial centers within residential areas?	On an annual basis
Do facility design standards support bicycle and pedestrian facilities?	Yes
Do each of the local agencies have land development regulations and site development plan requirements that consider bicycle and pedestrian amenities?	Yes
Do facility design standards comply with Americans with Disabilities (ADA) Act requirements?	Yes
Does the Transportation Disadvantaged Service Plan (TDSP) consider the coordination of TD services with other modes of transportation?	Yes
Does prioritization process considers bicycles, pedestrians, and transit?	On an annual basis
Are the perceptions of public transportation employees and users, with regard to the security of the system, solicited on a regular basis?	Yes
Are reported crimes against public transportation system users monitored on a regular basis?	Yes
Are future transit routes adequately supported by parking facilities?	Yes
Does the Plan consider operating and maintenance costs during the estimated life of the facility?	Yes
Does MPO Cost Affordable Plan consider life-cycle costs (maintenance) as a component of total cost?	Yes
Was the Pasco County Mobility Management System used to consider TSM, TDM, and ITS type projects to relieve congestion?	On an annual basis
Are funds allocated for TSM, TDM, and ITS type projects?	Yes
Has a Congestion Management System been implemented?	Yes
Do roads crossing the county line have the same number of lanes and same functional classification in adjacent counties?	Yes
Have transportation corridors that provide accessibility to major activity centers been identified in this Plan?	Yes

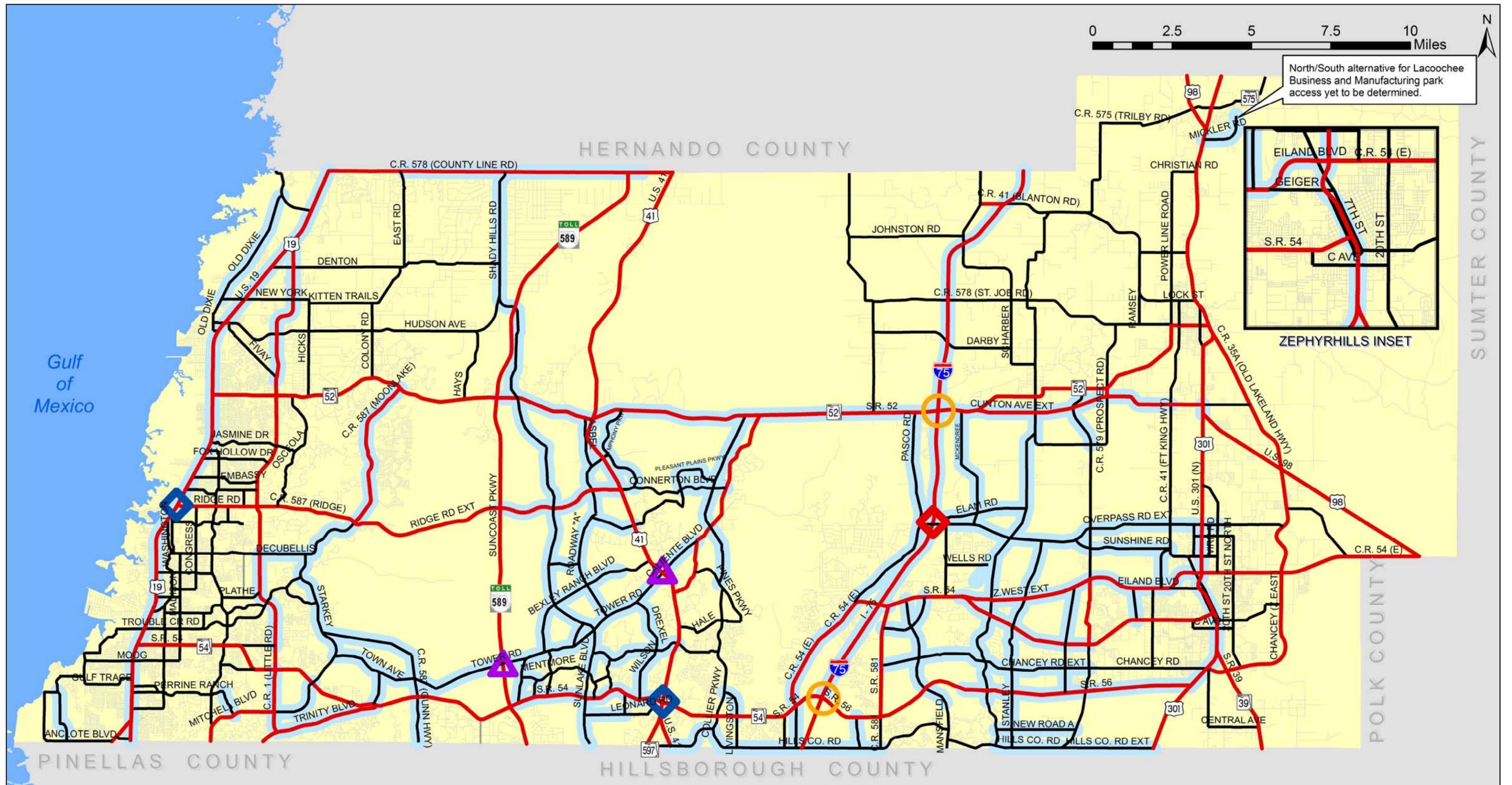
Performance Measure	Yes/No
Does the Plan document emergency evacuation routes?	Yes
Has evaluation been accomplished in the Plan?	Yes
Does the development of the Plan evaluate existing versus new transportation corridors?	Yes
Does the prioritization process consider the effect of new highway facilities?	Yes
Does plan consider safety emphasis areas of the Strategic Safety Plan in the selection of projects?	Yes
Is the plan consistent with the goal of transit operational safety through the identification of hazards or conditions that result in accidents?	???
Does the plan include ITS surveillance on the Strategic Highway Safety Network?	Yes
Does plan include map identifying potential high transit ridership areas?	Yes
Did the Plan review potential Federal, State and local funding sources and options?	Yes
Are available projected revenues greater than or equal to Plan costs by jurisdiction?	Yes
Does plan support land use regulatory functions, including land use plan amendments, zoning and concurrency	Yes
Does the Plan support land use regulatory functions, including land use plan amendments, zoning, and concurrency reviews?	Yes
Do right-of-way needs consider all modes of transportation?	Yes
Does the Plan contain a right-of-way needs map?	To be provided in final report
Is the Plan compatible with the comprehensive plans of the local governments within the Pasco MPO area and the regional plan?	Yes
Does the Plan consider advance right-of-way acquisition or corridor preservation for planned improvements?	Yes (we need to address)
Are Plan demographic projections consistent with future land use plans of county and local government?	Yes
Do Plan goals and objectives consider other local jurisdictions' goals and objectives?	Yes
Are aesthetics and landscaping considered in the design standards?	Yes
Are disruptions minimized for communities, activity centers, redevelopment areas, and infill areas?	Yes
Does the Plan meet EPA requirements?	N/A



Performance Measure	Yes/No
Do implementation costs consider land needed to meet stormwater regulations?	Yes
Does the Plan avoid, minimize, or mitigate disproportionately high and adverse impacts on minority and low-income populations?	Yes
Does the Plan prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations?	Yes
Does the Plan avoid, minimize, or mitigate disproportionately high and adverse impacts on neighborhoods, aesthetic resources, and community facilities?	Yes
Has the Public Involvement Process been adopted?	Yes
Have required activities or supplemental public involvement activities occurred?	Yes
Have goals and objectives been modified to reflect public comment?	Yes
Has MPO followed guidelines in the Public Involvement Process document?	Yes
Have newspaper announcements of public workshops and hearings been advertised according to the MPO Public Involvement Program?	Yes
Have media sources other than newspaper announcements been considered to inform the public?	Yes
Has public input been obtained early in the development and evaluation of transportation system alternatives?	Yes
Has public input been summarized in the Plan document?	Yes
Did the MPO implement an outreach program to involve the traditionally under-served and under-represented?	Yes
Does the Plan contain documentation of the project prioritization process?	Yes
Do estimated costs of the Plan consider ADA design standards and US DOT Regulations entitled "Transportation for Individuals with Disabilities"?	Yes
Has the Public Involvement Process been accessible to all citizens of the county?	Yes
Do the measures of effectiveness used in the system alternatives evaluation process reflect a multimodal evaluation of transportation, socio-economic, environmental, and financial issues?	Yes
Has multi-jurisdictional coordination occurred and been documented as part of the Plan development process?	Yes
Has the Plan been endorsed by TAC, CAC, FDOT, and other appropriate agencies?	Yes
Have the MPO Staff Directors and West Florida Chairs Coordinating Committee been informed and updated as the Plan development progresses?	Yes

Performance Measure	Yes/No
Has the Plan development process considered Clean Air Act (CAA) requirements regarding air quality?	N/A
Does the Plan document contain long range (20 years), intermediate, and short range sections?	Yes
Are available management systems operational for use in development of the Transportation Plan?	Yes
Has the use of management systems been documented in the Plan?	Yes
Have the results of a congestion management system (CMS) for the purposes of identifying and analyzing TDM and TSM strategies been considered and documented in the Plan?	Yes





Map 8-1: Cost Affordable Roadway Improvements on Goods Movement Routes

- Goods Movement Routes
- Other Major Roadways
- New or Improved Roadways
- ◆ New Grade Separated Intersection
- ◆ New Interchange
- ▲ New Overpass
- Interchange Reconstruction



The following section fulfills the Metropolitan Planning Organization’s Program Management Handbook, Long Range Transportation Checklist, US Code Requirement A-1 as stated below:

“Are the 8 planning factors addressed? [23 U.S.C. 134(h)(1)] “

Table 8-3 shows how each criteria used to prioritize projects relates to the 8 planning factors.

PRIORITIZATION CRITERIA

In addition to the assessment of costs and revenues, a quantitative roadway project prioritization process helped guide the transition from the Needs Plan to the Cost Affordable Plan. This process considered the evaluation criteria is provided in Table 8-3.

Also included in the table is how each evaluation criteria complies with the eight SAFETEA-LU planning factors for the LRTP. This criteria was updated from the prior 2025 LRTP to ensure safety and security factors were addressed for SAFETEA-LU compliance. These criteria are indicated with an asterisk

Table 8-5 shows the roadway project scores using the prioritization criteria in Table 8-3. The projects are sorted from highest to lowest score. The prioritization score is one component in the selection of projects for the Cost Affordable Plan.

Table 8-4 provides more detail for each criteria, describing how the criteria was applied to the projects. The projects compete on basis of points. Each criteria was divided into categories used for ranking each project by assigning a certain amount of points. The points from each category are summed and then multiplied by the weight identified in Table 8-3, to arrive at a ranked list of projects.

Table 8-3: Prioritization Criteria

Evaluation Criteria	Weighting	SAFETEA-LU Criteria							
		Economic Vitality	Safety	Security	Mobility/ Access	Protect Environment	Connectivity	Efficient Management	Preservation
Project Status	15%	X	X		X		X	X	
Implementation Complexity	11%					X		X	
Existing Volume to Capacity Ratio	10%	X	X		X		X		
Future Volume to Capacity Ratio	9%	X	X		X		X		
Integration of Transportation System and Future Development	8%	X			X		X	X	X
Socialcultural Effects/Environmental Justice	7%		X		X	X	X	X	
Addresses FDOT’s “Strategic Highway Safety Plan” emphasis area*	7%		X						
Benefit/Cost Analysis	5%	X			X			X	
New Corridor Diversion Factor	5%	X			X		X	X	
Emergency Evacuation Routes	5%		X	X				X	
ITS Surveillance*	5%		X	X				X	
Roadway Significance and Access to Major Activity Centers	4%	X			X		X		
Intermodal Connectivity	3%	X			X		X		
Provides Bicycle, Pedestrian, or Public Transportation Improvement	3%	X	X		X	X	X	X	
Truck Route	3%	X			X		X		
TOTAL	100%								

*Added for SAFETEA-LU safety/security compliance



Table 8-4: Project Selection Criterion

PROJECT STATUS	
Non-Programmed priority in CIP or TIP	0
Project for which the PD&E phase has been programmed in TIP	3
Project for which design/route study phase has been programmed in TIP	6
Project for which right-of-way acquisition, if any, has been programmed in TIP	10
Project for which construction phase has been programmed in TIP	10

INTEGRATION OF TRANSPORTATION SYSTEM AND FUTURE DEVELOPMENT	
Little or no perceived support of future development in general	2
Moderate perceived support of future development in general	5
Significant perceived support of future development/specifically desired	10

IMPLEMENTATION COMPLEXITY	
Significant impact in one or more: environment, neighborhood, economic, ROW	0
Moderate impact in one or more: environment, neighborhood, economic, ROW	5
Little or no environmental, neighborhood, economic impacts, or ROW need	10

SOCIALCULTURAL EFFECTS/ENVIRONMENTAL JUSTICE	
Improvement exceeds 6 lanes in an EJ area	-10
Improvement exceeds 4 lanes in an EJ area	-5
No Impact to an EJ Area	1

EXISTING V/C RATIO	
0.00 to 0.99 Volume to Capacity ratio	1
1.00 to 1.24 Volume to Capacity ratio	3
1.25 to 1.50 Volume to Capacity ratio	6
Volume to Capacity ratio > 1.50	10

Addresses FDOT's Strategic Highway Safety Plan Emphasis Area	
Improvement on Roadway without a high empahsis area crash rate	1
Improvement on Roadway with High Crash Rates for one empahsis areas	5
Improvement on Roadway with High Crash Rates for two or more empahsis areas	10

FUTURE V/C RATIO	
0.00 to 0.99 Volume to Capacity ratio	1
1.00 to 1.24 Volume to Capacity ratio	3
1.25 to 1.50 Volume to Capacity ratio	6
Volume to Capacity ratio > 1.50	10

BENEFIT COST ANALYSIS	
0 to 5 Benefit Cost ratio	1
6 to 10 Benefit Cost ratio	3
11 to 20 Benefit Cost ratio	6
Benefit Cost ratio > 20	10



Table 8-4: Project Selection Criterion

NEW CORRIDOR DIVERSION FACTOR	
Little or no diversion from existing corridors	2
Moderate diversion from existing corridors	5
Significant diversion from existing corridors	10

INTERMODAL CONNECTIVITY	
Not designated as an intermodal access route or transit corridor	0
Designated as an intermodal access route	5
Designated as a transit corridor	7
Designated as both an intermodal access route and a transit corridor	10

EMERGENCY EVACUATION ROUTES	
Not an evacuation route	0
Collector road designated as an evacuation route	4
Arterial road designated as an evacuation route	7
Interstate road designated as a major evacuation route	10

PROVIDES BICYCLE, PEDESTRIAN, OR PUBLIC TRANSPORTATION IMPROVEMENT	
No bicycle or pedestrian improvement	0
Roadway provides either bicycle or pedestrian improvement	5
Roadway provides both bicycle and pedestrian improvement	7
Roadway with Premium Public Transportation and pedestrian improvements	10

ITS SURVEILLANCE	
No ITS Surveillance	0
ITS Surveillance on Non Strategic Highway Network Roadway	5
ITS Surveillance on Strategic Highway Network Roadway	10

TRUCK ROUTES	
Little or no truck traffic	0
High truck traffic on County route	5
High truck traffic on State route	10

ROADWAY SIGNIFICANCE	
No direct connectivity between major centers of development in the County	0
Direct connectivity between major centers of development in the County	7
Direct connectivity between major centers of development in & outside the County	10



Table 8-5: Roadway Project Prioritization

Project Name	Score
1560 (6D-8D): S.R. 54 (I - 75 -to- S.R. 581)	8.25
CIP 2940 (4D-6D): C.R. 1 (LITTLE RD) (TRINITY BLVD -to- S.R. 54)	7.42
CIP 4040 (2U-6D): C.R. 54 (E) (S.R. 56 -to- MAGNOLIA BLVD)	7.33
FPN 418860-7 (6D-8D): U.S. 19 (S.R. 52 -to- HERNANDO CO)	6.79
CIP 4009 (4D-6D): C.R. 54 (E) (MAGNOLIA BLVD -to- PASCO RD)	6.53
CIP 2930 (4D-6D): C.R. 1 (LITTLE RD) (OLD C.R. 54 -to- DUSTY LANE)	6.48
CIP 1910 (4D-6D): LITTLE RD EXT (FIVAY -to- U.S. 19)	6.32
1520 (6D-8D): S.R. 54 (C.R. 77 (ROWAN) -to- C.R. 1 (LITTLE RD))	5.99
CIP 1800 (2U-4D): TRINITY BLVD (C.R. 1 (LITTLE RD) -to- TAMARIND BLVD)	5.97
CIP 6361 (2U-4D): EILAND BLVD (DEAN DAIRY -to- U.S. 301 (GALL BLVD))	5.90
1000 (2U-4D): LAKE PATIENCE (OAKSTEAD BLVD -to- U.S.41)	5.72
CIP 6030 (2U-2U): C.R. 54 (E) (U.S. 301 (GALL BLVD) -to- 23RD ST)	5.70
0320 (2U-4D): C.R. 52A (CLINTON AVE) (PASADENA RD -to- C.R. 41 (FT KING HWY))	5.67
CIP 6010 (2U/00-4D): C.R. 52A (CLINTON AVE) (C.R.579- PROSPECT RD -to- C.R. 579 (PROSPECT RD))	5.67
1500 (6D-8D): S.R. 54 (U.S. 19 -to- MADISON)	5.66
CIP 3942 (2U-4D): C.R. 587 (GUNN HWY) (HILLSBOROUGH CO -to- INTERLAKEN RD)	5.63
1530 (6D-8D): S.R. 54 (C.R. 1 (LITTLE RD) -to- N. SUNCOAST PKWY)	5.61
0280 (4D-6D): C.R. 1 (LITTLE RD) (DUSTY LANE -to- C.R. 587 (MASS))	5.61
1580 (2U-4D): S.R. 54 (ZHILLS BYPASS WEST EXT -to- C.R. 579 (MORRIS BRIDGE))	5.56
1930 (4D-6D): U.S. 301 (GALL BLVD) (6TH ST -to- C.R. 530 EXT KOSSIK RD)	5.49
CIP 4070 (00/2U-4D): CHANCEY RD EXT (STANLEY -to- C.R.579 - MORRIS BRIDGE RD)	5.36
CIP 3350.5 (2U-4D): SUNLAKE BLVD (HILLSBOROUGH CO -to- S.R. 54)	5.35
1460 (2U-6D): S.R. 52 (SUNCOAST PKWY RAMP (W) -to- U.S. 41)	5.30
CIP 6360 (2U-4D): EILAND BLVD (CLIFTON DOWN DR -to- DEAN DAIRY)	5.29
CIP 4004 (2U-4D): PASCO RD (S.R. 54 -to- QUAIL HOLLOW BLVD)	5.23
CIP 5166 (2U-2U): FRAZEE HILL (14TH ST -to- U.S. 301)	5.23
CIP 2095 (2U-4D): DECUBELLIS (C.R. 1 (LITTLE RD) -to- STARKEY)	5.17
1510 (6D-8D): S.R. 54 (MADISON -to- C.R. 77 (ROWAN))	5.08
0640 (2U-6D): COLLIER PKWY (LIVINGSTON -to- WILLOW BEND PKWY)	5.03
CIP 4290 (00-4D): Z.WEST.EXT (S.R. 54 -to- HANDCART)	5.02
CIP 4012 (2U-4D): PASCO RD (OVER PASS RD -to- S.R. 52)	5.02

Project Name	Score
1940 (4D-6D): U.S. 301 (N) (C.R. 530 (KOSSIK RD) -to- U.S. 98 BYPASS S)	5.00
0500 (2U-4D): C.R. 587 (GUNN HWY) (INTERLAKEN RD -to- S.R. 54)	4.88
1830 (2U-4D): TRINITY BLVD (TAMARIND BLVD -to- S.R. 54)	4.82
2045 (2U-6D): WILLOW BEND PKWY (U.S. 41 -to- COLLIER PKY)	4.80
CIP 1221 (2U-4D): C.R. 587 (MOONLAKE) (RIDGE EXT -to- S.R. 52)	4.78
0120 (2O-3O): 7TH ST (U.S. 301 (GALL BLVD) S -to- NORTH AVE)	4.77
0910 (2U-6D): HILLS CO. RD (LIVINGSTON -to- C.R. 581)	4.76
2055 (2U-4D): WIRE RD (C.R. 54 -to- C.R. 530 (OTTIS ALLEN RD))	4.68
0465 (2U-4D): C.R. 579 (MORRIS BRIDGE RD) (S.R. 56 -to- S.R. 54)	4.68
CIP 4050 (2U-4D/6D): C.R. 577 (CURLEY RD) (ELAM RD -to- C.R. 579A (PROSPECT RD))	4.67
FPN 2572983 (4D/2U-6D): C.R. 578 (COUNTY LINE RD) (U.S. 19 -to- SUNCOAST PKWY)	4.63
FPN 2572983 (4D/2U-6D): C.R. 578 (COUNTY LINE RD) (U.S. 19 -to- SUNCOAST PKWY),0440 (4D-6D): C.R. 5	4.63
1910 (2U-4D): U.S. 301 (GALL BLVD) (HILLSBOROUGH CO -to- S.R. 56)	4.62
1570 (2U-6D): S.R. 54 (C.R. 577 (CURLEY RD) -to- ZHILLS BYPASS WEST EXT)	4.58
2040 (2U-4D): WILLOW BEND PKWY (S.R. 597 (DALE MABRY) -to- U.S. 41)	4.57
0590 (2U-4D): CHANCEY (Z.EAST) (S.R. 39 -to- C.R. 54)	4.56
CIP 4008 (2U-4D): PASCO RD (QUAIL HOLLOW BLVD -to- OVER PASS RD)	4.54
CIP 5164 (2U-2U): POWER LINE ROAD (LOCK ST -to- FRAZEE HILL)	4.53
0110 (2O-3O): 6TH ST (A AVE -to- U.S. 301 (GALL BLVD))	4.53
1680 (2U-4D): SHADY HILLS RD (S.R. 52 -to- HERNANDO CO)	4.50
1030 (00-4D): LIVINGSTON (S.R. 54 -to- COLLIER PKWY)	4.49
1120 (2U-4D): MEADOWBROOK DR (S.R. 54 -to- MENTMORE)	4.40
CIP 4060 (2U/00-00/4D): C.R. 577 (CURLEY RD) (WELLS RD -to- C.R. 577)	4.39
1590 (2U-4D): S.R. 54 (C.R. 579 (MORRIS BRIDGE) -to- U.S. 301 (GALL BLVD))	4.33
2010 (2U-4D): U.S. 98 (BYPASS) (U.S.301 (S) -to- U.S.301 (N))	4.30
1130 (4D-6D): MITCHELL BLVD (C.R. 77 (SEVEN SPRINGS BLVD) -to- C.R. 1 (LITTLE RD))	4.28
1050 (2U-4D): MANSFIELD (HILLS CO LINE RD (S) -to- HILLS CO LINE RD (N))	4.26
CIP 3501 (00-4D): RIDGE RD EXT (SUNCOAST PKWY -to- U.S. 41)	4.25
0996 (2U-4D): LAKE PATIENCE (SUNLAKE DR -to- OAKSTEAD BLVD)	4.25
CIP 2500 (2U-4D): STARKEY (RIVER CROSSING -to- DECUBELLIS)	4.24
0150 (2O-3O): A AVE (6TH STR -to- U.S. 301 (GALL BLVD))	4.23



Project Name	Score
CIP 2092 (2U-4D): DECUBELLIS (STARKEY -to- TOWNCENTER)	4.22
1480 (2U-6D): S.R. 52 (C.R. 583 (EHREN CUTOFF) -to- I-75 SB RAMPS)	4.08
0175 (00-2U): ALTOMONT LN (HILLSBOROUGH CO -to- S.R. 54)	4.07
0300 (2U-4D): C.R. 35A (OLD LAKELAND HWY) (C.R. 54 -to- U.S. 98 (BYPASS))	4.05
1805 (00-2U): SWEETBRIAR EXT (HOLIDAY LAKE DR -to- C.R. 595A (BAILLIES BLUFF RD))	4.05
0350 (4D-6D): C.R. 530 EXT (GREENSLOPE -to- U.S. 301 (GALL BLVD))	3.97
1495 (2U-6D/4D): S.R. 52 (BOYETTE RD (MCKENDREE) -to- C.R. 577 (CURLEY RD))	3.96
1110 (2U-4D): MEADOW POINTE BLVD (S.R. 56 -to- S.R. 54)	3.89
1277 (2U-6D): OVERPASS RD EXT (MCKENDREE RD -to- BOYETTE RD)	3.79
0990 (00-4D): ASHLEY GLEN BLVD (S.R. 54 -to- MENTMORE)	3.70
0994 (00-4D): LAKE PATIENCE (TOWER RD (N) -to- SUNLAKE DR)	3.70
CIP 3411 (00-2U): COLLIER PKWY (PINES PKWY -to- C.R. 583 (EHREN CUTOFF))	3.69
1240 (00-2U): OAK GROVE DR (HILLS CO RD -to- SR 54)	3.69
1690 (00-2U): SIMON RD (EILAND BLVD -to- C.R. 41 (FORT KING HWY))	3.62
0800 (2U-4D): EILAND BLVD (HANDCART -to- CLIFTON DOWN DR)	3.59
0310 (2U-6D): C.R. 41 (BLANTON RD) (C.R. 577 (LAKE IOLA RD) -to- I - 75)	3.52
0430 (2U-6D): C.R. 577 (LAKE IOLA DR) (C.R. 41 (BLANTON RD) -to- HERNANDO CNTY LN)	3.52
0410 (2U-4D): C.R. 577 (CURLEY RD) (OVERPASS RD -to- ELAM RD)	3.52
1970 (2U-4D): U.S. 301 (N) (U.S. 98 (N) -to- HERNANDO CO)	3.50
1275 (2U-6D): OVERPASS RD (PASCO RD -to- MCKENDREE RD)	3.49
2000 (4D/2U-6D): U.S. 41 (TOWER RD -to- C.R. 578 (COUNTY LINE RD))	3.43
0180 (00-2U): ARTIFACT DR (S.R.54 -to- SUNSHINE RD)	3.43
0460 (2U/00-4D): C.R. 579 (EILAND BLVD) (S.R. 54 -to- NORTH OF CLINTON AVE)	3.42
1770 (4F-6F): SUNCOAST PKWY (HILLSBOROUGH -to- HERNANDO)	3.41
0450 (2U-6D): C.R. 578 (COUNTY LINE RD) (SUNCOAST PKWY -to- AYERS RD)	3.32
0490 (2U-4D): C.R. 583 (EHREN CUTOFF) (TOWER RD -to- COLLIER PKWY)	3.29
1470 (2U-6D): S.R. 52 (U.S. 41 -to- C.R. 583 (EHREN CUTOFF))	3.26
0620 (00-6D): CLINTON AVE EXT (S.R. 52 -to- C.R. 577 (CURLEY RD))	3.25
1060 (2U/00-4D): MANSFIELD (HILLS CO LINE RD (N) -to- MANSFIELD EXT)	3.21
1010 (00-2U): LEONARD RD (SUNLAKE DR -to- HENLEY RD)	3.14
1730 (2U-4D): STARKEY (TOWN AVE -to- RIVER CROSSING)	3.07

Project Name	Score
1200 (00-2U): NEW ROAD A (C.R. 579 (MORRIS BRIDGE RD) -to- U.S. 301 (GALL BLVD))	2.99
1127 (00-2U): MICKLER RD (U.S. 301 -to- BOWER RD)	2.89
1070 (00-6D): MANSFIELD (MANSFIELD EXT -to- S.R. 54)	2.79
0210 (00-2U): ASBEL EXT (U.S.41 -to- SYMPHONY PKWY)	2.74
1300 (00-2U): PASCO VILLAGE PKWY (CR 583 (EHREN CUTOFF) -to- SR 52)	2.74
1420 (00-2U): ROADWAY "J". (OVERPASS EXT -to- C.R. 579 - PROSPECT RD)	2.74
2030 (00-2U): WELLS RD (CURLEY RD -to- C.R. 579 (HANDCART))	2.74
1080 (00-6D): S.R. 581 EXTENSION (NEW ROAD B -to- Z. WEST EXT)	2.66
0240 (00-2U): BOWER RD (MICKLER RD -to- SR 575)	2.61
0700 (00-4D): CONNERTON BLVD (PLEASANT PLAINS PKWY -to- EHREN CUTOFF)	2.54



Table 8-5: Roadway Project Prioritization (continued), Developer Built Roadways

Project Name	Score
1125 (00-2U): MENTMORE (ASHLEY GLEN BLVD -to- MEADOWBROOK DR)	4.48
1230 (00-2U): NORTHWOOD PALMS BLVD (HILLSBOROUGH CO -to- S.R. 56)	4.20
0930 (00-2U): HILLS CO. RD (MEADOW POINTE BLVD -to- U.S301 (GALL BLVD))	4.11
1255 (00-2U): OLD DIXIE (NEW YORK AVE -to- ARIPEKA RD)	4.05
CIP 6020 (00-6D): C.R. 530 EXT (C.R. 41 (FT KING HWY) -to- GREENSLOPE)	4.04
1600 (00-2U): TOWN AVE (STARKEY -to- GUNN HWY EXT)	3.90
0600 (00-4D): CHANCEY RD EXT (MEADOW POINTE BLVD -to- STANLEY)	3.85
1782 (00-4D): SUNLAKE BLVD (MENTMORE -to- LAKE PATIENCE)	3.85
1170 (00-2U): NEW RIVER RD (S.R. 56 -to- CHANCEY EXT)	3.84
1190 (00-2U): NEW ROAD A (MEADOW POINTE BLVD -to- C.R. 579 (MORRIS BRIDGE RD))	3.84
1310 (00-2U): PEMBERTON RD (PERRINE RANCH EXT -to- MITCHELL RD)	3.84
1710 (00-2U): STANLEY (HILLSBOROUGH CO -to- S.R. 54)	3.80
0992 (00-4D): LAKE PATIENCE (TOWER RD (S) -to- TOWER RD (N))	3.78
1140 (00-2U): MORNINGSIDE DR (S.R. 52 -to- U.S. 301)	3.73
0215 (00-4D): ASHLEY GLEN BLVD (MENTMORE -to- TOWER RD (S))	3.70
1720 (00-4D): STARKEY (C.R. 1 (LITTLE RD) -to- S.R. 54)	3.70
CIP 3375 (00-4D): TOWER RD (TOWN AVE -to- ASHLEY GLEN BLVD)	3.69
0360 (00-2U): C.R. 530 EXT (U.S. 301 (GALL BLVD) -to- WIRE RD)	3.69
0595 (00-4D): CHANCEY RD EXT (S.R.581 -to- MEADOW POINTE BLVD)	3.65
1270 (00-2U): OSTEEN EXT S (PLATHE -to- MASSACHUSETTES)	3.62
0970 (00-4D): TRINITY BLVD EXT (S.R.54 -to- TOWN AVE)	3.49
1100 (00-4D): MCKENDREE REALIGNMENT (OVERPASS RD -to- S.R. 52)	3.45
0780 (00-2U): DREXEL (LAKE PATIENCE -to- TOWER RD)	3.34
2050 (00-2U): WILSON (S.R.54 -to- LAKE PATIENCE)	3.29
1180 (00-2U): NEW RIVER RD EXTENSION (S.R. 54 -to- SUNSHINE RD)	3.25
0380 (00-4D): C.R. 54 (E) (HILLS CO. RD -to- S.R.56)	3.15
0520 (00-2U): FANNING SPRINGS DR ((LANE CHANGE) -to- STARKEY)	3.14
0510 (00-6D/4D): C.R. 587 (GUNN HWY) (S.R.54 -to- FANNING SPRINGS DR)	3.10
0230 (00-2U): NORTH COLLECTOR (ROADWAY "A" -to- SUNLAKE DR (S))	2.89
1330 (00-2U): PLEASANT PLAINS PKWY (ROADWAY "A" -to- U.S. 41)	2.89
1410 (00-2U): ROADWAY "I" (TOWER RD -to- VISTERIA)	2.89
1810 (00-2U): SYMPHONY PKWY (CONNERTON BLVD -to- SR 52)	2.89

Project Name	Score
1160 (00-4D): NEW RIVER BLVD (S.R. 54 -to- OVERPASS RD EXT)	2.86
1820 (00-4D): TOWER RD (ASHLEY GLEN BLVD -to- U.S. 41)	2.84
2070 (00-2U): BEXLEY RANCH BLVD (SUNLAKE DR -to- DREXEL)	2.82
1610 (00-4D): TOWN AVE (GUNN HWY EXT -to- TOWER RD)	2.79
1400 (00-2U): ROADWAY "A" (NORTH COLLECTOR -to- SUNLAKE DR)	2.77
0806 (00-2U): ELAM RD (OVERPASS RD -to- CURLEY RD)	2.74
1800 (00-2U): SUNSHINE RD (OVERPASS RD -to- C.R. 41 (FT KING HWY))	2.74
1280 (00-6D): OVERPASS RD EXT (BOYETTE RD -to- C.R. 579 (HANDCART))	2.70
0580 (00-4D): CALIENTE BLVD (U.S. 41 -to- EHREN CUTOFF)	2.69
1282 (00-6D): OVERPASS RD EXT (C.R. 579 (HANDCART) -to- C.R. 41 (FT KING HWY))	2.69
1340 (00-4D): PLEASANT PLAINS PKWY (CONNERTON BLVD -to- COLLIER PKWY EXT)	2.54
1783 (00-4D): SUNLAKE BLVD (LAKE PATIENCE -to- S.R. 52)	2.51
0200 (00-2U): ASBEL (ROACHES RUN -to- SR 52)	2.46
2060 (00-4D): BEXLEY RANCH BLVD (LAKE PATIENCE -to- SUNLAKE DR)	2.16
0680 (00-4D): COLLIER PKWY EXT (C.R. 583 (EHREN CUTOFF) -to- S.R. 52)	2.07



The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, US Code Requirements A-3, A-4, and B-9 as stated below:

A-3 "Does the plan include discussion of potential environmental mitigation activities and potential areas to carry out these activities? [23 U.S.C. 134(i)(2)(B)(i)]"

Yes. The section immediately following describes potential environmental mitigation activities and the agencies consulted.

A-4 "Was the plan developed in consultation with Federal, State, Tribal, wildlife, land management, and regulatory agencies? [23 U.S.C. 134 (i)(2)(B)(ii)]"

B-9 "Was the plan developed in consultation with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? [23 C.F.R. 450.322(g)]"

Yes. Wildlife critical linkages and environmental lands were taken in consideration in this Plan and are displayed in Map 8-2 and 8-3. Also, land use management, environmental protection, conservation, and historical/cultural preservation were considered in this plan specifically in Maps 8-4 and 8-5 (specific efficient transportation decision making (ETDM) projects are also shown in this section and maps).

ENVIRONMENTAL MITIGATION

History

Pasco County is in the process of establishing a Critical Linkages Ordinance in their Comprehensive Plan. As the result of a 1999 challenge to the Comprehensive Plan the County agreed to "initiate a study for the establishment of a wildlife ordinance and for the establishment of wildlife corridors to connect the major wellfields...and public lands in Pasco County and adjacent counties." Therefore, in 2002 the Environmental Lands Acquisition Task Force (ELATF) was established to evaluate funding options and define criteria for land selection. ELATF completed a wildlife study and reported that Critical Linkages are the most desirable lands. ELATF also recommended using a portion of the one cent sales tax, Penny for Pasco, for funding of the land acquisitions. In 2004, a referendum was passed, allowing 25% of Penny for Pasco revenues to be used for environmental land acquisition. This led to the establishment of the Environmental Lands Acquisition and Management Program (ELAMP) in 2005.

In 2006 the Board of County Commissioners adopted the Conservation Element of the Comprehensive Plan, which includes goals, objectives, and policies to protect the Critical Linkages.

Focus Areas

There are three areas of Pasco County targeted for land acquisition for critical linkages.

- Coastal Lands
- Central Lands
- Eastern Interior Lands

Pasco's Coastal Lands are part of Florida's Nature Coast and include several endangered or threatened species. The Central Lands contain important aquifer recharge areas and has the most public lands connections. The Eastern Interior Land contains The Green Swamp which headwaters to four major Florida rivers, as well as native species found no where else. These focus areas are shown in Map 8-2.

Proposed Critical Linkages

A Habitat Analysis was completed to determine what linkages to acquire. The study proposed a series of 500 ft. – 2,200 ft wide corridors for protection. The linkages recommended in the study are:

- Starkey to Cross Bar
- Hillsborough to Green Swamp
- Conner Preserve to Cypress Creek
- Cross Bar to Conner Preserve
- Starkey to Conner Preserve
- Starkey to South Pasco
- Cypress Creek to Cypress Bridge

Three county roads within these critical linkage areas will require wildlife crossings. These crossings will cost approximately \$550,000 each based on the typical design.

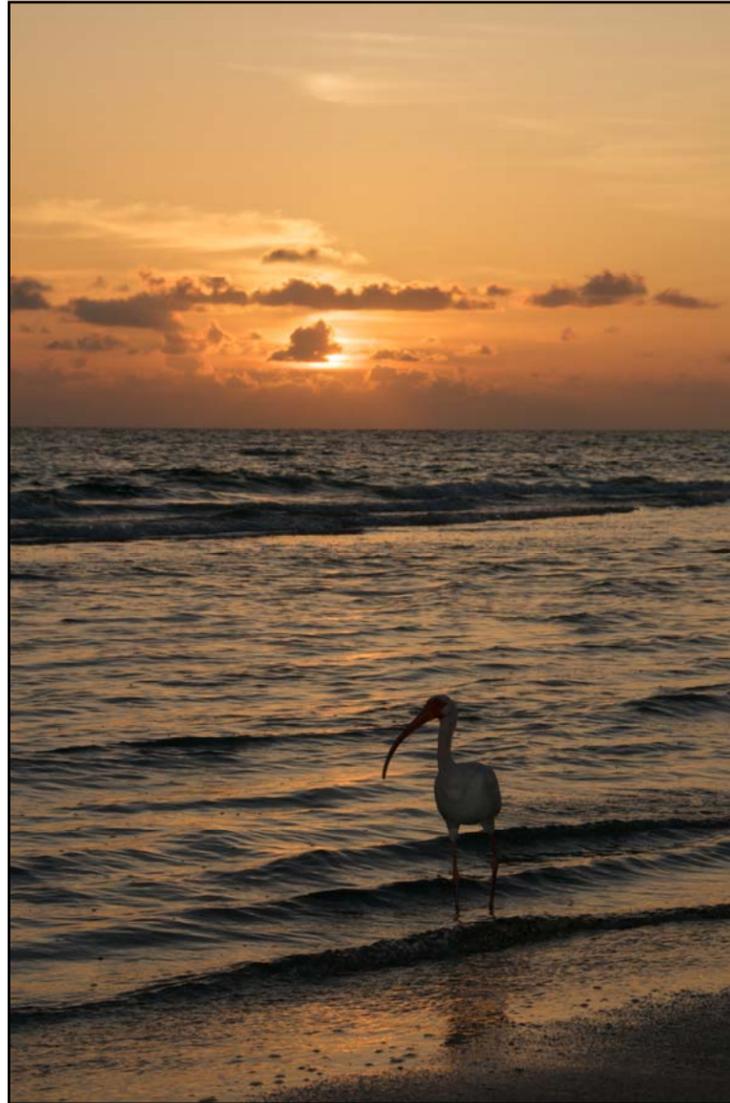
- Ehren Cutoff
- Tower Road
- Ridge Road Extension (already has 8 in design due to permitting requirements)

FDOT also has four locations that require crossings:

- SR 52 (two locations)
- US 41
- SR 54

Map 8-3 shows the critical linkages in Pasco County.





Implementation

Pasco County has conducted extensive research on the Critical Linkage Ordinance, which is substantially complete. Public hearings on the ordinance are tentatively scheduled to begin in January of 2010. The following amendments are currently in the process of being added to the Critical Linkage Ordinance:

- Modify implementation date to 2010
- Establish permitted uses
- Identify uses permitted with staff approval
- Provide for width and alignment modifications through LDC
- Clarify density transfer provisions – allow transfer offsite
- Provide for intensity transfers to non-residential
- Amend Critical Linkages Map to reflect refinements
- Clarify dredging/soil removal

Environmental Mitigation in the LRTP

As part of the Long Range Transportation Planning process, a meeting was held on August 13, 2009 to coordinate the environmental mitigation aspect of the plan. Staff members from Pasco County MPO, ELAMP, and Engineering Services were in attendance, as well as representatives from the South West Florida Water Management District (SWFWMD) and the Army Corps of Engineers.

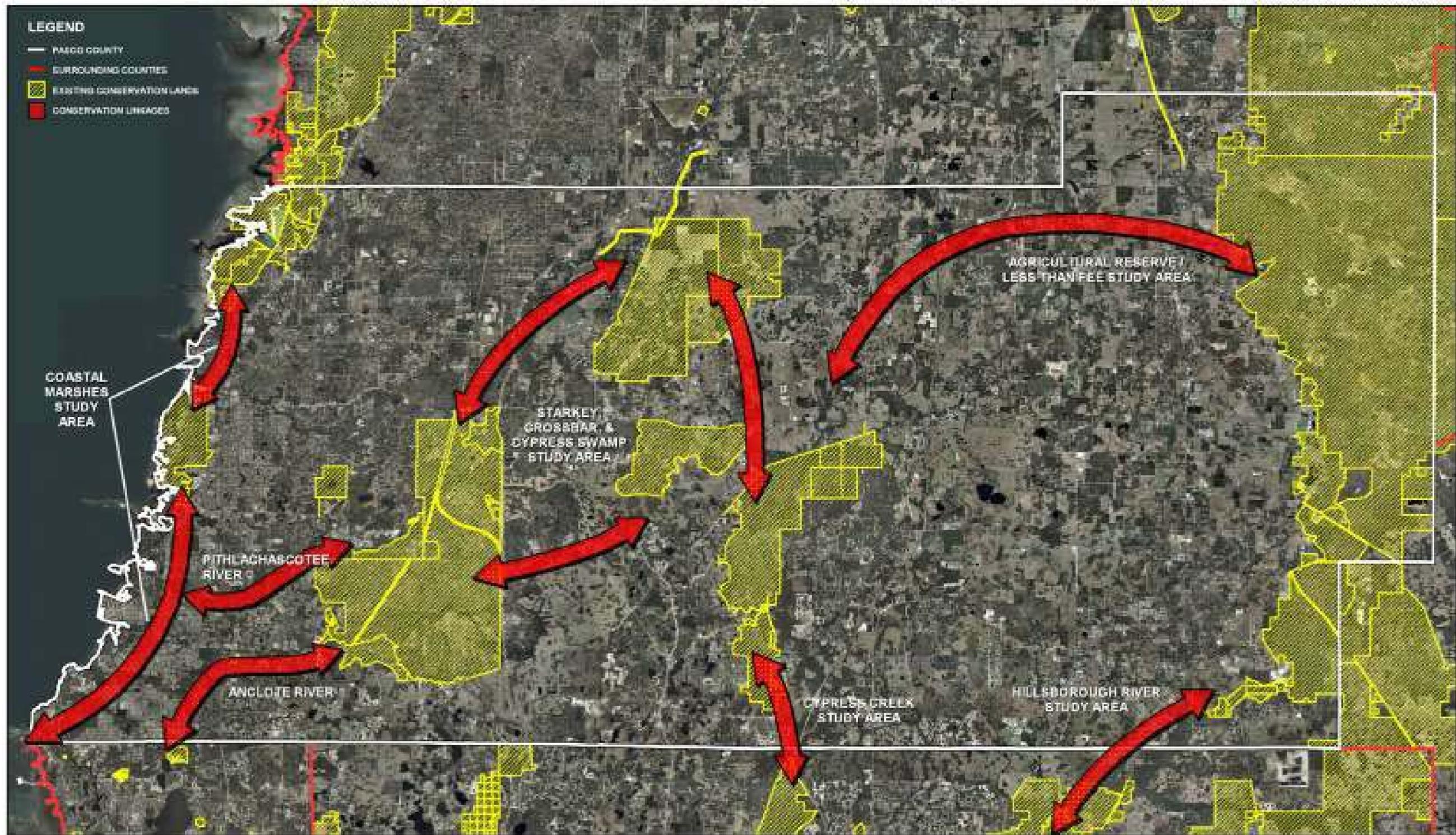
During the meeting County staff expressed interest in Mitigation Banking. According to the U.S. Environmental Protection Agency, Mitigation Bank is defined as:

“a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources...A mitigation bank may be created when a government agency, corporation, nonprofit organization, or other entity undertakes these activities under a formal agreement with a regulatory agency. Mitigation banks have

four distinct components:

- a. The bank site: the physical acreage restored, established, enhanced, or preserved;
- b. The bank instrument: the formal agreement between the bank owners and regulators establishing liability, performance standards, management and monitoring requirements, and the terms of bank credit approval;
- c. The Interagency Review Team (IRT): the interagency team that provides regulatory review, approval, and oversight of the bank; and
- d. The service area: the geographic area in which permitted impacts can be compensated for at a given bank.

The Corps of Engineers agreed to facilitate a meeting with County and SWFWMD, to discuss implementing the practice of Mitigation Banking in Pasco County. The Corps of Engineers also is seeking involvement in the Pasco County Development Review process. The county agreed to keep the Corps of Engineers updated on current issues.



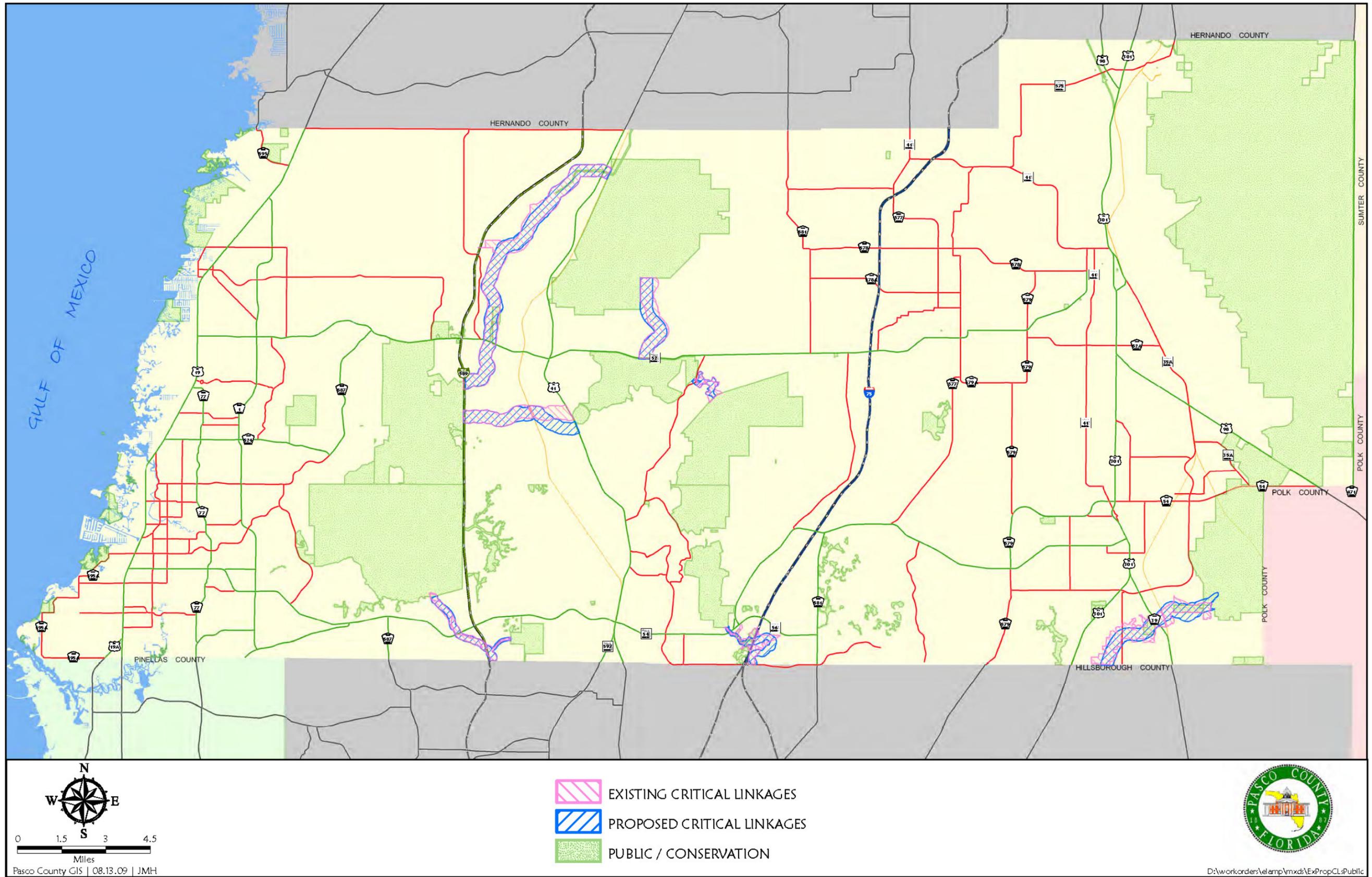
GJ# 17010
 REVISED: December 2003
 Aerial Source: Aerials Express (1/2002)
 Data Sources: SWFWMD Land Resources Dept, ELATF Study Area Delineation (5/2003)

FIGURE 1
ELATF Proposed Conservation Linkages

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Map 8-2: Penny for Pasco Focus Areas





Map 8-3: Proposed Critical Linkages



ETDM SCREENING PROCESS

According to the Efficient Transportation Decision-Making Process (ETDM) Interim Guidelines published by the FDOT in February 2003, the overall intent of the ETDM Process is to integrate a balanced consideration of inputs to the socio-cultural (human) and natural environments within the decision-making process.

The purpose of these ETDM Interim Guidelines is to provide operating procedures for the FDOT, MPOs, and Environmental Technical Advisory Teams (ETAT) representatives involved in the ETDM Process. These guidelines address the purpose and intent of the process, as well as how to accomplish each step in the process.

Florida's ETDM Process

A main component of Florida's ETDM process is the Environmental Screening Tool (EST). The EST is a statewide GIS application that supports the ETDM process by providing Internet access to project planning information. The web site is public and can be accessed at <http://www.dot.state.fl.us/publicinformationoffice/publicinv/default.htm>.

The EST support GIS analyses and enables the affected parties to provide feedback on the degree of effect and recommendations or requirements for project modifications to avoid, minimize, or mitigate adverse effects.

Pasco County ETDM Process

Pasco County is required to conduct an ETDM screening for each highway project on a state road (in Cost Affordable Plan) that does not include a Project Development and Environment (PD&E) study. As a result, Pasco County completed an ETAT review for four projects in the adopted 2025 Cost Affordable Plan. One project that has substantial changes from the 2025 LRTP is Project #1 (SR 54 from Suncoast Parkway to US 41). SR 54 will be improved to 6 lanes with managed lanes in the 2035 Cost Affordable Plan.

Map 8-4 identifies the projects that were evaluated by the MPO through the ETDM process. In addition, these same projects are summarized below and listed in Table 8-6.

- Project #1: This project expands SR 54 (from Curley Road to Morris Bridge Road) from a 2-lane undivided road to a 4-lane divided road.
- Project #2: This project expands SR 52 (from I-75 to Curley Road) from a 2-lane undivided road to a 4-lane divided road.
- Project #3: This project expands US 301 (from Chancey Road to SR 39) from a 2-lane undivided road to a 4-lane divided road.
- Project #4: SR 54 (from the Suncoast Parkway to US 41) is currently under construction to expand the 2-lane undivided road to a 4-lane divided road (nearing completion). This same stretch of SR 54 is in the 2025 LRTP to be widened to a 6-lane divided road.

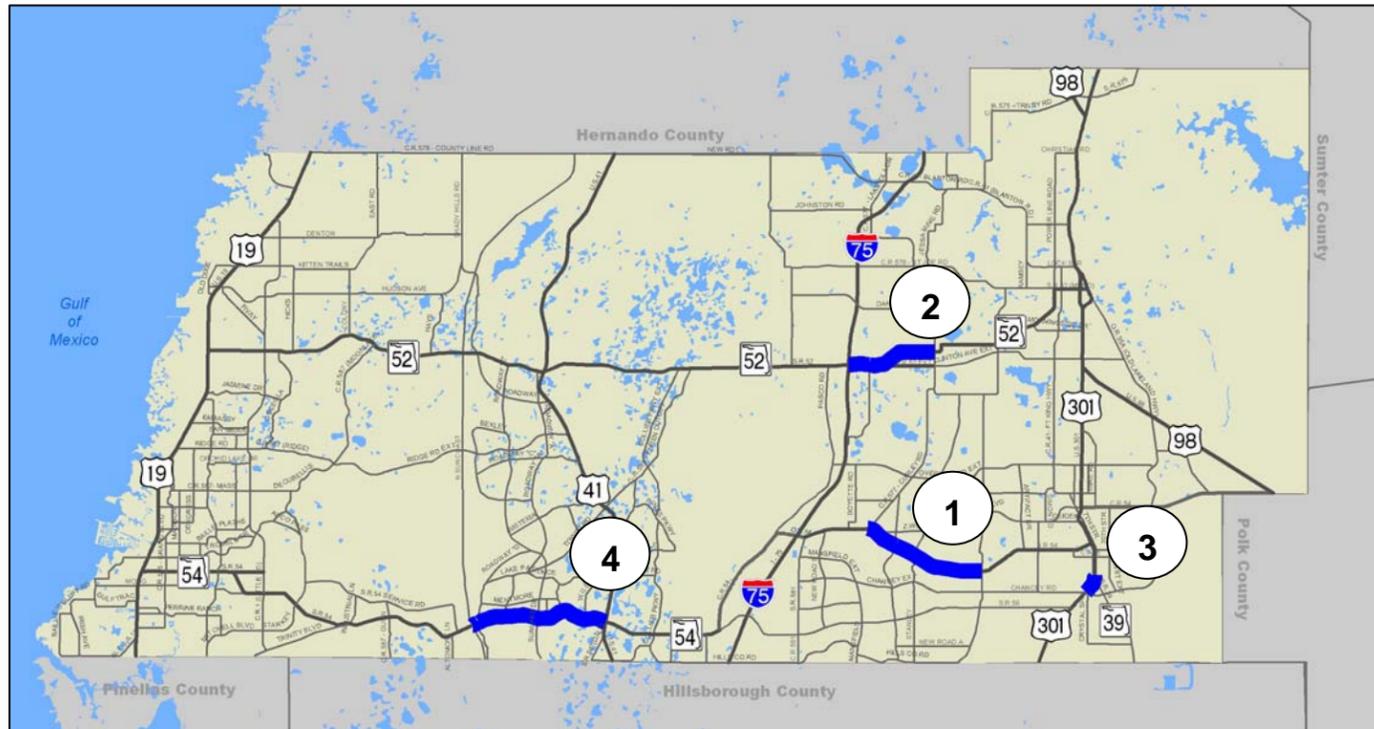
Based on this LRTP update, five new highway projects have been identified for ETDM screening. The description of the ETDM projects include the following:

- Purpose and needs statement
- Determination of consistency with other plans and guidelines
- Any supporting documents
- Roadway segment details

In addition, the purpose and needs statement considers a number of key aspects, including:

- Regional connectivity
- Plan consistency
- Emergency evacuation
- Future population and employment growth in corridor
- Future traffic
- Safety
- Transit
- Access to intermodal facilities and freight activity centers
- Relief to parallel facilities
- Bikeways and sidewalks





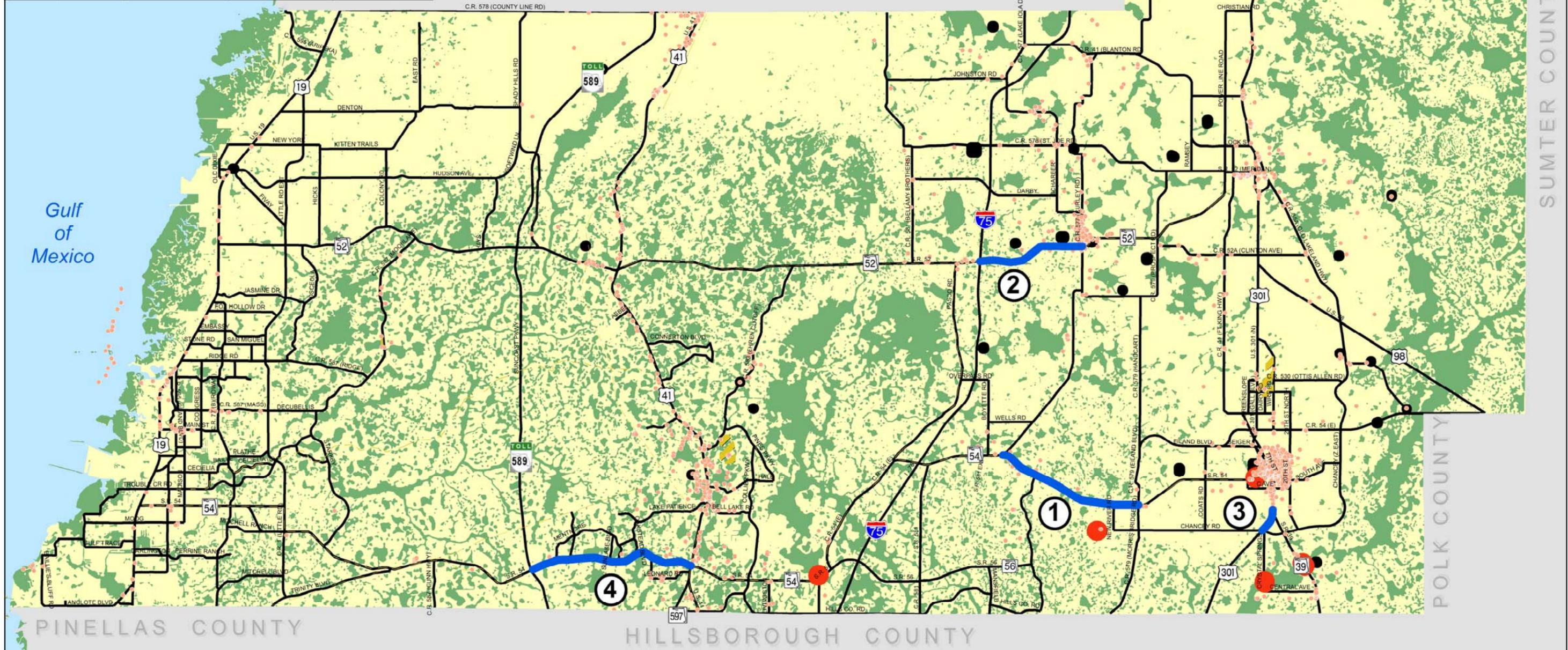
Map 8-4: Pasco County ETDM Projects

Map 8-5 also displays the projects that were evaluated by the MPO through the ETDM process with several historical/cultural and environmental/wetlands layers to give a comparison of state conservation and natural historic resources.. The historical layers include historical bridges, structures, cemeteries, and historical/archaeological districts/building complexes. The National Inventory Wetlands layer was used to display wetlands in Pasco County.

Table 8-6: Pasco County ETDM Projects

Project Number	On Street	Project Limits		
		From	To	Improvement
1	SR 54	Curley Road	Morris Bridge Road	2U to 4D
2	SR 52	I-75	Curley Road	4D to 6D, 2U to 4D
3	US 301	Chancey Road	SR 39	2U to 4D
4	SR 54	Suncoast Parkway	US 41	2U to 6D

Project Number	On Street	Project Limits		
		From	To	Improvement
1	SR 54	Curley Road	Morris Bridge Road	2U to 4D
2	SR 52	I-75	Curley Road	4D to 6D, 2U to 4D
3	US 301	Chancey Road	SR 39	2U to 4D
4	SR 54	Suncoast Parkway	US 41	2U to 6D



Map 8-5: ETDM Projects and Historical/Cultural/Wetlands layer

Historic Sites	Wetlands	ETDM Projects
• Historic Structures	■ National Wetlands Inventory	— ETDM Projects
■ Historic Bridges		
■ Historic/Archaeological Districts/Building Complexes		
■ Historic Cemeteries		

