

Regional Needs Assessment Final Report

Sun Coast Transportation Planning Alliance

FEBRUARY 2024



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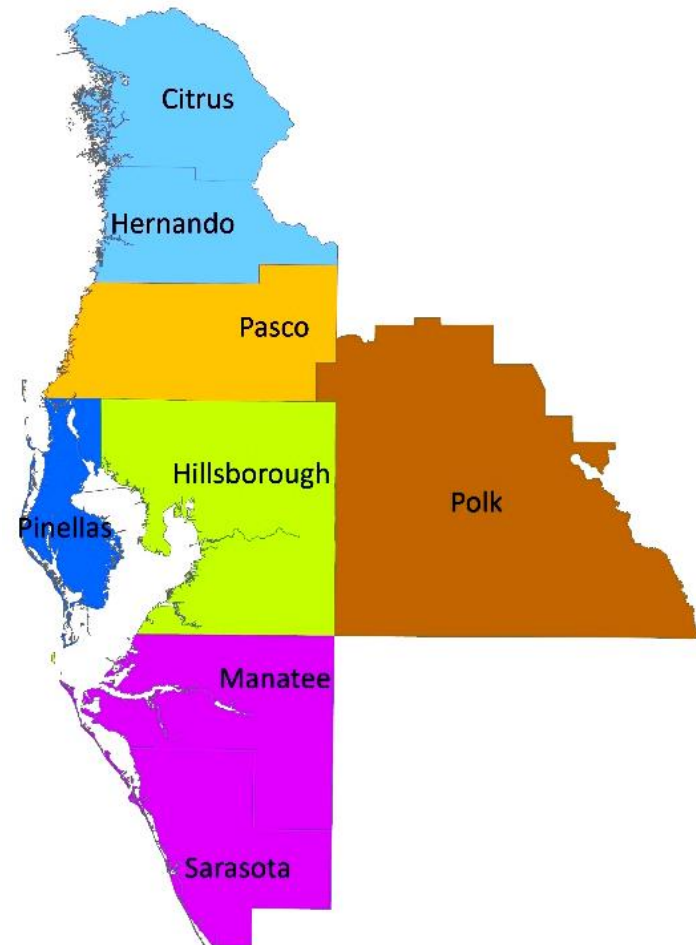
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Introduction

The Sun Coast Transportation Planning Alliance (SCTPA) is a regional entity responsible for collaborating regionally to coordinate regional transportation priorities in the West Central Florida region. The region consists of eight counties, six Metropolitan Planning Organizations (MPOs), and more than 6,500 square miles of area stretching from the Pinellas County gulf beaches to the west to Davenport in eastern Polk County; and from Crystal River in northern Citrus County to Venice in southern Sarasota County (**Figure 1**). The region also includes more than 65 municipalities.¹

The role of the SCTPA is to prepare plans, studies and priorities for regional transportation facilities, including roadways, multi-use trails, and public transit; share transportation planning-related data and information; and consider those trends, land use policies, and developments to set regional priorities for needed transportation infrastructure improvements. The population in the region as of 2020 was 4.9 million, with half of those people living in Hillsborough and Pinellas counties. A breakdown of the regional population is included in

Figure 1. SCTPA Region



¹ www.fl-counties.com/about-floridas-counties/florida-cities-by-county/

Table 1.

Table 1. Population By County and MPO

County	MPO	2020 Population	% of Regional Population
Citrus	Hernando/Citrus MPO	154,565	3%
Hernando	Hernando/Citrus MPO	195,627	4%
Hillsborough	Plan Hillsborough	1,466,160	30%
Manatee	Sarasota/Manatee MPO	401,593	8%
Sarasota	Sarasota/Manatee MPO	436,207	9%
Pasco	Pasco MPO	566,126	12%
Pinellas	Forward Pinellas	959,465	20%
Polk	Polk TPO	730,111	15%

Source: <https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html>

The SCTPA voting membership includes the following MPOs, but is also advised by the Florida Department of Transportation (FDOT), the Tampa Bay Area Regional Planning Council (TBRPC), the Pinellas Suncoast Transit Authority (PSTA) and the Hillsborough Area Regional Transit (HART).

- Plan Hillsborough Transportation Planning Organization (HTPO)
- Hernando/Citrus Metropolitan Planning Organization (HCMPO)
- Forward Pinellas Metropolitan Planning Organization (FPMPO)
- Pasco County Metropolitan Planning Organization (PCMPO)
- Polk Transportation Planning Organization (PTPO)
- Sarasota/Manatee Metropolitan Planning Organization (SMMPO)

Purpose

The MPOs in the SCTPA region include two FDOT District 1 MPOs and four FDOT District 7 MPOs, all of which are in the midst of updating their Long Range Transportation Plans (LRTP) to the year 2050. The District 1 and 7 MPOs are on a staggered LRTP update schedule, with adoption deadlines for District 7 in 2024 and adoption deadlines for District 1 in 2025. **Table 2** includes the adoption deadlines for all MPOs in the region, per federal regulations.

Table 2. District 1 and 7 LRTP Adoption Deadlines

MPO	2045 LRTP Adoption Date	2050 LRTP Adoption Deadline
Hernando/Citrus MPO	12/4/2019	12/4/2024
Plan Hillsborough	11/5/2019	11/5/2024
Sarasota/Manatee MPO	10/26/2020	10/26/2025
Pasco County MPO	12/11/2019	12/11/2024
Forward Pinellas	11/13/2019	11/13/2024
Polk TPO	12/10/2020	12/10/2025

The purpose of the Regional Needs Assessment process is to identify needed improvements on facilities that serve a regional function in terms of transportation demand. Each individual MPO’s LRTP update process includes a comprehensive assessment of needs in the respective county or counties. The Regional Needs Assessment is intended to highlight up to 25 of the most important needs on regional facilities based on a variety of data sources, described in the following section. The improvement needs recommended in this study will be provided to the SCTPA MPOs for consideration in their respective 2050 LRTPs. For many of the recommended improvement needs, the need and/or the facility in question crosses MPO boundaries, underscoring the importance of regional coordination.

Methodology

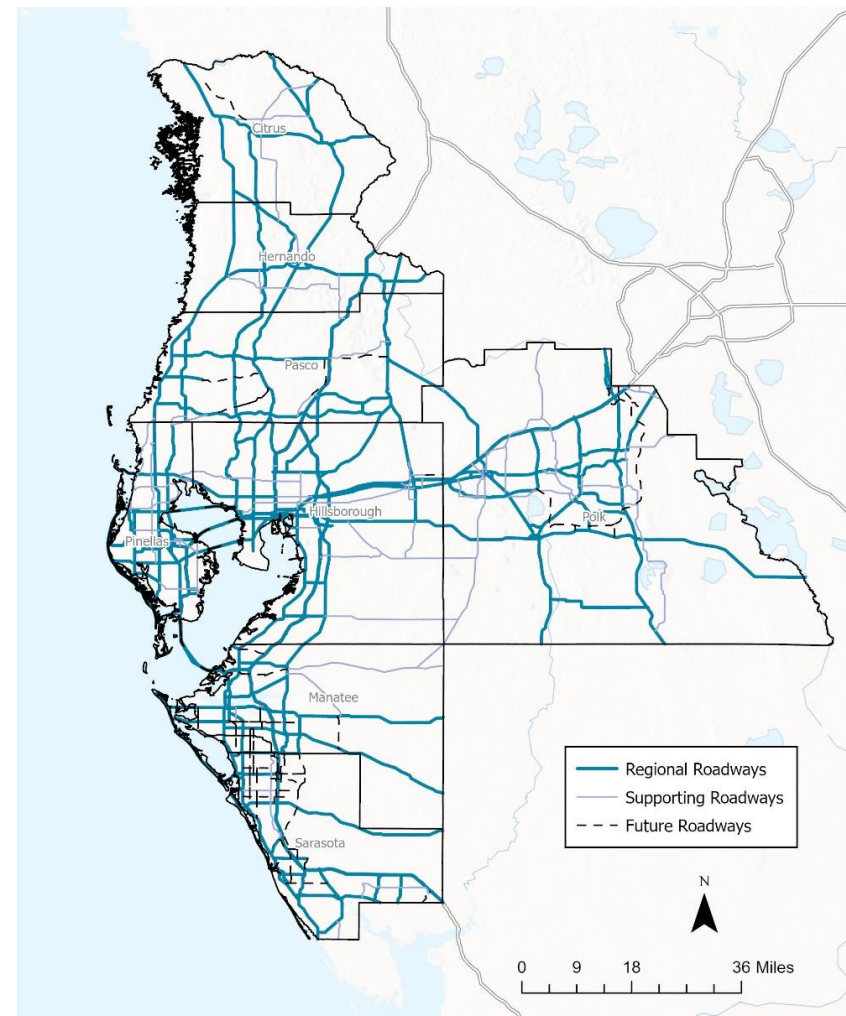
The network analyzed for the roadway needs assessment is the established SCTPA network, as depicted in

There are three primary metrics used to perform the Regional Needs Assessment, using available data and demand analysis tools. The first is Volume to Capacity (V/C) ratio, which is a traditional measure of congestion that assesses daily traffic volume relative to the daily carrying capacity of each respective roadway. While V/C ratio is a simulated metric that is not always realistic, it provides an understanding of demand on roadways relative to their capacities. For example, in many cases, travel demand models simulate traffic resulting in a V/C ratio of more than 1.0, which means that the demand on the particular roadway is greater than its capacity.

A second metric used in the needs assessment analysis is magnitude of travel flows. The difference between travel flows and traffic volume is that the latter estimates the number of cars on roadways at a given time, whereas the former estimates the total number of trips in origin/destination (O/D) format. Travel flow, or O/D, analysis does not typically involve the assignment of travel volumes to a roadway or transit network. It simply assesses the number of people traveling from and to particular places in the region.

Whereas roadway performance can inform roadway improvement needs, it is not sufficient to analyze demand for public transit service. For the latter, O/D analysis is critical to understanding the geographical travel markets that can be served by public transit improvements.

Figure 2. TBARTA Regional Network





The third and final metric that informed the Regional Needs Assessment is the identification of high injury facilities using historical crash data. A High Injury Network (HIN) was established by the study team by examining the density of fatal and serious injury crashes on roadway facilities. The resulting categorization was used as a supplemental data source to help determine the types of improvements that are needed on roadways with high levels of congestion. The specific tools and data sources and how they were used is described below.

- **Tampa Bay Regional Planning Model v9.3 (TBRPM)** – V/C ratios in the 2045 Cost Feasible Plan (CFP) scenario for the District 7 MPOs. The CFP scenario was used in lieu of a traditional Existing plus Committed scenario due to the lack of availability of the latter. The results of the analysis indicate needs, including and beyond needs already identified and included in the MPOs' cost feasible plans.
- **District One Regional Planning Model (D1 Model)** – The same analysis described above was completed with the District 1 model for the District 1 MPOs. For both, V/C percentile was used as the congestion metric, rather than absolute V/C values, for consistency purposes.
- **Replica observed travel patterns and volumes** – Replica is an on-line subscription tool that provides trip and network performance simulations based on a variety of data, including land use, detailed transportation networks, credit card transaction data, and other sources. The primary purpose of the use of Replica for the Regional Needs Assessment is to inform geographical travel markets used to identify public transit improvement needs.
- **Signal 4 Analytics (Signal4)** – Historical crash data from Signal4 was used to identify a HIN for the region. Facilities on the HIN were cross-referenced with congested facilities from the travel demand model analysis. The concurrence of congestion and a high rate of fatal and serious injury crashes was used to identify categorical improvement needs.
- **Previously adopted MPO and regional plans** – The MPOs' 2045 LRTP Needs Plans and the Tampa Bay Area Regional Transit Authority (TBARTA) Master Plan were used to inform project selection for high congestion and potential regional transit facilities, respectively. In cases of existing projects on the facilities or regional travel markets identified in the needs assessment, those projects were recommended in the ultimate regional project identification.

Regional Travel Demand Models

Travel Demand forecasts were used to inform future congestion in the SCTPA region, in terms of V/C ratio. The 2045 Cost Feasible Scenarios (CFP) were used for this purpose, which reflect the 2045 LRTPs for each of the MPOs in the region. The goal of the 2050 Regional Needs Assessment is to identify needs on the regional network including and beyond those that have already been identified by the MPOs in their respective LRTPs. The results of the analysis described below, then, are intended to clearly identify the most important needs, from a travel demand perspective, on the regional network for consideration by the MPOs in their planning processes. In cases where an improvement need has already been identified on a particular segment and included in the 2045 CFP network, the analysis demonstrates that even with the improvement, there are still deficiencies, underscoring the importance of the need.

The SCTPA region spans two regional travel demand models, one that includes the five counties in FDOT, District 7 (TBRPM), and another that includes the twelve counties in FDOT, District 1 (D1 Model) (**Figure 3**). The two models use different inputs and processes to simulate travel demand, particularly the definitions of roadway capacity, which is distinguished for each roadway facility type and surrounding area type. The V/C ratios output by the two models are therefore inconsistent and cannot be assessed in absolute terms. It is for this reason that percentile values, respective to each model, were used as the guiding metric.

Figure 3. D1 and D7 Regional Model Areas

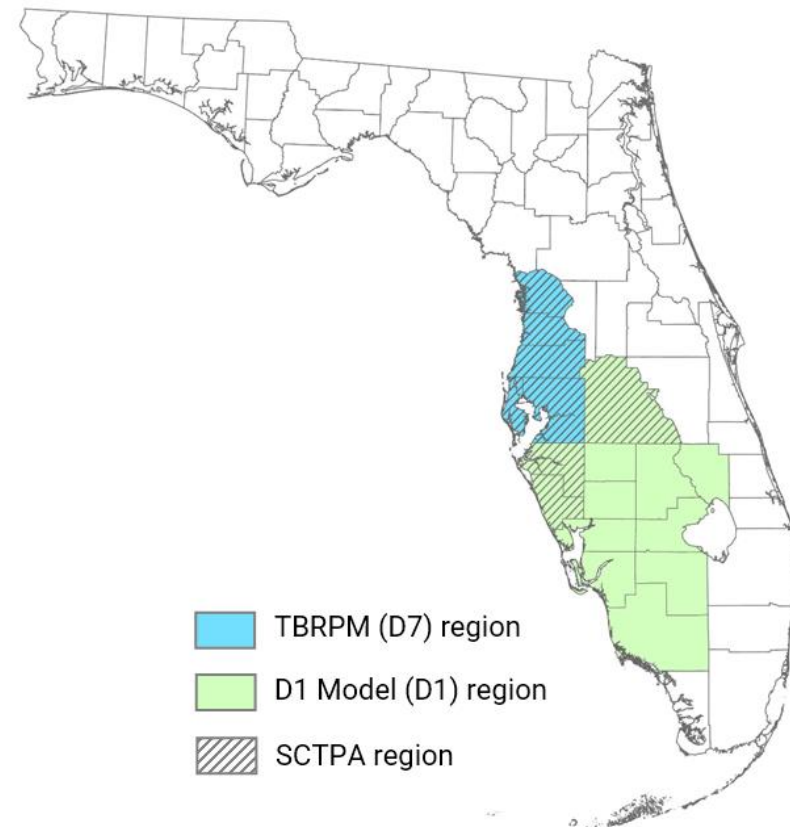


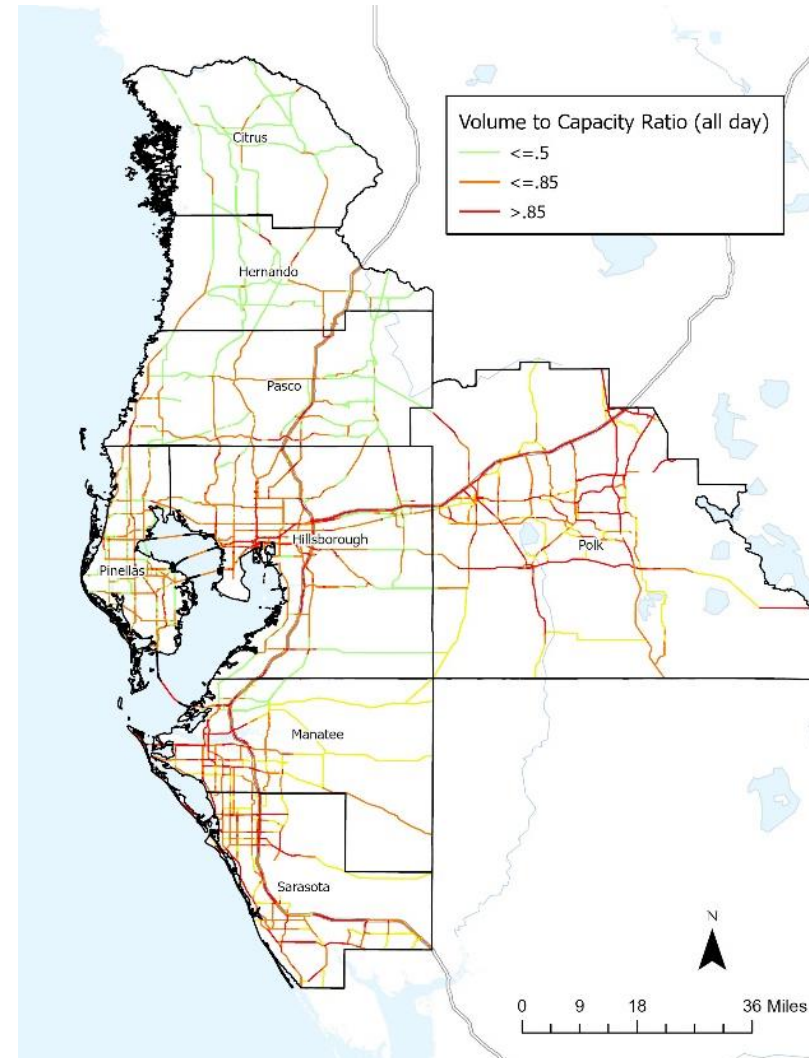
Figure 4 illustrates the 2045 V/C ratio on the regional network. The data is represented in percentile terms, relative to the TBRPM and D1 Model results, respectively. The absolute V/C values are not shown due to the inconsistency in model inputs and processes in the two models, making the results for the District 1 and District 7 counties incomparable. A threshold of 85% is used as the base for the highest levels of congestion based on an optimization analysis to inform the subsequent step in the Needs Assessment process, which is to identify improvement needs.

Table 3 summarizes the average, minimum and maximum V/C ratio in each county. The absolute V/C values in this table illustrate the discrepancy in V/C between the two models, with an average maximum V/C in the D1 Model of 2.27, while in the TBRPM it is much lower, at 1.15.

Table 3. V/C Statistics by County

Model	County	Average V/C	Minimum V/C	Maximum V/C
TBRPM	Citrus	0.35	0.04	1.06
	Hernando	0.40	0.008	0.96
	Hillsborough	0.61	0	1.34
	Pasco	0.50	0.014	1.32
	Pinellas	0.48	0	1.06
D1 Model	Manatee	0.68	0	1.81
	Polk	0.74	0	2.81
	Sarasota	0.72	0	2.19

Figure 4. TBRPM and D1 Model 2045 V/C Ratio (in percentile)



Replica

The study also used Replica model data to analyze travel demand within the region. Replica runs a seasonal, high-fidelity simulation that accurately represents the population and its travel patterns for the whole country in regional divisions. The region used for this study is the southeast region, which includes the states of Florida, Georgia, and South Carolina. The dataset produced by the Replica model includes a complete trip table and population table for a typical weekday and typical weekend day for the selected season and region. The trip table contains the unique records and associated attributes for the trips between origin and destination points within the region. Trip data used for this study represents the modeled output for a typical Thursday in the Fall of 2022.

The input data used by Replica includes a range of data sources that, together, form a robust dataset of travel demand variables.² Specific data sources used by Replica include:

- **Mobile Location Data** – collected from five unique sources and include probe data from mobile devices and GPS enabled vehicles to understand travel patterns.

- **Consumer/resident data** – collected from the US Census, including American Community Survey, Census Transportation Planning Products, and the Longitudinal Employer-Household Dynamics datasets to create a synthetic population dataset.
- **Built environment data** – collected from various sources to represent the built environment in terms of land use data, building data, and transportation network data.
- **Credit transaction data** – collected from financial institutions to understand travel patterns in terms of spending occurring at particular times and places.
- **Ground truth data** – collected from local sources to calibrate the Replica model and include traffic counts, transit ridership, and bicycle and pedestrian count data.

FDOT, District 7, in coordination with Replica, conducted a calibration process for vehicle volume data in the Replica model for the District 7 region. November, 2021 traffic data from 21 count sites were compared to Replica simulated volumes. The average percent difference between Replica link volume data and the FDOT count sites volume data is 7%³, which is an acceptable margin of error, in travel demand simulation practice.

Figure 5 shows the comparison between Replica and FDOT data for each count site. In this study, trip data on a typical Thursday in Fall 2022 were used to assess travel patterns for private vehicles.

² Source: www.replicahq.com

³ Source: www.replicahq.com/data-validations

Figure 5. Replica Ground Truth Data for Vehicular Traffic Counts

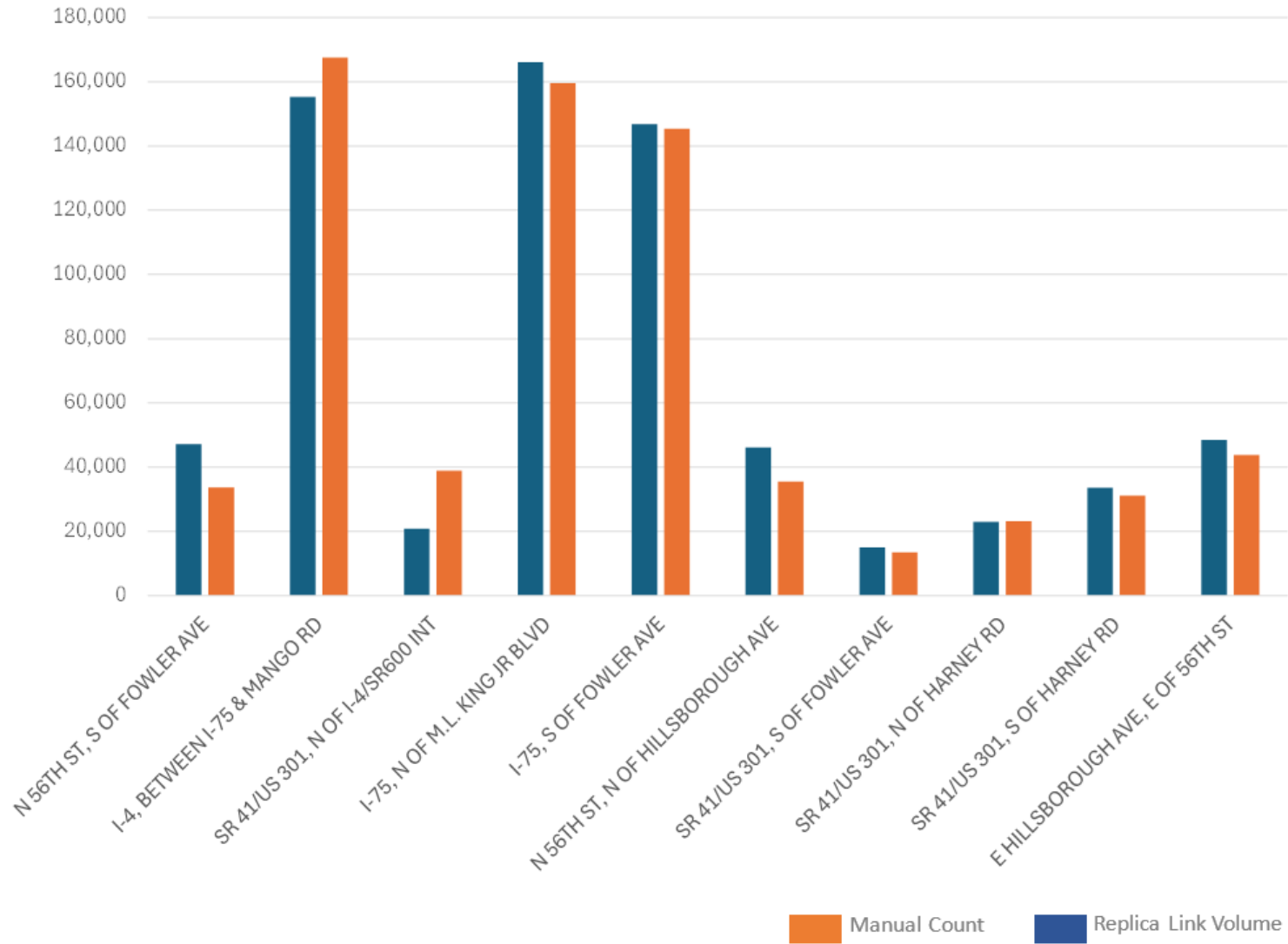
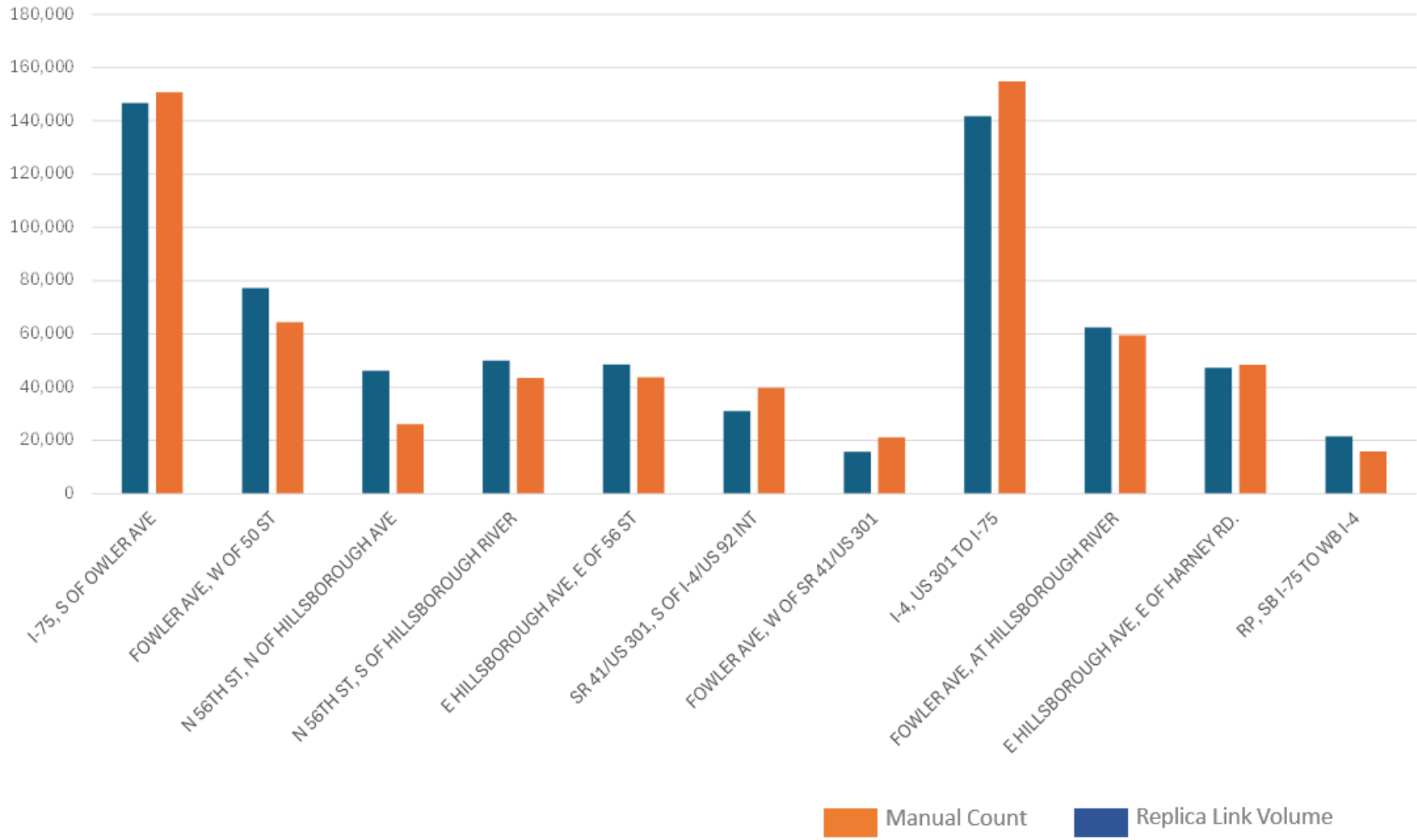


Figure 5. Replica Ground Truth Data for Vehicular Traffic Counts, Continued



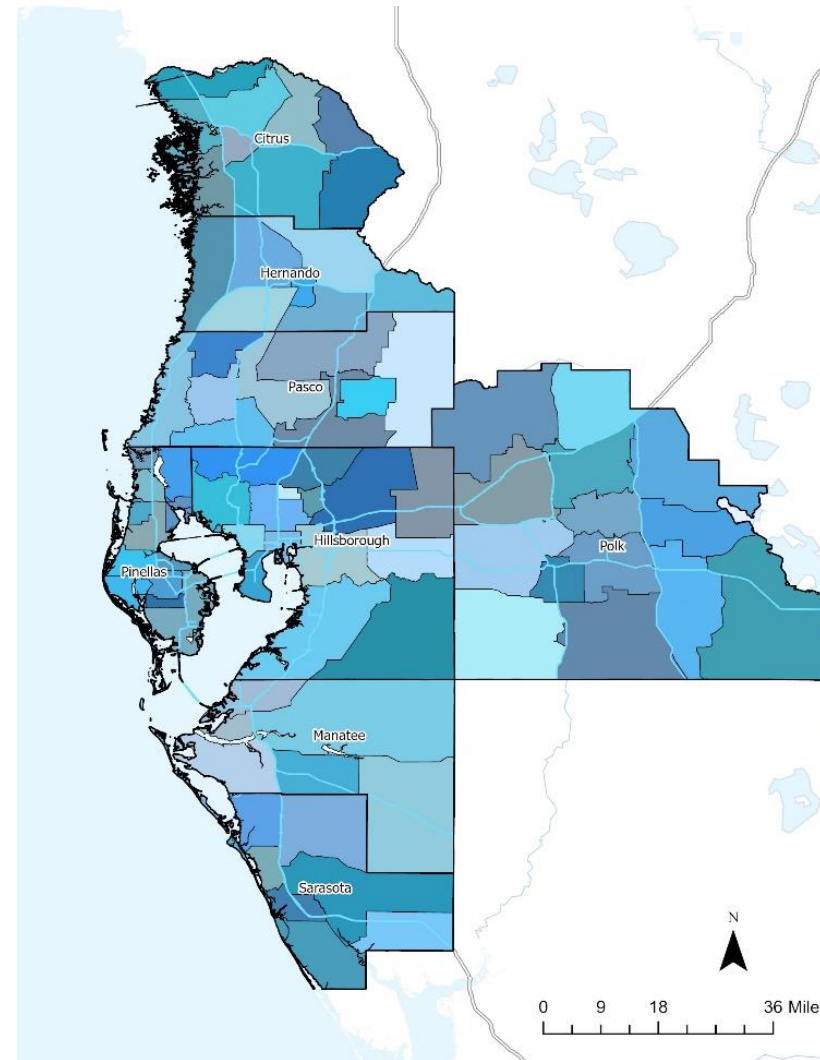
The primary use of Replica was to assess travel patterns to support transit demand analysis. To do so, an 85-zone geographical structure was assembled and submitted to the Replica model to obtain an origin/destination travel matrix. The zonal structure for the District 7 counties was obtained from the TBRPM zonal structure. For the District 1 counties, a similarly sized and structured geography was developed. **Figure 6** illustrates the zonal structure used for the analysis.

The travel flow analysis for intra-regional trips across the 85-zone geography is summarized in **Table 4** below, which indicates the largest portion of interzonal trips have trip ends (origin and/or destination) in Hillsborough and Pinellas counties. Citrus and Hernando counties have the fewest regional trip ends. When compared to population by county, the trip end distribution across the region aligns with population by county.

Table 4. Internal Trip Ends Statistics

County	Total Trip Ends	% Trip Ends	Population	% Regional Population
Citrus	413,187	4%	154,565	3%
Hernando	394,260	3%	194,515	4%
Hillsborough	3,681,546	33%	1,459,773	30%
Manatee	797,698	7%	399,705	8%
Pasco	1,217,128	11%	561,897	11%
Pinellas	2,535,651	22%	959,103	20%
Polk	1,316,814	12%	725,041	15%
Sarasota	943,294	8%	434,005	9%

Figure 6. Replica Ground Truth Data



There are a total of 5,649,789 interzonal trips in the region in the Replica model. Of those, almost half (47%) were identified as dominant regional travel flows to be used to identify regional transit projects. The isolation of these trips is based on two factors. The first is the magnitude of travel between zonal pairs, as indicated by bandwidth in **Figure 7**. The second factor is the travel flows connecting the most significant flows to other significant flows in the region. Flows that cross county boundaries were also favored in the selection of the regional travel flows.

Of the more than 7,000 total interzonal origin/destination pairs, the study team selected 134 dominant flows, which represent 47% of internal travel flows in the region. These flows account for 2,687,571 trips. Of these, 107,220 are commercial truck trips. The remaining 2,580,351 include private trips by personal automobile and on-demand travel services, which were used to analyze transit demand.

Figure 7. Replica Travel Flows

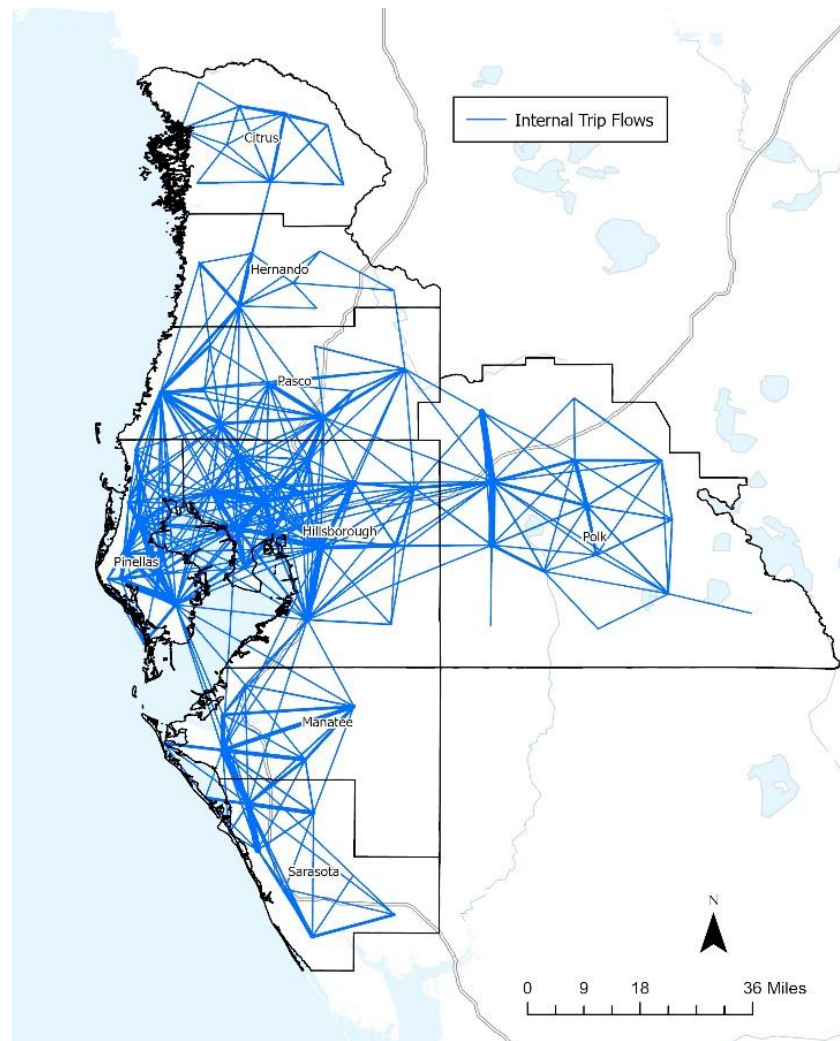


Figure 8 depicts those travel flows based on the 85-zone travel matrix. A summary of the dominant trip flows by corridor is included in **Table 5**.

Figure 8. Replica Dominant Regional Trip Flows

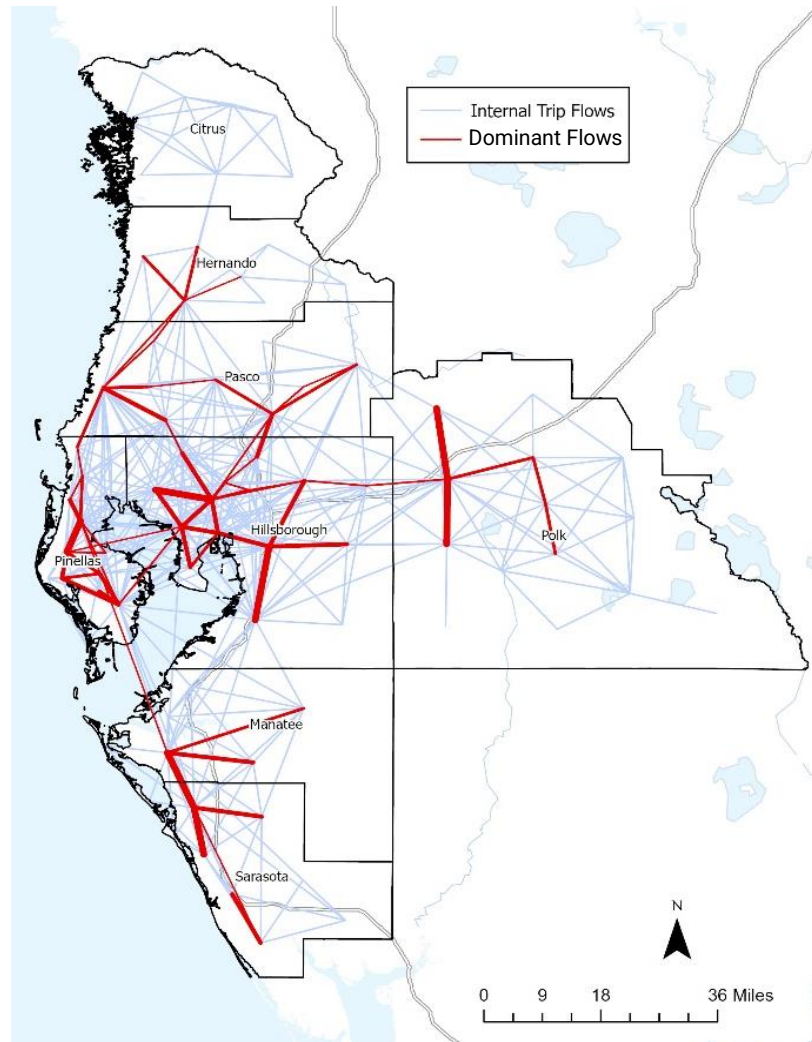


Table 5. Replica Dominant Regional Trip Flows by Corridor

Corridor	Daily Trips
West Tampa (Hillsborough Co.) to Lakeland (Polk Co.)	228,792
Westshore (Hillsborough Co.) to Brandon (Hillsborough Co.)	151,944
West Tampa (Hillsborough Co.) to Downtown Tampa (Hillsborough Co.)	114,829
St Petersburg (Pinellas Co.) to Spring Hill (Hernando Co.)	636,249
East/West travel in Pinellas County	100,914
New Port Richey (Pasco Co.) to San Antonio (Pasco Co.)	74,728
Venice/North Port (Sarasota Co.) to St Petersburg (Pinellas Co.)	224,951
East/West travel in Manatee/Sarasota counties	141,655
North/South travel in Polk County	259,325
South Tampa (Hillsborough Co.) to Downtown Tampa (Hillsborough Co.)	39,945
Sun City Center (Hillsborough Co.) to Thonotosassa (Hillsborough Co.)	160,188
St Petersburg/Clearwater (Pinellas Co.) to San Antonio (Pasco Co.)	269,760
New Port Richey (Pasco Co.) to Downtown/South Tampa (Hillsborough Co.)	177,071
Total Trips	2,580,351

In addition to corridor trip flows used to assess regional travel for potential public transit demand, the dominant trip flows from the Replica model were assessed as trips on the regional roadway network.

Figure 9 shows the distribution of volumes on the regional network for the 134 travel flows. When compared to the V/C results from the TBRPM and D1 Model simulations for 2045, the Replica simulated demand aligns, in general, with the most heavily traveled and congested roadways in the regional travel demand models.

Table 6 summarizes the maximum, average and median traffic volumes on the regional network for each county.

Table 6. Replica Dominant Regional Trip Volumes by County

County	Maximum Volumes	Average Volumes	Median Volumes
Citrus	2,298	1,254	1,406
Hernando	18,319	3,408	2,409
Hillsborough	32,635	5,334	3,609
Manatee	29,451	3,088	1,167
Pasco	23,028	5,177	4,535
Pinellas	27,432	4,628	3,128
Polk	44,713	4,128	3,114
Sarasota	29,678	4,705	3,702

Figure 9. Replica Dominant Regional Trip Flows on Network

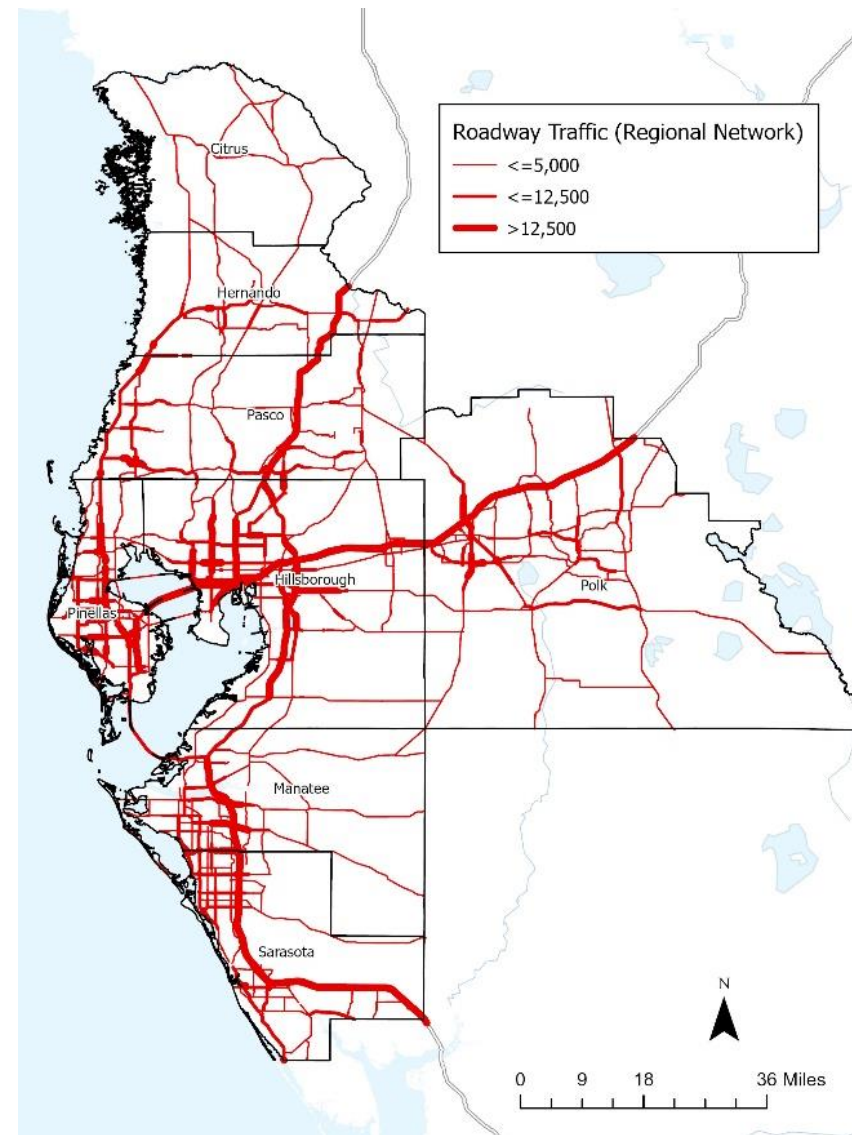


Figure 10 includes a superimposition of the Replica travel volumes on top of regional model V/C results, in percentile terms. It should be noted that the Replica volumes include only the regional trips identified in the 134 travel flows, and do not represent comprehensive demand on the network.

A final step in the travel demand analysis includes the isolation of travel with an origin or destination outside the SCTPA region. There are a total of 300,314 daily trips originating outside of the SCTPA region and ending within the region and a total of 293,660 trips originating within the SCTPA region and ending outside the region.

Figure 10. Replica Dominant Regional Trip Flows and Regional Models V/C

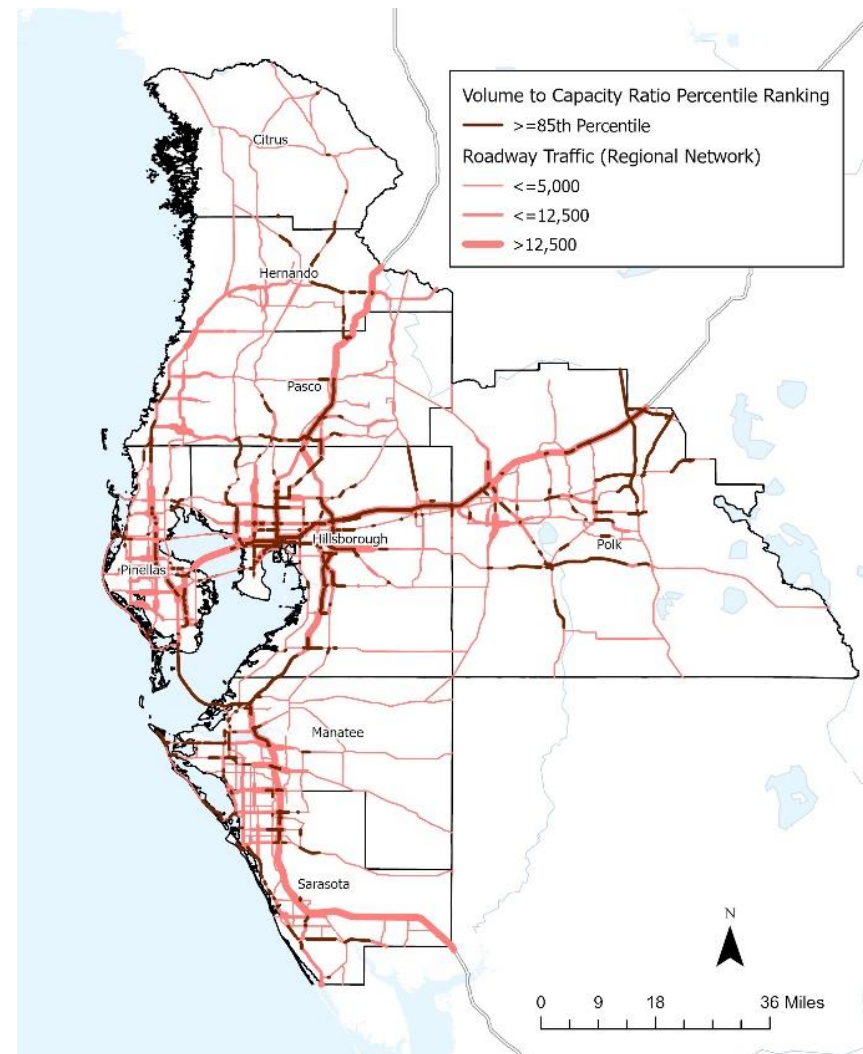


Figure 11 shows the trip flows from external areas, which are grouped into areas to the north, east, and south of the SCTPA region. **Table 7** summarizes the external trips in terms of the internal county of origin or destination. Polk and Sarasota counties have the highest levels of interaction with areas outside the region, with 216,237 and 145,946 trips, respectively.

Figure 11. Replica Dominant Regional Trip Flows and Regional Models V/C

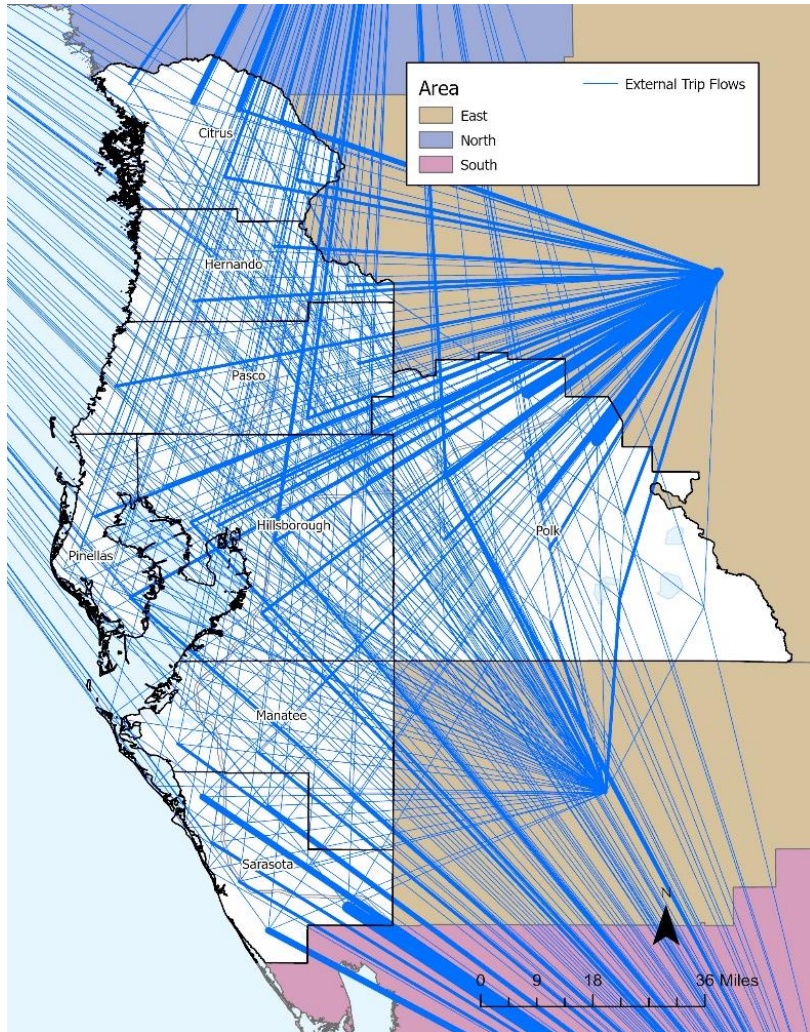


Table 7. Replica External Trips by County

County	From/To the North	From/To the East	From/To the South	Total Trip Ends
Citrus	41,081	14,830	512	56,423
Hernando	4,645	11,912	699	17,256
Hillsborough	16,661	44,407	16,005	77,073
Manatee	2,693	9,417	12,242	24,352
Pasco	7,375	17,053	3,097	27,525
Pinellas	5,339	16,238	7,585	29,162
Polk	6,627	201,363	8,247	216,237
Sarasota	2,043	10,006	133,897	145,946
Total Trips				593,974

Safety Analysis

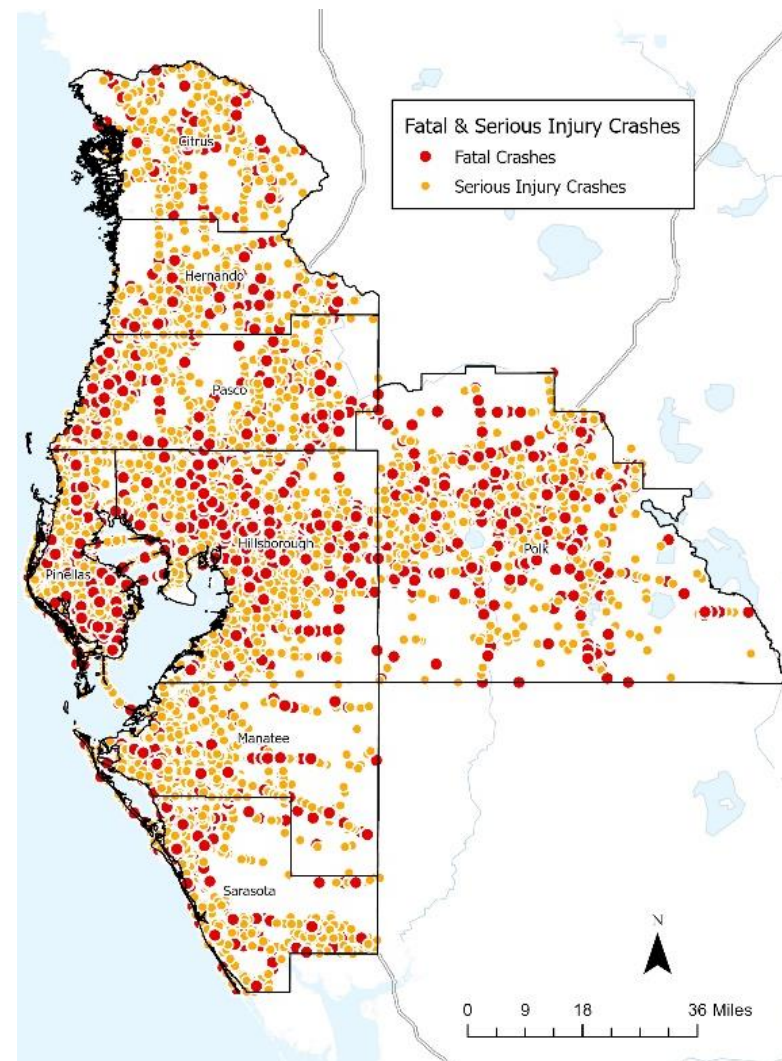
A comprehensive historical crash analysis was conducted to identify a regional High Injury Network (HIN) and inform the project identification process for the regional needs plan. Five years of crash data from 2018-2022 was downloaded from Signal 4 Analytics and crashes involving fatalities and serious injuries were isolated to inform the HIN. **Figure 12** displays all fatal and serious injury crashes in the region for that time period. Each dot on the map represents a crash.

Table 8 below lists the number of fatal and serious injury crashes in each county. Hillsborough County has the highest number of fatal and serious injury crashes, while Citrus County has the lowest total. On a per capita basis, Hernando County has the highest rate of fatal and severe injury crashes, followed by Pasco County has the highest rate. The lowest rates are in Polk, Hillsborough, and Pinellas counties.

Table 8. Fatal and Serious Injury Crashes by County

County	Fatal Crashes	Serious Injury Crashes	Fatal & Serious Injury Crashes	Fatal and Serious Injury Crashes 100,000 Population
Citrus	145	801	946	612
Hernando	175	1,226	1,401	716
Hillsborough	1,049	4,747	5,796	395
Manatee	322	2,722	3,044	758
Pasco	488	3,457	3,945	697
Pinellas	599	3,365	3,964	413
Polk	648	1,805	2,453	336

Figure 12. Fatal and Serious Injury Crashes 2018-2022



Sarasota	267	1,549	1,816	416
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To identify a HIN, the study team weighted crashes by injury severity, using the Highway Safety Manual's Equivalent Property Damage Only (EPDO) Average Crash Frequency method. This method considers the FDOT crash costs for property damage, possible injury, non-incapacitating injury, and incapacitating injury and fatal crashes as defined by the 2021 FDOT Design Manual (FDM).

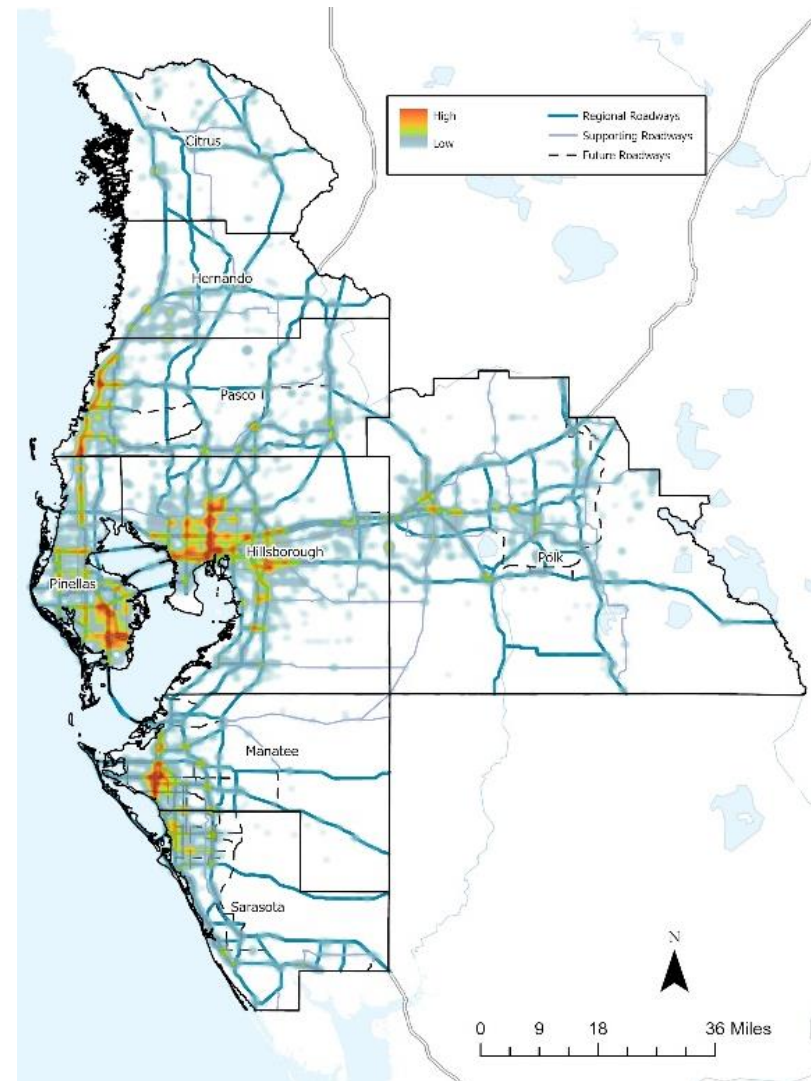
Table 9 displays the weighting factors for each severity category based on the EPDO method.

Table 9. EPDO Crash Severity Weighting Factors

Severity	Crash Cost	Ratio	Weighting Factor
Fatal	\$10,670,000	$\$10,670,000 / \$7,700$	1,386
Incapacitating Injury	\$872,612	$\$872,612 / \$7,700$	113
Non-Incapacitating Injury	\$174,018	$\$174,018 / \$7,700$	22
Possible Injury	\$106,215	$\$106,215 / \$7,700$	14
Property Damage Only	\$7,700	$\$7,700 / \$7,700$	1

A kernel density raster layer was created in ArcGIS with the weighted crashes. The “rasterstats” library in python was then used to assign the density raster values to the regional network polyline layer. For each roadway segment in the TBARTA network, an average number of the density raster values that were assigned to the segment was calculated to represent the crash density on that segment. The results of this analysis are depicted in **Figure 13**.

Figure 13. Fatal and Serious Injury Crash Density 2018-2022



A HIN network is typically focused on a prioritization of high injury crash segments within a given region. Within the SCTPA region, some MPO areas have higher concentrations of crashes than others. Because of this, using a regional analysis alone, the HIN would be concentrated in one or two MPO areas, with very few or no HIN segments in the other MPO areas.

To prevent a concentration in a limited part of the region, the study team conducted corridor ranking analysis based on the percentile rankings for each segment at both the regional level and the MPO level. The study team assessed a range of percentile benchmarks for total high injury crashes both regionally and by MPO area. After presenting the various benchmark results to the Steering Committee, the top 20th percentile at the regional level and 40th percentile at the MPO level were selected in combination to inform the ultimate HIN identification. **Figure 14** depicts the corridors ranking within the top 20th percentile at the regional level.

Figure 14. Top 20th Percentile Severe Crashes (Regional Basis)

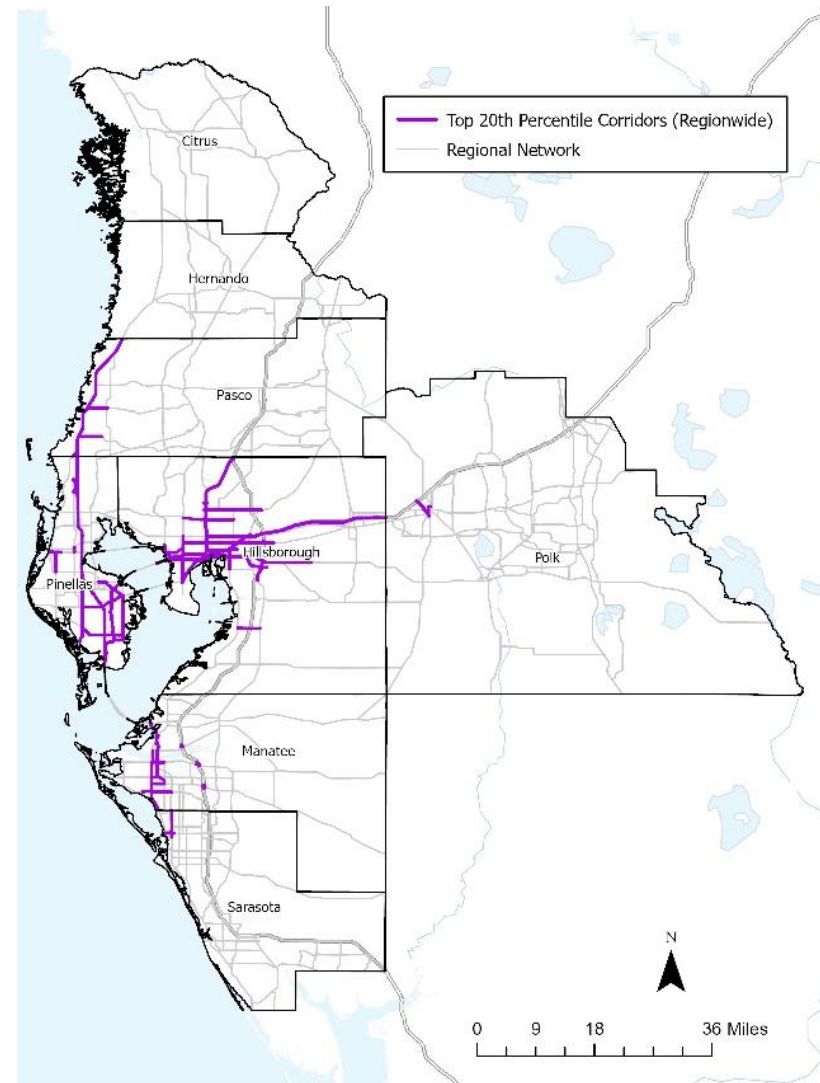


Figure 15 depicts the corridors ranking within the top 40th percentile at the MPO level. While most of the segments highlighted in the 40th percentile MPO also are highlighted in the 20th percentile regionally, many more segments are included across the region in the 40th percentile MPO map.

The study team combined the segments ranked in the top 20th percentile at the regional level and the segments ranked in the top 40th percentile at the MPO level to create the High Injury Network (HIN).

Figure 15. Top 40th Percentile Severe Crashes (MPO Basis)

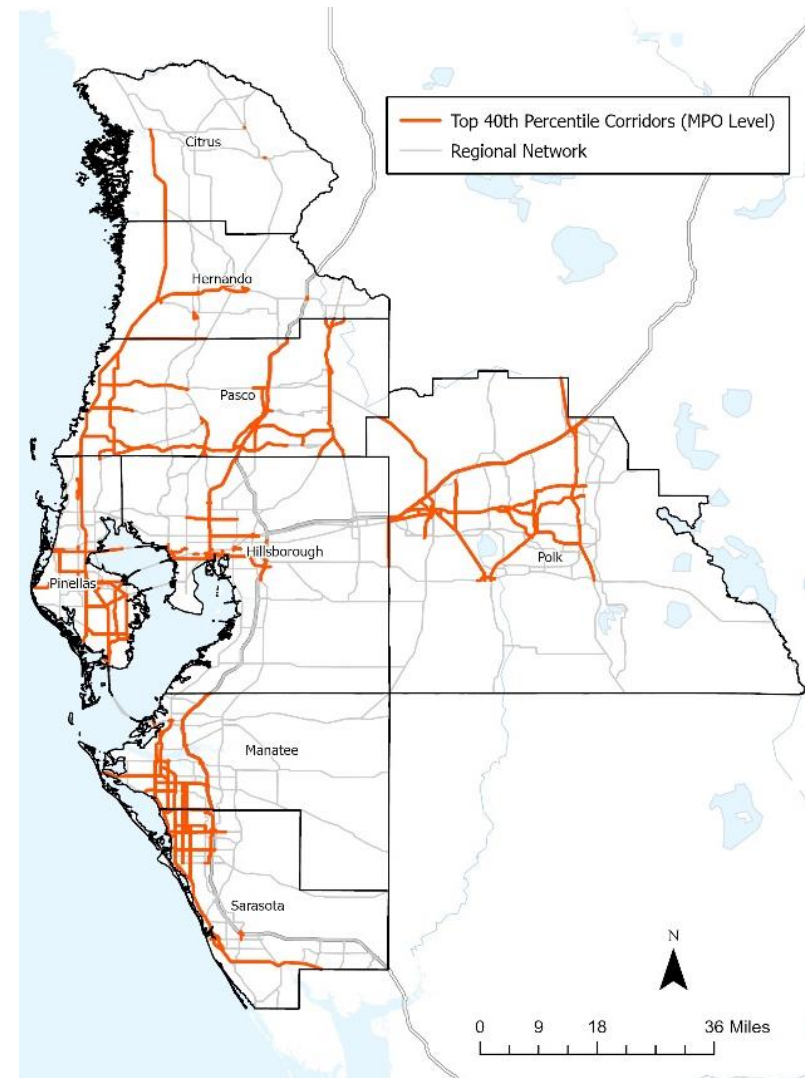
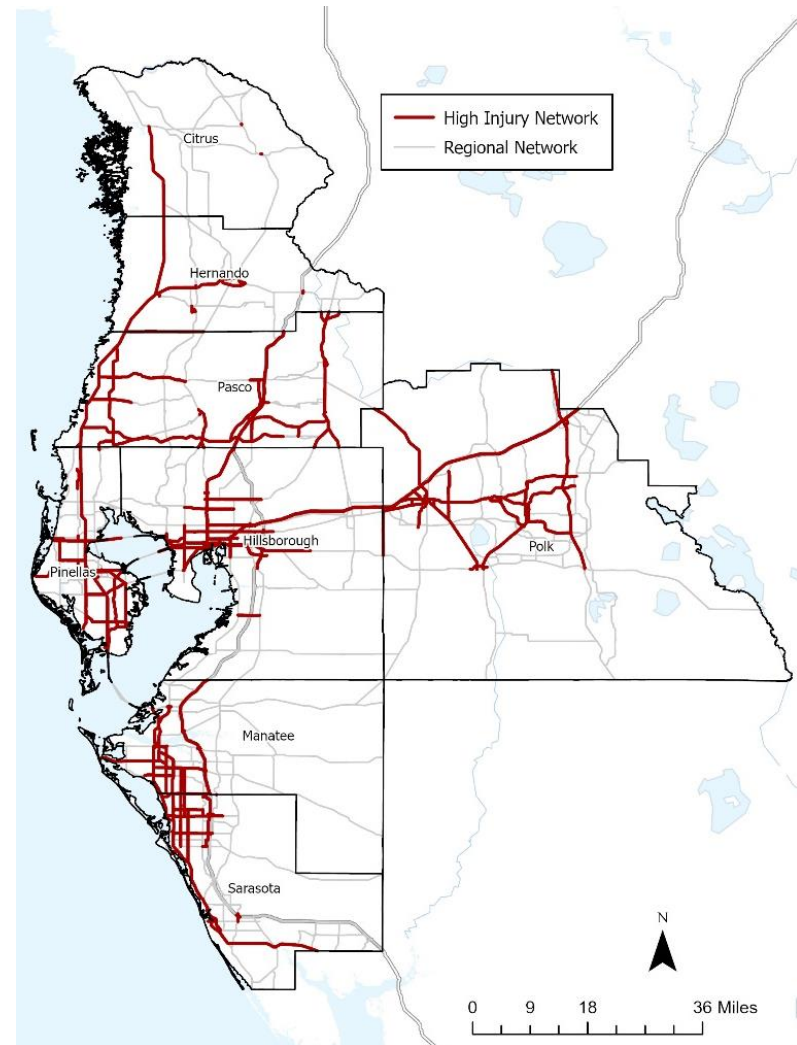


Figure 16 maps the High Injury Network identified through the analysis described above, with Hillsborough, Polk, and Pasco counties comprising the majority of the HIN network (63.2%) and the other five counties making up 36.8% of the HIN network using this standard. **Table 10** shows the centerline miles and the percentage of the regional network that the HIN accounts for in each county.

Table 10. HIN Centerline Miles by County

County	Centerline Miles	% of Regional Network
Citrus	14	9.7%
Hernando	41	21.5%
Hillsborough	1,239	36.7%
Manatee	116	31.3%
Pasco	216	60.3%
Pinellas	128	38.2%
Polk	244	35.9%
Sarasota	108	26.8%

Figure 16. SCTPA Regional High Injury Network



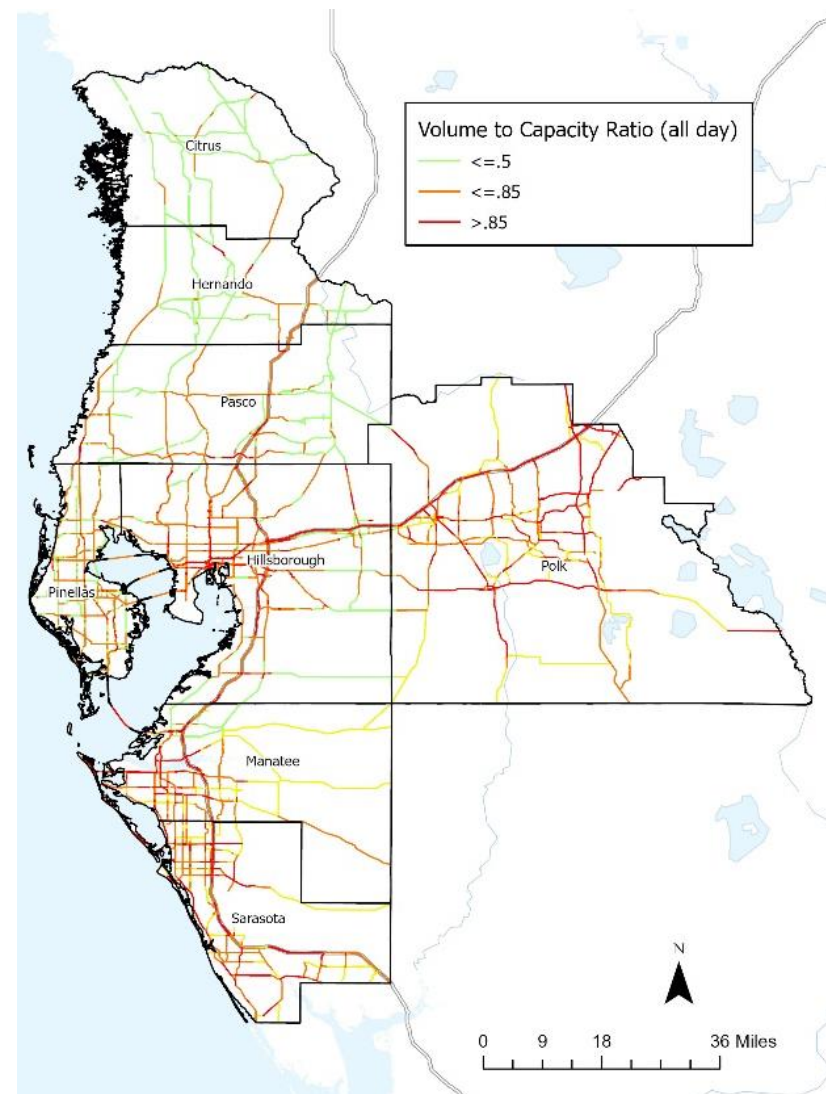
Project Identification

Roadways

The identification of roadway project needs is based on a combination of V/C data from the travel demand models; the crash analysis and resulting HIN; and existing projects in the 2045 LRTPs. The goal of the regional needs assessment was to identify up to 25 projects for the consideration of the SCTPA Board and the MPOs for inclusion in their respective LRTPs.

The primary data source for the identification of roadway projects is the V/C results from the TBRPM and D1 2045 CFP model runs. As explained in a previous section, the analysis was based on relative value of V/C, with a threshold of greater than 85th percentile to account for inconsistencies in the two models. The percentile threshold was assessed at both the regional and MPO level, similarly to the HIN analysis. The map in **Figure 17** depicts roadway segments at or above the 85th percentile for the respective models.

Figure 17. 85th Percentile (or greater) V/C Segments



After identifying the 85th percentile segments, the study team defined the limits of 75 segments with the highest V/C within the 85th percentile subgroup using the following criteria: (1) segments with the highest V/C were extended to include adjacent segments that meet the V/C threshold; (2) logical termini, such as major intersections, were used to define the limits of segments, and (3) top V/C segments located along a project in their respective MPO project priority lists, but without short term funding programmed, were extended to reflect the termini of said project. The result of the analysis is 75 of the highest V/C segments spread throughout the region. Those segments are depicted in **Figure 18**, which also identifies those segments with funded projects. The latter segments were removed from further analysis and consideration. The short-term funded projects depicted in **Figure 18** are outlined in

Table 11.

Figure 18. Highest V/C Segments and Short-Term Projects

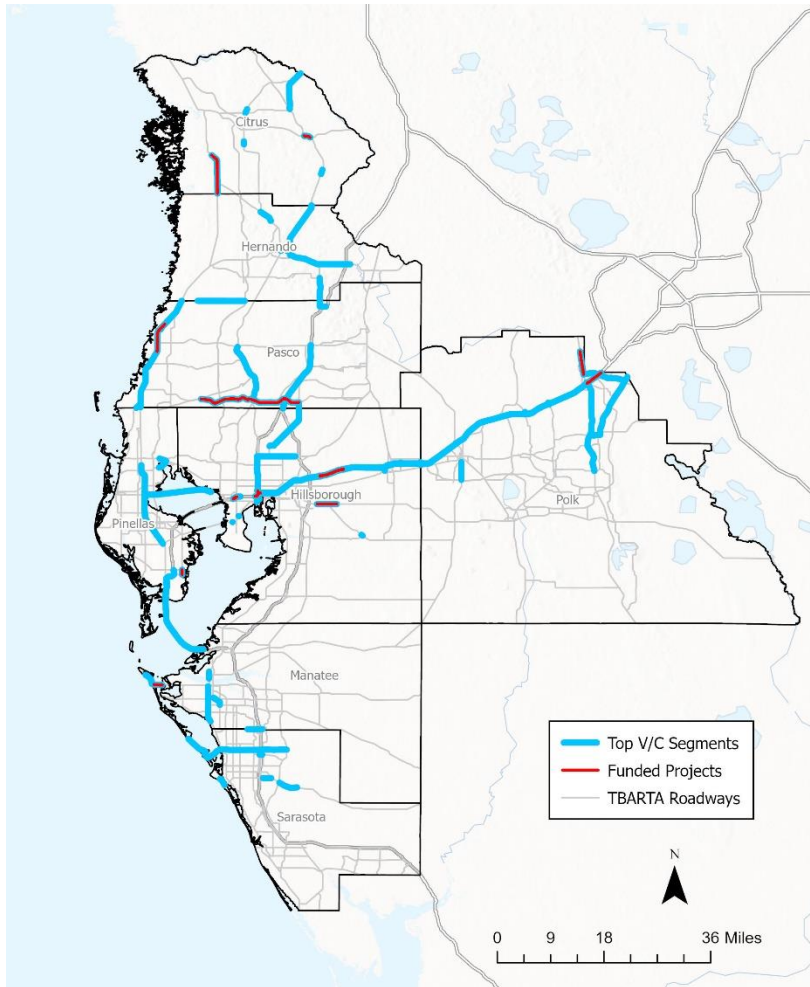


Table 11. High V/C Short Term Funded Projects

County	Road Name	From	To	Project
Manatee	Manatee Ave W	SR 798	Perico Bay	New bridge with buses on shoulder
Citrus	US-41	SR 44	Withlacoochee Trail Bridge	Add 2 lanes
Citrus	US-19	Hernando/Citrus co. line	W Green Acres St	Multi-use trail, RRR
Hillsborough	I-275	At I-4		Interchange safety/operational improvements
Hillsborough	I-4	Mango Rd	McIntosh Rd	Auxiliary lane and ramp improvements
Polk	1-4	West of US 27	Champions Gate	Widen to 10 lanes (Beyond the Ultimate)
Hillsborough	I-275	N Dale Mabry Hwy	North of Lois Ave	Capacity, operational, and safety improvements
Pasco	SR 54	Gunn Hwy	CR 581	ATMS/ITS improvements
Pasco	SR 54	At Suncoast Pkwy		Pedestrian overpass
Pinellas	4th St	5 Ave S	5 Ave N	Urban corridor improvements
Polk	US 27	Deen Still Road	Sand Mine Rd	New 2-lane road (North Ridge Trail) to alleviate local traffic on US 27
Pasco	US-19	Jasmine Blvd	Palatine Dr	Ped signals, mid-block crossings, crosswalks
Hillsborough	SR 60	Lakewood Dr	Mount Carmel	Intersection improvements
Citrus	SR 44	S of Withlacoochee Trail Bridge		Add 2 lanes

The remaining 59 segments after removing those with funded projects were evaluated further to prioritize segments for project identification. **Table 12** lists those segments and reports the regional V/C percentile for each. For some segments in Citrus County, the V/C percentile is below the 85th percentile threshold but the V/C for those segments was above that threshold on a county basis, so they were included in the analysis.

Table 12. Highest V/C Segments in Region

Road Name	From	To	County	V/C Percentile
Fruitville Road	US-41	Dog Kennel Rd	Sarasota	99.9%
Thonotosassa Rd	At SR 400		Hillsborough	99.9%
I-75	E Fowler Ave	I-275	Hillsborough	99.9%
S Franklin St	N of Channelside Dr		Hillsborough	99.9%
SR 60 E	US-17	US-27	Polk	99.9%
W Green St	N Himes Ave	N Glen Ave	Hillsborough	99.8%
N Nebraska Ave	E Cass St	E Jackson St	Hillsborough	99.8%
Lithia Pinecrest Rd	Fishhawk Blvd	Boyette Rd	Hillsborough	99.7%
S Lois Ave	At W Gandy Blvd		Hillsborough	99.7%
E Fowler Ave	I-275	I-75	Hillsborough	99.7%
E Floribraska Ave	At I-275		Hillsborough	99.7%
US 17/92	US-27	CR-54	Polk	99.7%
W Euclid Ave	At SR 618		Hillsborough	99.7%
I-4	McIntosh Rd	Branch Forbes Rd	Hillsborough	99.7%
Manatee Ave W	6 Ave	East Bay Dr	Manatee	99.6%
Ronald Reagan Pkwy	US-27	US-17	Polk	99.6%
US-41 N	North of 1 St E	Tallevast Rd	Manatee	99.6%
Florida Ave	I-98/ SR 548 E	E Lime St	Polk	99.6%
Gulf Dr	43 St	46 St	Sarasota	99.5%
Sunshine Skwy Bridge			Pinellas	99.5%
15 ST E/301 Blvd W	52 Ave E	US-41	Manatee	99.5%
University Pkwy	Longwood Dr	East of SR 93/I-75	Manatee	99.3%
SR 60	Courtney Campbell Cswy Trail	Druid Road Trail	Pinellas	99.3%
SR 200	US-41	Marion County Line	Citrus	99.2%
Gulf Dr	White Ave	81 St	Manatee	99.2%

Road Name	From	To	County	V/C Percentile
SR 93/I-75	SR 52	I-275	Pasco	99.1%
Midnight Pass	Beach Road	Stickney Point Rd	Sarasota	99.1%
John Ringling	Bay Isles Pkwy	Sunset Dr	Sarasota	98.5%
I-275 at I-175	South of 54 Ave S	I-375	Pinellas	98.5%
US-19 N	66 St N	Park Blvd N	Pinellas	98.2%
US 27	I-4	SR 542	Polk	98.2%
US-41	US-98	County Line	Hernando	97.7%
Lake Lindsey Rd/SR 476	West of US-98		Hernando	97.7%
US-41	Riverside Dr	17 St W	Manatee	97.4%
US-19 N	142 Ave N	Curlew Ave	Pinellas	97.0%
US-19	Curlew Ave	Sunset Point Rd	Pinellas	96.1%
Ponce de Leon Blvd/US 98	SR 491/ Citrus Way	SR 476	Hernando	96.1%
Lake Iola Rd	Blanton Rd	Dan Brown Hill Rd	Pasco	96.0%
Spring Lake Hwy/CR 541	Powell Rd	Dan Brown Hill Rd	Hernando	96.0%
Bruce Downs Blvd	SR 56	Bearss Ave	Pasco	95.5%
Clark Rd	Hummingbird Ave	Dove Ave	Sarasota	95.4%
US 92	I-4	Thonotosassa Rd	Hillsborough	95.3%
Clark Rd	Lorraine Road	W of Hi Hat Ranch Rd	Sarasota	95.2%
US 98	W Fort Dade Ave	US-98	Hernando	95.0%
SR 580	SR 590	Forest Lake Blvd S	Pinellas	94.6%
Tampa Rd	Curlew Road	Forest Lake Blvd S	Pinellas	94.5%
SR 54/56	At SR 93		Pasco	94.3%
Palmer Blvd	S Packinghouse Rd	Apex Rd	Sarasota	93.6%
SR 50	Emerson Rd	Mondon Hill Rd	Hernando	89.9%
Alt Hwy 19	Anclote Blvd	US-19	Pasco	89.5%
Land O Lakes Blvd	SR 54/ I-75	SR 52	Pasco	89.2%

Road Name	From	To	County	V/C Percentile
US 19	Pinellas County Line	Hernando County Line	Pasco	87.9%
SR 44	S of Withlacoochee Trail Bridge		Citrus	86.5%
US 98	Jasmine Dr	Sherman Hills Blvd	Hernando	83.9%
N Carl G Rose Hwy	E Withlacoochee Trail	Withlacoochee River	Citrus	79.5%
US-41	E Tower Trail	E Jane Ln	Citrus	75.6%
County Line Road	East Rd	SR 589/Suncoast Pkwy	Pasco/Hernando	67.1%
N Lecanto Hwy	SR 488/W Norvell Bryant Hwy	W Woodview Ln	Citrus	66.7%
S Lecanto Hwy	W Pennington Ct	Saunders Way	Citrus	63.5%

Source: TBRPM and D1 Model 2045 Cost Feasible Scenarios

The 59 segments in

Table 12 were assessed based on a series of criteria, including length of segment; whether the roadway crosses county boundaries; whether the segment is included in a MPO priority list; and whether the segment is on the High Injury Network. A rudimentary scoring system was developed and used to prioritize the segments and ultimately develop a list of 25 high priority regional needs. The scoring system is summarized in **Table 14** summarizes the scoring, with segments ordered by overall score.

Table 13.

Table 13. Scoring System

Criteria	Maximum Score	Notes
Congestion	1.0	Base score
High Injury Network	1.0	If segment is on HIN, assign a score of 1.0
Distance	1.5	If segment >1 mile, assign a score of 0.5 If segment >3 mile, assign a score of 1.0 If segment >5 mile, assign a score of 1.5
MPO/TPO Priority	0.5	If segment is a MPO/TPO priority, assign a score of 0.5
Regional	0.5	If roadway crosses county boundaries, assign a score of 0.5
Total Score	4.5	

Table 14. Segment Scoring

County	Road Name	From	To	V/C %	V/C score	HIN score	Regional score	Distance score	MPO Priority score	Total Score
Pinellas	I-275	S of 54 Ave S	I-375	98.5%	1.0	1.0	0.5	1.5	0.5	4.5
Pasco	US 19	Pinellas Co. Line	Hernando County Line	87.9%	1.0	1.0	0.5	1.5	0.5	4.5
Hernando	SR 50	Emerson Rd	Mondon Hill Rd	89.9%	1.0	1.0	0.5	1.5	0	4.0
Hillsborough	I-4	McIntosh Rd	Branch Forbes Rd	99.7%	1.0	1.0	0.5	1.5	0	4.0
Pasco	I-75	SR 52	I-275	99.1%	1.0	1.0	0.5	1.5	0	4.0
Polk	US 27	I-4	SR 542	98.2%	1.0	1.0	0.5	1.5	0	4.0
Pasco	Bruce B Downs Blvd	SR 56	Bearss Ave	95.5%	1.0	0.0	0.5	1.5	0.5	3.5
Pasco/ Hernando	County Line Road	East Rd	SR 589/Suncoast Pkwy	67.1%	0.0	1.0	0.5	1.5	0.5	3.5
Pasco	SR 45	SR 54/ I-75	SR 52	89.2%	1.0	1.0	0.5	0.5	0	3.0
Pasco	SR 54/56	at SR 93		94.3%	1.0	1.0	0.0	1.5	0	3.5
Pinellas	US-19	66 St N	Park Blvd N	98.2%	1.0	1.0	0.5	1.0	0	3.5
Pinellas	US-19 N	142 Ave N	Curlew Ave	97.0%	1.0	1.0	0.5	1.0	0	3.5
Polk	US 17/92	US-27	CR-54	99.7%	1.0	0.0	0.5	1.5	0.5	3.5
Pinellas	US-19	Curlew Ave	Sunset Point Rd	96.1%	1.0	1.0	0.5	1.0	0	3.5
Manatee	US-41 N	North of 1 St E	Tallevast Rd	99.6%	1.0	1.0	0.5	0.5	0.5	3.5
Manatee	15 ST E/301 Blvd W	52 Ave E	US-41	99.5%	1.0	1.0	0.0	0.5	0.5	3.0
Hernando	US-41	US-98	County Line	97.7%	1.0	0.0	0.5	1.5	0	3.0
Hillsborough	E Fowler Ave	I-275	I-75	99.7%	1.0	1.0	0.0	0.5	0.5	3.0
Sarasota	Fruitville Rd	US-41	Dog Kennel Rd	99.9%	1.0	1.0	0.0	0.5	0.5	3.0
Polk	Ronald Reagan Pkwy	US-27	US-17	99.6%	1.0	0.0	0.5	1.5	0	3.0
Polk	SR 60 E	US-17	US-27	99.9%	1.0	0.0	0.5	1.5	0	3.0

County	Road Name	From	To	V/C %	V/C score	HIN score	Regional score	Distance score	MPO Priority score	Total Score
Pinellas	SR 60	Courtney Campbell Causeway Trail	Druid Road Trail	99.3%	1.0	1.0	0.5	0.0	0.5	3.0
Hillsborough	I-75	E Fowler Ave	I-275	99.9%	1.0	0.0	0.5	1.5	0	3.0
Pinellas	Sunshine Skwy Bridge			99.5%	1.0	0.0	0.5	1.5	0	3.0
Manatee	University Pkwy	Longwood Dr	E of SR 93/I-75	99.3%	1.0	1.0	0.5	0.5	0	3.0
Manatee	US-41	Riverside Dr	17 St W	97.4%	1.0	1.0	0.5	0.0	0	2.5
Pasco	Alt Hwy 19	Anclote Blvd	US-19	89.5%	1.0	1.0	0.0	0.5	0	2.5
Sarasota	Clark Rd	Lorraine Road	W of Hi Hat Ranch Rd	95.2%	1.0	0.0	0.0	1.5	0	2.5
Pasco	Lake lola Rd	Blanton Rd	Dan Brown Hill Rd	96.0%	1.0	0.0	0.5	1.0	0	2.5
Manatee	Manatee Ave W	6 Ave	East Bay Dr	99.6%	1.0	0.0	0.0	1.5	0	2.5
Hernando	Spring Lake Hwy	Powell Rd	Dan Brown Hill Rd	96.0%	1.0	0.0	0.5	1.0	0	2.5
Hillsborough	US 92	I-4	Thonotosassa Rd	95.3%	1.0	0.0	0.5	0.5	0.5	2.5
Sarasota	Gulf Dr	43 St	46 St	99.5%	1.0	0.0	0.0	0.5	0.5	2.0
Sarasota	John Ringling	Bay Isles Pkwy	Sunset Dr	98.5%	1.0	0.0	0.0	1.0	0	2.0
Hernando	Lake Lindsey Rd	W of US-98		97.7%	1.0	0.0	0.5	0.5	0	2.0
Sarasota	Midnight Pass	Beach Rd	Stickney Point Rd	99.1%	1.0	0.0	0.5	0.5	0	2.0
Citrus	N Carl G Rose Hwy	US-41	Marion Co. Line	99.2%	1.0	0.0	0.5	0.0	0.5	2.0
Hernando	US 98	SR 491/ Citrus Way	SR 476	96.1%	1.0	0.0	0.5	0.5	0	2.0
Pinellas	SR 580	SR 590	Forest Lake Blvd S	94.6%	1.0	0.0	0.5	0.5	0	2.0
Pinellas	Tampa Rd	Curlew Road	Forest Lake Blvd S	94.5%	1.0	0.0	0.5	0.5	0	2.0
Sarasota	Clark Rd	Hummingbird Ave	Dove Ave	95.4%	1.0	0.0	0.0	0.5	0	1.5
Polk	Florida Ave	I-98/ SR 548 E	E Lime St	99.6%	1.0	0.0	0.0	0.5	0	1.5
Manatee	Gulf Dr	White Ave	81 St	99.2%	1.0	0.0	0.0	0.5	0	1.5
Citrus	US 98	Jasmine Dr	Sherman Hills Blvd	83.9%	0.0	0.0	0.5	0.0	0	0.5

County	Road Name	From	To	V/C %	V/C score	HIN score	Regional score	Distance score	MPO Priority score	Total Score
Hillsborough	E Floribraska Ave	at I-275		99.7%	1.0	0.0	0.0	0.0	0	1.0
Hillsborough	Lithia Pinecrest Rd	Fishhawk Blvd	Boyette Rd	99.7%	1.0	0.0	0.0	0.0	0	1.0
Hillsborough	N Nebraska Ave	E Cass St	E Jackson St	99.8%	1.0	0.0	0.0	0.0	0	1.0
Sarasota	Palmer Blvd	S Packinghouse Rd	Apex Rd	93.6%	1.0	0.0	0.0	0.0	0	1.0
Hernando	US 98	W Fort Dade Ave	US-98/W Jefferson St	95.0%	1.0	0.0	0.0	0.0	0	1.0
Hillsborough	S Franklin St	N of Channelside Dr		99.9%	1.0	0.0	0.0	0.0	0	1.0
Hillsborough	S Lois Ave	at W Gandy Blvd		99.7%	1.0	0.0	0.0	0.0	0	1.0
Hillsborough	Thonotosassa Rd	at SR 400		99.9%	1.0	0.0	0.0	0.0	0	1.0
Hillsborough	W Euclid Ave	at SR 618		99.7%	1.0	0.0	0.0	0.0	0	1.0
Hillsborough	W Green St	N Himes Ave	N Glen Ave	99.8%	1.0	0.0	0.0	0.0	0	1.0
Citrus	N Carl G Rose Hwy	E Withlacoochee Trail	Withlacoochee River	79.5%	0.0	0.0	0.5	0.0	0	0.5
Citrus	N Lecanto Hwy	W Norvell Bryant Hwy	W Woodview Ln	66.7%	0.0	0.0	0.5	0.0	0	0.5
Citrus	US-41	E Tower Trail	E Jane Ln	75.6%	0.0	0.0	0.5	0.0	0	0.5
Citrus	S Lecanto Hwy	W Pennington Ct	Saunders Way	63.5%	0.0	0.0	0.0	0.0	0	0.0

Segments scoring 3 points or higher based on the criteria above were then considered for project identification (25 total segments). The analysis considered project types including Transportation System Management and Operations (TSMO), Safety, and Capacity improvements. Of the 25 segments scoring 3 or higher, those with a current project in the LRTP or SIS plans were assigned the improvement type outlined by the LRTP or SIS plans. Segments not included in the LRTP or SIS plans were considered for TSMO, capacity, and/or safety improvements. Segments with six or more lanes were identified as TSMO improvements. Otherwise, segments were identified as Capacity or a combination of Capacity/TSMO or Safety/TSMO, depending on whether the segments are part of the HIN.

The 25 segments represent the needed improvements recommended in this study. For the remainder of the segments, the respective MPOs can consider inclusion in their LRTP needs assessments. **Figure 19** maps those top 25 segments with color coding indicating recommended improvement type, which is based on several factors, including previous identification of specific improvement need; whether the project is included in the HIN network; and existing number

of lanes.

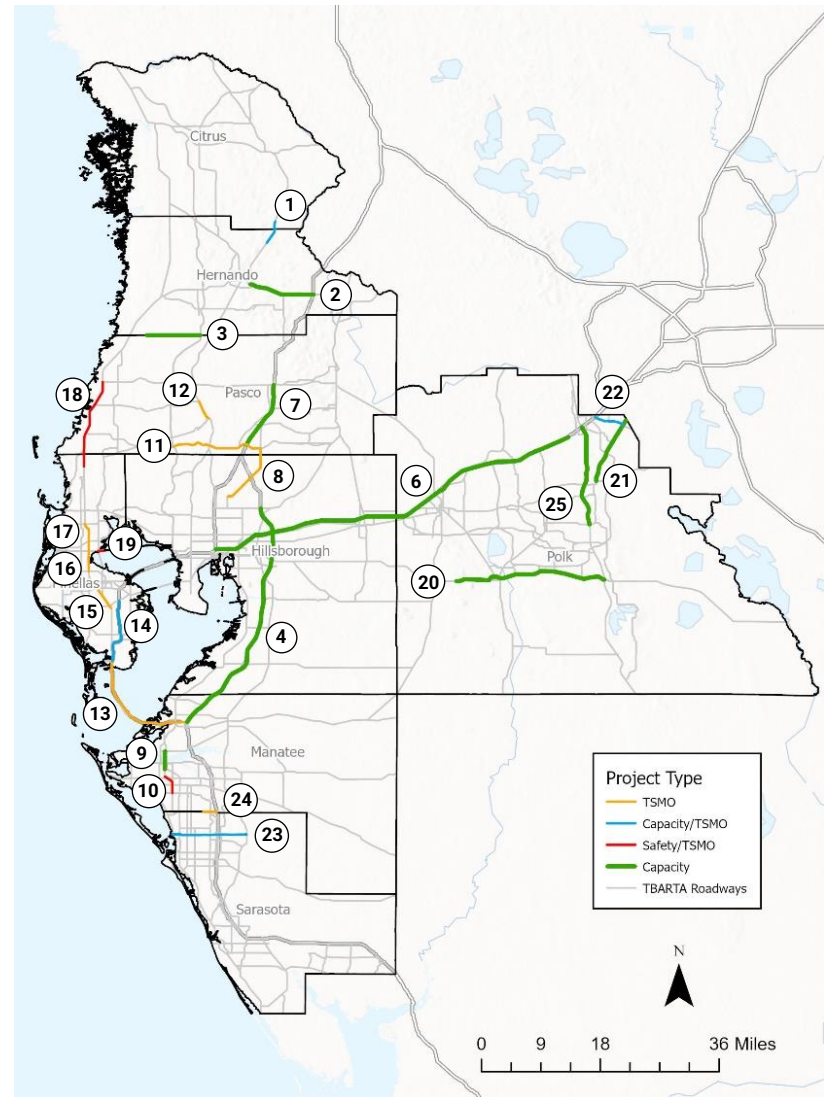


Table 15 includes a list of those projects.

Figure 19. Roadway Needs Projects

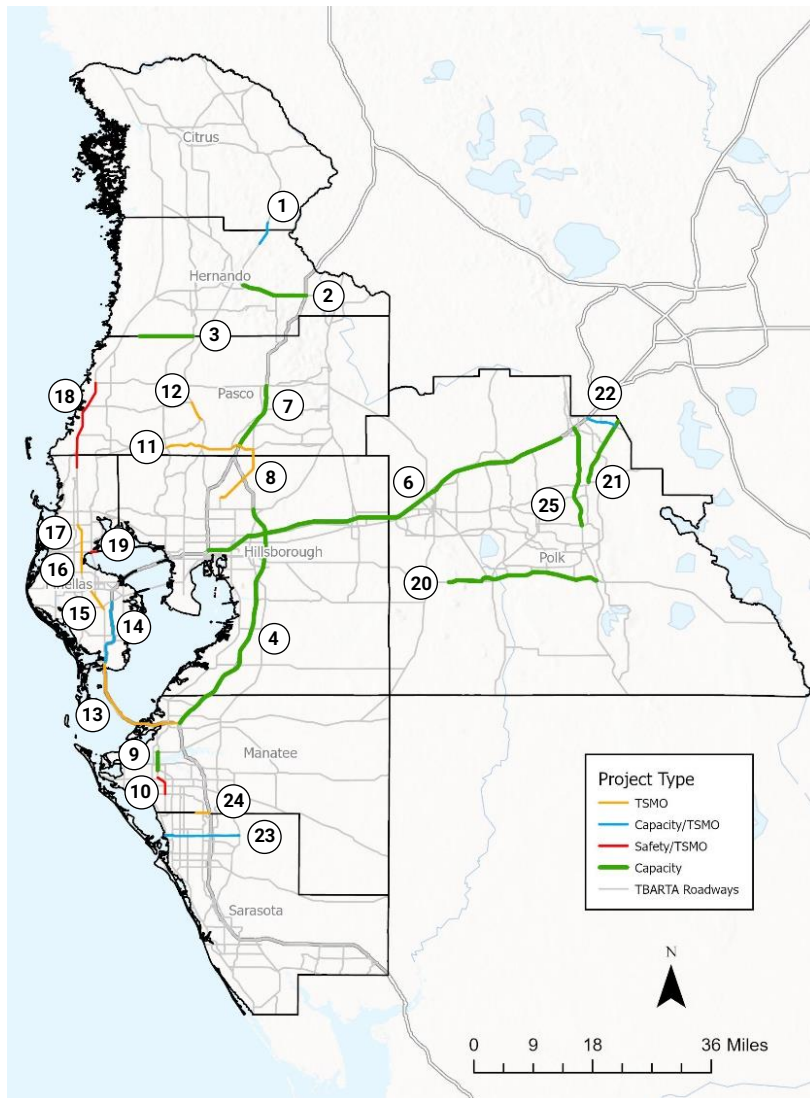


Table 15. Roadway Projects

Map Key	Road Name	From	To	County	V/C Percentile
1	US 41	E Oak Forest St	Lake Lindsey Rd	Hernando	Cap/TSMO
2	SR 50	Emerson Rd	I-75	Hernando	Capacity
3	County Line Rd	East Rd	Suncoast Pkwy	Hern., Pasco	Capacity/Safety
4	I-75	E Fowler Ave	I-275	Hills., Manatee	Capacity
6	I-4	I-275	W of US 27	Hills., Polk	Capacity/Safety
7	I-75	SR 52	SR 54/56	Pasco	Capacity/Safety
8	Bruce B Downs	SR 56	Bearss Ave	Hills., Pasco	TSMO
9	US 41	US 19	US 301	Manatee	Capacity/ Safety
10	301 Blvd/15th St	US 41	63rd Ave	Manatee	Safety/TSMO
11	SR 54/56	Suncoast Pkwy	Bruce B Downs Blvd	Pasco	TSMO
12	US 41	Connerton Blvd	Caliente Blvd	Pasco	TSMO
13	I-275	54th Ave S	I-75	Pinellas, Manatee	TSMO
14	I-275	54th Ave S	Gandy Blvd	Pinellas	Cap/TSMO
15	US 19	118th Ave N	70th Ave N	Pinellas	TSMO
16	US 19	Drew St	East Bay Dr	Pinellas	Safety/TSMO
17	US 19	SR 580	Drew St	Pinellas	Safety/TSMO
18	US 19	SR 52	Tampa Rd	Pasco, Pinelas	Safety/TSMO
19	SR 60	McMullen Booth Rd	Nova Southeastern	Pinellas	Safety/TSMO
20	SR 60	Bonnie Mine Rd	US 27	Polk	Capacity
21	US 17/92	Osceola Co line	E Hinson Ave	Polk	Capacity
22	Ronald Reagan Pkwy	US 27	US 17/92	Polk	TSMO
23	Fruitville Rd	US 41	Dog Kennel Rd	Sarasota	Safety/Cap/TSMO
24	University Pkwy	Longwood Dr	E of I-75	Manatee	Safety/TSMO
25	US 27	I-4	Dundee Rd	Polk	Capacity/Safety

Transit

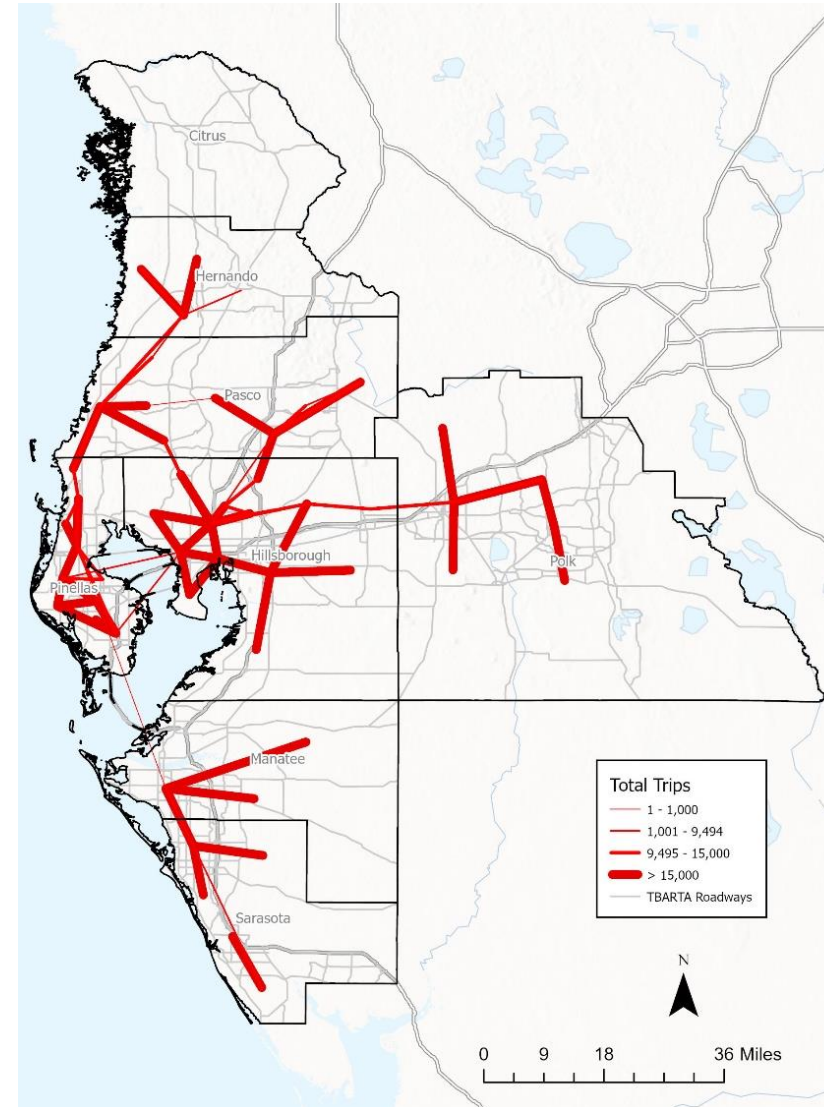
The identification of transit project needs is based on the Replica dominant travel flows and existing projects in the TBARTA Envision 2030 Regional Transit Development Plan. The goal of the regional needs assessment was to identify those transit projects that address the observed regional travel demand for the consideration of the SCTPA Board and the MPOs for inclusion in their respective LRTPs.

Analysis of the Replica travel flows indicated that Envision 2030 projects serve the majority of regional demand in the Replica data. The desire lines used for this analysis represent a total of 2.58 million trips, corresponding to 47.5% of total internal regional trips. Of those regional trips, 89% begin and end in the same county, with the remaining 11% crossing county lines. **Table 16** summarizes the distribution of trips by county of origin.

Table 16. Replica Dominant Regional Trip Flows by County of Origin

County	Trips (by county of origin)	% of Total Dominant Flows
Citrus	0	0%
Hernando	101,721	4%
Hillsborough	935,537	36%
Manatee	136,966	5%
Pasco	292,378	11%
Pinellas	587,457	23%
Polk	296,908	12%
Sarasota	229,384	9%
Total	2,580,351	100%

Figure 20. Replica Dominant Regional Trip Flows



The Replica travel flows were related to existing TBARTA projects identified in the Envision 2030 Plan to recommend transit projects for consideration by the SCTPA and partner MPOs. Three new lines not included in the TBARTA plan were also recommended based on the Replica data analysis. These three recommendations include:

- US-19 from Clearwater to Brooksville
- University Parkway from Lakewood Ranch to SRQ
- US-17/92 from Lakeland to Poinciana

The study team also recommended the extension of two TBARTA lines to accommodate demand represented in the Replica data.

- I-75 Regional Rapid Transit to Dade City – extended north to SR 52
- I-75 Regional Rapid Transit to Sarasota – extended south to Venice

The map in **Figure 21** depicts the recommended transit corridors, which are also listed in

Table 17.

Figure 21. TBARTA Master Plan Projects

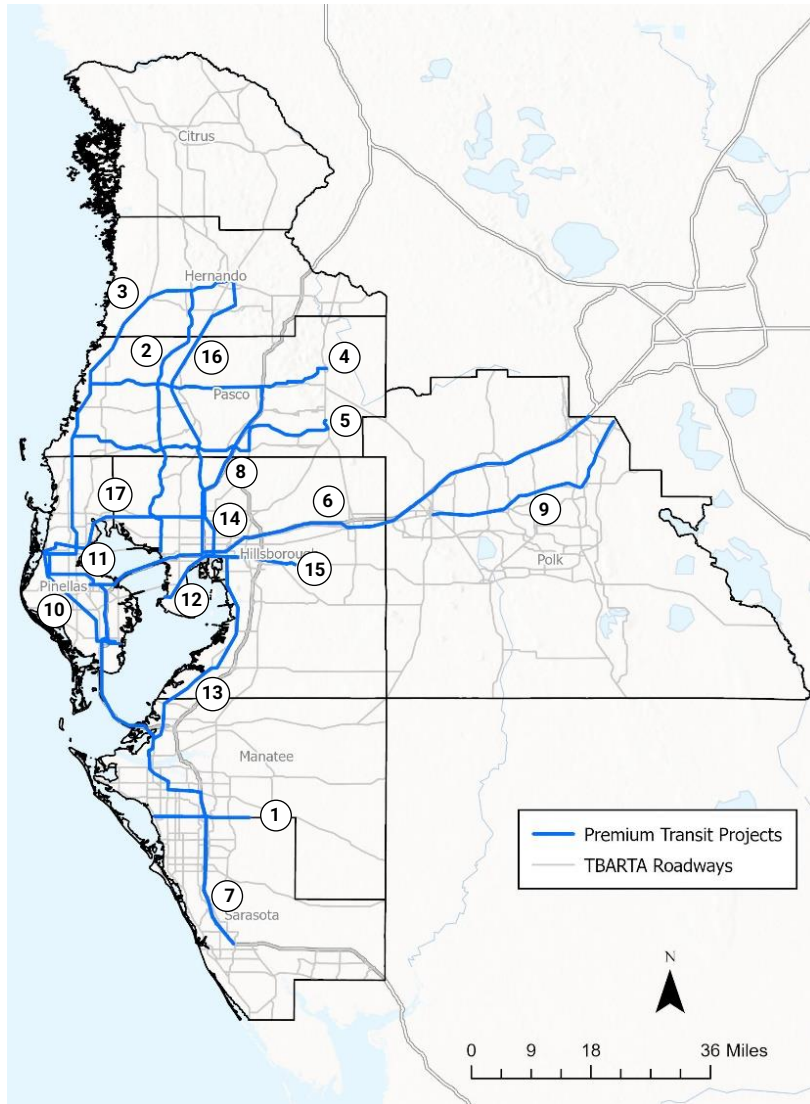


Table 17. Transit Projects

Map Key	Road Name	From	To	County
1	University Pkwy	Bourneside Blvd	SRQ Airport	Sarasota
2	Veterans/Suncoast/SR 50	Tampa Airport	Brooksville	Hills., Pasco, Hern.
3	US 19/SR 50	Downtown Clearwater	Brooksville	Pin., Pasco, Hern.
4	SR 52	Bayonet Point	Dade City	Pasco
5	SR 54/56	Holiday	Zephyrhills	Pasco
6	I-4	Downtown Tampa	Osceola Co Line	Hills., Polk
7	I-75/I-275	Venice	Downtown St Pete	Sarasota, Man., Pin.
8	I-275	Downtown St Pete	SR 52	Pin., Hills., Pasco
9	TBD	Lakeland	Poinciana	Polk
10	TBD	Downtown St Pete	Downtown Clearwater	Pinellas
11	TBD	PIE Airport	Downtown Clearwater	Pinellas
12	TBD	Picnic Island	Downtown Tampa	Hillsborough
13	TBD	Bradenton	Downtown Tampa	Man., Hills.
14	TBD	Downtown Tampa	Sulfur Springs	Hillsborough
15	TBD	Downtown Tampa	Brandon	Hillsborough
16	TBD	Downtown Tampa	Brooksville	Hills., Pasco, Hern.
17	TBD	Downtown Clearwater	Sulfer Springs	Pin., Hills.

Conclusion

The transportation network improvement needs assessment for the region is an important collaborative effort across the planning agencies that coordinate across the SCTPA region. It is important to note that the projects identified in this study represent some of the more critical needs, based on the performance analysis described herein.

The analysis, while not in depth, provides a general indication of some of the worst performing facilities for the consideration of the respective MPOs, FDOT, and transit agencies. The intent of this needs identification process is to inform the agencies of regionally important projects for inclusion in the respective local plans.

Appendix A: Regional Policy Frameworks

Regions composed of multiple county- or regional-level transportation planning agencies typically adopt policies they can use to coordinate across planning partners to work toward a common vision, or set of goals.

The policy framework adopted by the SCTPA focuses on (1) increasing transportation choices available in the region, (2) expanding the use of technology and innovative solutions, (3) balancing development with environmental solutions, and (4) using performance measures to prioritize investments.

There are many other examples of policy frameworks adopted by regional entities across the country. The study team researched various regional policy frameworks and best practices for the SCTPA to consider in the future. Policy framework examples were selected based on geographical distribution, population size, consistency with the SCTPA study area, and a diversity in approaches. Regional policy frameworks explored in the analysis spanned the following regions: the Southeast Florida region, the Puget Sound region, and the Metropolitan Washington region. This appendix summarizes the efforts of three regions.



Southeast Florida Region

The Southeast Florida Transportation Council (SEFTC) comprises three counties, totaling six million people. The three member agencies include Miami-Dade TPO (Transportation Planning Organization), Broward TPO, and Palm Beach TPO. The SEFTC emphasizes regional transit as a key component in support of anticipated growth and long-term mobility. The SEFTC also highlights the necessity of complimentary land use, increased flexibility within funding programs, and the importance of developing new revenue sources. Overall, the SEFTC follows a targeted and specific bottoms-up approach for its regional policy framework.



Puget Sound Region

The Puget Sound Regional Council (PSRC) comprises four counties, totaling four million people. The PSRC serves as the MPO for the Puget Sound region and includes nearly 100 member agencies. The PSRC adopted a Vision 2050 Plan in which the primary goal is to serve as the growth management, environmental, economic, and transportation vision for the central Puget Sound region. The majority of PSRC policies are specific to development patterns, transportation, and public services. Other policies include the following categories: economy, environment, regional growth, regional collaboration, housing, and climate change. Overall, the PSRC follows a comprehensive and specific top-down approach for its regional policy framework.



Metropolitan Washington Region

The Washington Council of Governments (WCOG) comprises seven counties including the District of Columbia, and totals approximately four million people. The WCOG consists of 24 member agencies throughout the region. WCOG formed a Greater Washington 2050 Coalition to develop the Region Forward Vision Plan. The Region Forward framework emphasizes accessibility, sustainability, prosperity, and livability. Within the context of the plan, accessibility refers to walkable, mixed-use communities; sustainability refers to healthy air, water, land, and energy, in addition to reducing carbon emissions; prosperity refers to a resilient economy and a focus on innovation; livability refers to vibrant, safe, and healthy neighborhoods. Overall, the WCOG follows a broad and comprehensive approach that is outcome oriented for its regional policy framework.

