



2050 Long Range Transportation Plan Goods Movement Needs Assessment Technical Memorandum



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Transportation
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1 Introduction

The purpose of this technical memorandum is to provide the Hillsborough Transportation Planning Organization (TPO) with a 25-year investment framework to improve the movement of goods (or freight operations) within Hillsborough County as part of the 2050 Long Range Transportation Plan (LRTP). Goods movement is defined as the shipping, circulation, and receiving of goods via transportation infrastructure; it serves as the delivery component of a supply chain. With that said, truck routes function as the arteries of the freight delivery system as they connect critical freight activity and hubs. These routes are key in efficient goods movement and preserving the reliability of freight operations. They are equally important in preserving personal mobility by designating roads to accommodate trucks.

According to Freight Analysis Framework (FAF) data prepared by the United States Department of Transportation Bureau of Transportation Statistics (BTS) and the Federal Highway Administration (FHWA), freight activity within the United States is projected to grow by 50 percent in tonnage between 2020 and 2050. Trucks, which carry 65 percent of the nation’s freight tonnage, represent the predominant freight carrier mode now and are expected to remain the top mode in the future. The FAF data also indicates that the total freight tonnage to travel domestically by truck within the Tampa Bay Region will increase by 71.9% from 101.8 million in 2020 to 175.0 million in 2050. Freight-related investments in the transportation system of Hillsborough County are critical as every major east/west and north/south highway corridor within the Tampa Bay Region, each carrying a high percentage of truck traffic, traverses Hillsborough County.

Given the interconnectedness between goods movement and truck routes, the analysis of freight operation efficiency needs performed as part of the 2050 LRTP Goods Movement Needs Assessment was conducted concurrently with the update of the Hillsborough County Truck Route Plan (in cooperation with Hillsborough County). The tasks of each exercise were set up purposefully so that the data, outreach, and findings could be shared across products to reduce redundancy. **Table 1** presents the specific and overall related objectives of the Hillsborough County Truck Route Plan Update and 2050 LRTP Goods Movement Needs Assessment.

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Table 1. Objectives

Hillsborough County Truck Route Plan Update	2050 LRTP Goods Movement Needs Assessment
<ul style="list-style-type: none"> Update adopted 2014 plan Address network deficiencies and issues voiced by freight operators, shippers, and citizens Manage truck flow in Hillsborough County while improving roadway safety, reducing environmental impacts, and preserving quality of life for residents (personal mobility) 	<ul style="list-style-type: none"> Identify other needs, bottlenecks, or hot spot locations (focusing on roadways that support truck routes) Determine opportunities to integrate neighborhood context, roadway safety/Vision Zero initiatives, and quality of life goals Propose changes to existing projects or identify additional roadway projects
Overall	
<ul style="list-style-type: none"> Integrate neighborhood context Improve roadway safety/ Integrate Vision Zero initiatives 	<ul style="list-style-type: none"> Reduce environmental impacts Preserve quality of life goals

The need to provide a safe, efficient, and reliable road network for trucks and other roadway users within Hillsborough County is essential in 1) supporting and expanding a robust local economy and 2) sustaining quality of life of Hillsborough County households and businesses that depend on freight delivery.

2 Analysis

2.1 Networks and Definition

At the start of the analysis, the roads of Hillsborough County were split into three individual networks to better identify any lower performing truck routes and/or other roads (non-designated Hillsborough County Truck Routes or non-Truck Routes) that could be considered for addition to the truck route network given the volume of truck traffic and role in supporting freight activity (both existing and future). The three road networks included:

































- Hillsborough County Truck Routes,
- Hillsborough County Owned and/or Maintained Roads (non-Truck Routes), and
- Other Roads (owned or maintained by municipalities, private entities, etc. that are non-Truck Routes).

Roads classified as limited access facilities (including I-75, I-275, I-4, Veterans Expressway, Lee Roy Selmon Expressway, and I-4 Connector) were excluded from the three road networks for analysis purposes so as not to skew the results. These roads were denoted as

needing to be preserved as they are principal facilities within Hillsborough County and the State of Florida that move freight/goods.

To provide additional clarity to the set-up of the analysis, a definition for the word “truck” was composed. For the purposes of the Hillsborough County Truck Route Plan Update and 2050 LRTP Goods Movement Needs Assessment, “truck” was defined as any Class 6 or Above vehicle (or any vehicle with more than two axles) based on FHWA’s 13 Vehicle Category Classification System.¹ **Figure 1** shows the eight classes of the 13 Vehicle Category Classification System that compose the definition of truck used for this analysis.

Figure 1. Definition of Truck

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
		Class 10 Six or more axle, single trailer	
Class 4 Buses		Class 11 Five or less axle, multi trailer	
			
		Class 12 Six axle, multi-trailer	
Class 5 Two axle, six tire, single unit		Class 13 Seven or more axle, multi-trailer	
			
			
Class 6 Three axle, single unit			
			
			

Source: Federal Highway Administration: Policy and Governmental Affairs Office of Highway Policy Information, Traffic Monitoring Guide: Appendix C. Vehicle Types, https://www.fhwa.dot.gov/policyinformation/tmguidetmg_2013/vehicle-types.cfm.

¹ Federal Highway Administration: Policy and Governmental Affairs Office of Highway Policy Information, Traffic Monitoring Guide: Appendix C. Vehicle Types, https://www.fhwa.dot.gov/policyinformation/tmguidetmg_2013/vehicle-types.cfm.

The clear and simple truck definition and division of all Hillsborough County roads into three distinct networks contributed to more focused analysis results.

2.2 Inputs / Factors

Several major inputs/factors also contributed to the foundation of the analysis. The inputs/factors included:

- Data – including Existing Freight Network Factors and Freight-Related Performance Factors,
- Freight stakeholder input from one-on-one interviews,
- Community input from a MetroQuest survey, and
- Community input through additional forums.

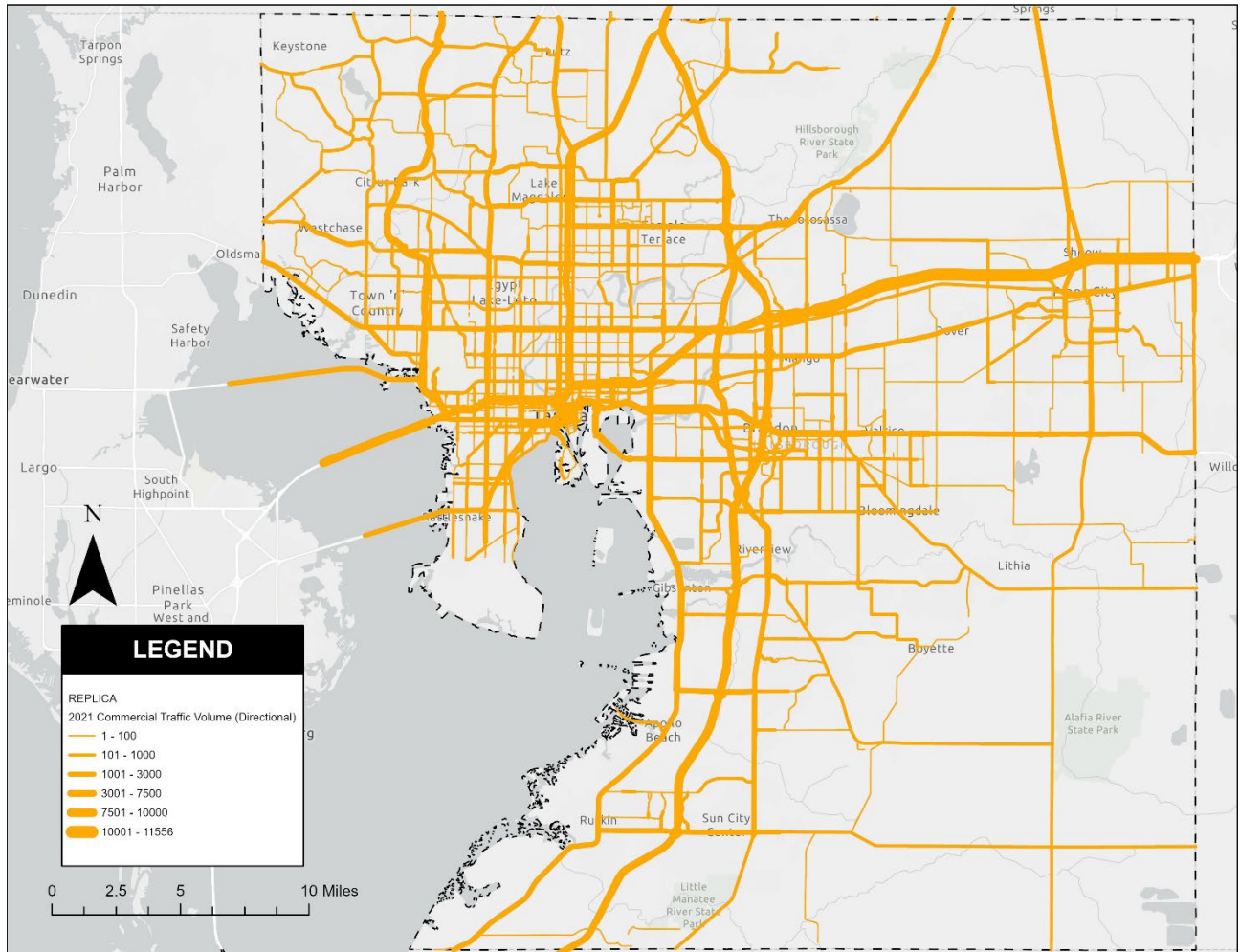
The following subsections describe each of the major inputs/factors that informed the evaluation criteria used for the analysis (as detailed in **Section 2.3 Evaluation Criteria**).

2.2.1 Data

Wide-ranging Geographic Information System (GIS) and traffic datasets, derived from websites of the Hillsborough TPO, Hillsborough County, Florida Department of Transportation (FDOT) District Seven, etc., were collected and reviewed with the purpose of shaping the various evaluation criteria that would be applied to assess the three road networks. Coordination with agency partners (such as Hillsborough County, FDOT, City of Tampa, etc.) also took place to confirm and/or obtain datasets not readily available. Each dataset was mapped to check accuracy of the associated spatial information along with factors or attributes that could contribute to the establishment of the evaluation criteria. Additionally, extensive clean-up of the datasets was performed to better overlay and associate each dataset with the Hillsborough County roadway centerline data (that served as the base source of the three road networks). Select attributes of the various overlaid datasets were then integrated/joined to the attribute tables of the three road networks. The populated road network attribute tables became the foundation for the comprehensive database/Excel workbook/spreadsheet-based tool that was developed as part of the needs assessment effort with the intention of being regularly adjusted by the Hillsborough TPO in the future to assess freight-related performance metrics and priorities as Hillsborough County continues to grow and change.

A list of the numerous datasets that were compiled and reviewed as part of the analysis may be found in **Appendix A. Figures 2 – 4** illustrate representative datasets that were consulted as part of the analysis.

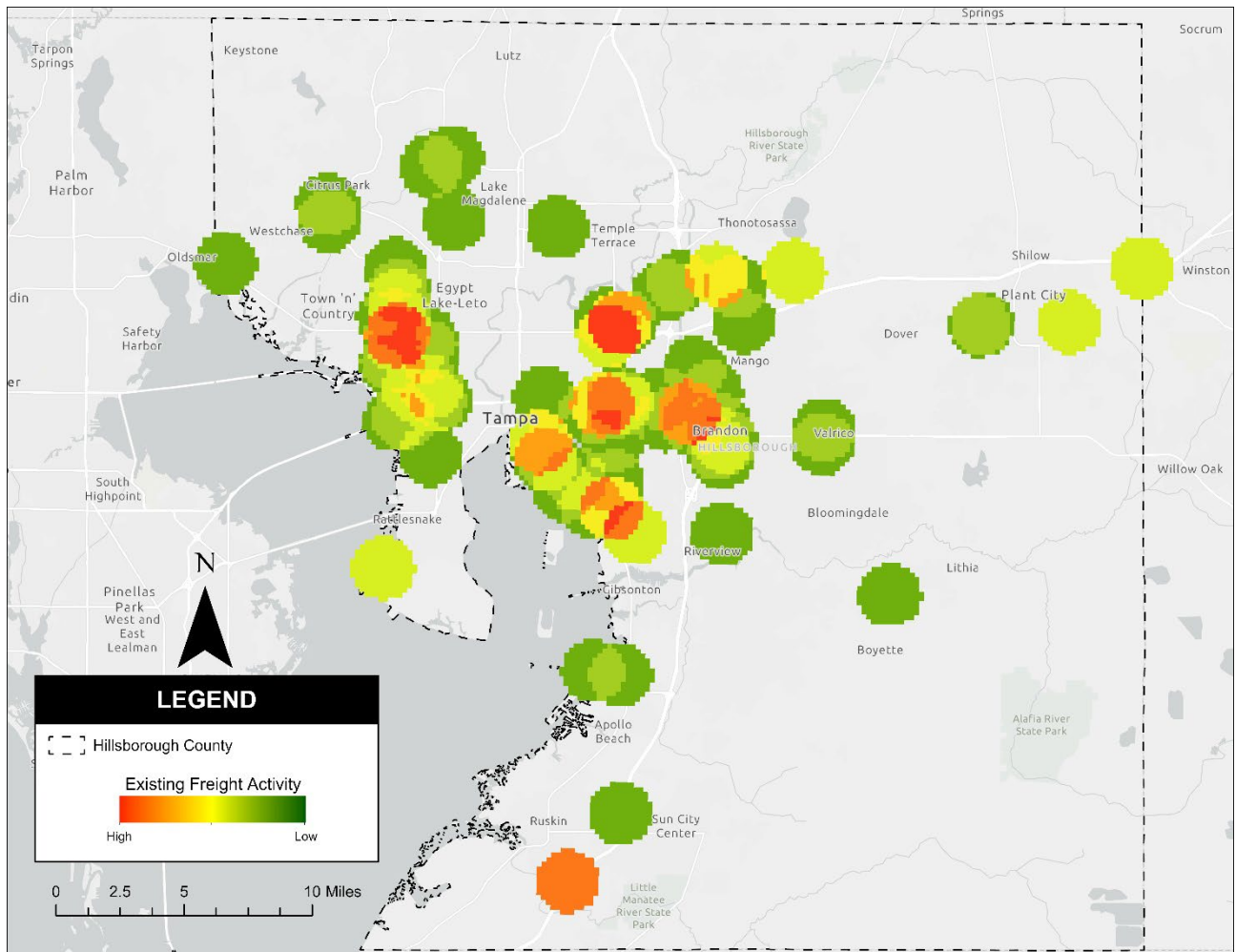
Figure 2. Hillsborough County Truck Volumes



Source: Replica Analytics, Origin-Destination: Commercial Truck Traffic Volume (Directional), 2021.

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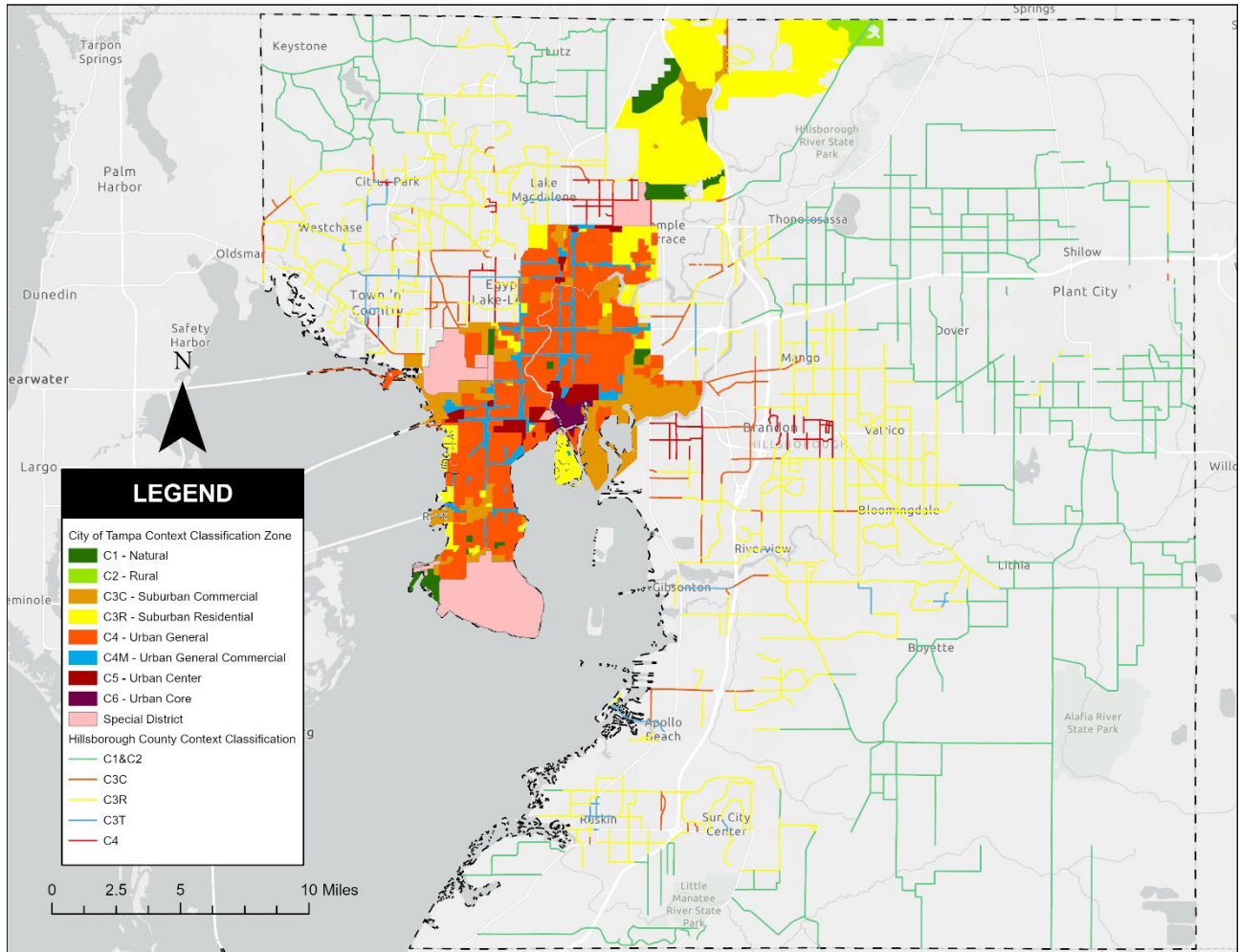
Figure 3. Hillsborough County Existing Freight Activity



Source: Florida Geographic Data Library.

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Figure 4. City of Tampa and Hillsborough County Context Classifications



Sources: City of Tampa, May 2023 and Hillsborough County, August 2021.

As the datasets were collected, they were organized into two different categories: Existing Freight Network Factors and Freight-Related Performance Factors. The factors ultimately dictated the information that was populated as part of the three road network attribute tables.

2.2.1.1 Existing Freight Network Factors

The purpose of establishing the Existing Freight Network Factors was to help set the base scenario in terms of truck traffic and freight activity (what we know to be true today) and the future freight activity scenario within Hillsborough County. These factors also helped to refine the different road networks that were evaluated as part of the needs assessment and inform two of the three sets of evaluation criteria: Truck Route Evaluation Criteria and Freight Network Evaluation Criteria. The premise in organizing the information in this manner was to determine inconsistencies between Hillsborough County Truck Routes and other routes (non-designated) being utilized by trucks as well as any changes in freight activity

hubs/industrial and commercial employment densities that may alter truck traffic patterns. **Table 2** presents the specific datasets or data attributes composing each of the Existing Freight Network Factors.

Table 2. Existing Freight Network Factors

<p style="text-align: center;">Corridor Designations</p> <ul style="list-style-type: none"> • Strategic Intermodal System (SIS) Facility • Tampa Bay Regional Strategic Freight Plan Classification <ul style="list-style-type: none"> - Freeway/Limited Access Facility - Regional Freight Mobility Corridor - Other Truck Route - Freight Activity Center Street • Evacuation Route 	<p style="text-align: center;">Truck Traffic Volume</p> <ul style="list-style-type: none"> • 2021 Origin-Destination Data
<p style="text-align: center;">Existing Freight Activity</p> <ul style="list-style-type: none"> • Existing SIS Hub (airport, seaport, & freight terminal) • Rest Areas / Railyards • Existing Freight Activity Centers • Highest # of Industrial and Commercial Jobs (2020) 	<p style="text-align: center;">Future Freight Activity</p> <ul style="list-style-type: none"> • Future SIS Hub • Highest # of Industrial & Commercial Jobs (2050) • Highest % Change in Industrial and Commercial Jobs from 2020 to 2050 by Traffic Analysis Zone (TAZ) • Combined Highest # and Highest % Change by TAZ

2.2.1.2 Freight-Related Performance Factors

The Freight-Related Performance Factors consisted of datasets that helped determine how the roads of the three networks were functioning in the larger roadway system in terms of moving/accommodating freight and whether or not the area surrounding each evaluated road was conducive for freight activity. Like the Existing Freight Network Factors, the Freight-Related Performance Factors assisted in differentiating and refining the road networks that were assessed and informed the Truck Route Evaluation Criteria and Freight Network Evaluation Criteria. Some of the factors additionally shaped the third set of evaluation criteria: Project Impact Evaluation Criteria (presented under **Section 5 Cost-Benefit Analysis**). The datasets or data attributes composing the Freight-Related Performance Factors are listed in **Table 3**.

Both the Existing Freight Network Factors and Freight-Related Performance Factors are discussed in more detail under **Section 2.3 Evaluation Criteria**.

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Table 3. Freight-Related Performance Factors

<p style="text-align: center;">Roadway Context Classifications</p> <ul style="list-style-type: none"> • Hillsborough County Context Classification • City of Tampa Context Classification 	<p style="text-align: center;">Function/Network Performance</p> <ul style="list-style-type: none"> • Circulation, Redundancy, and Connectivity to Truck Routes and/or Freight Activity (Existing and Future) • Roadway Criticality • Volume to Capacity Ratio • Truck-Related Crashes 		
<p style="text-align: center;">Areas of Concern and Sensitive Features</p> <ul style="list-style-type: none"> • Non Discrimination Areas • Schools • Parks 	<p style="text-align: center;">Input</p> <ul style="list-style-type: none"> • Freight Stakeholder Interview Comments • MetroQuest Survey Comments • Hillsborough County Public Works Department Report Database Comments 		
<p style="text-align: center;">Roadway Restrictions</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <ul style="list-style-type: none"> • No Truck Signs • Roadway Special Designations (i.e. no hazardous cargo allowed on road) • Roadway Lanes </td> <td style="width: 50%; border: none;"> <ul style="list-style-type: none"> • Roadway Pavement Condition • Roadway Pavement Type • Bridge Structure Weight Limitations • Bridge Structure Height Limitations </td> </tr> </table>		<ul style="list-style-type: none"> • No Truck Signs • Roadway Special Designations (i.e. no hazardous cargo allowed on road) • Roadway Lanes 	<ul style="list-style-type: none"> • Roadway Pavement Condition • Roadway Pavement Type • Bridge Structure Weight Limitations • Bridge Structure Height Limitations
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2.2.2 Freight Stakeholder Input

A total of eight formal one-on-one interviews were performed with various public and private entities (from a freight operator perspective) to learn/gain further insight regarding truck routing needs in Hillsborough County. The stakeholders were prompted by a series of questions developed (and tailored) ahead of each interview to spur discussion and input on truck-related issues, concerns, and opportunities of the area. The gamut of comments received through the interviews identified everything from specific hotspot/bottleneck locations for truck traffic, truck parking deficiencies, truck traffic enforcement issues through neighborhoods, to recommended project improvements. Additional informal coordination was also conducted with other entities (such as various departments of Hillsborough County, including Public Works, Economic Development, etc.; City of Tampa; and the Florida Freight Advisory Committee) to ensure a broad range of perspectives were being represented and diverse input was being captured. The input received from the freight stakeholders informed the list and prioritization/tier levels of the projects presented as part of the 2050 LRTP Goods Movement Needs Assessment. The one-on-one interview invitation, questions, and notes prepared as a result of each of the eight freight stakeholder interviews may be found in **Appendix B**.

2.2.3 Community Input – MetroQuest Survey

A survey was prepared and launched through the MetroQuest online platform (linked to the Hillsborough TPO 2050 LRTP website) to solicit input from a Hillsborough County citizen perspective on truck routing issues. It should be noted that the survey was not exclusive to non-freight operators; all were welcomed to submit input. The survey was live for approximately one month (06/26/2023 – 07/31/2023). A total of 742 participants provided responses. Numerous announcements were launched by the Hillsborough TPO and Hillsborough County ahead of and during the survey period via a press release, social media posts, online newsletter, email blasts, etc. to invite participation in the survey. Entry into a raffle for a \$100 Walmart gift card was additionally offered as a form of incentive to encourage participation in and completion of the survey.

The survey participants were asked to identify truck-routing issues with the greatest direct impact from a personal standpoint and specific truck-related issue locations, potential alternative routes for accommodating truck traffic, and truck-routing issues to be addressed first/prioritized through investment. The participants were able to provide geospatial locations for the truck-related issues via an online map included as part of the survey. The participants were also able to select a specific “marker” indicating the type of issue (i.e., Aesthetics, Traffic Congestion, Infrastructure Maintenance, Air Pollution, and Safety) and provide a related comment. At the end of the survey, the geospatial points (including the type of issue and any associated comment) were downloaded. During review of the comments, the points were revised to ensure the comment matched the location of the issue and not the originator location of the comment.

A snapshot of input received through the survey is provided below:

- The top three issues that participants identified as having the greatest impact on day-to-day activities from a personal standpoint and that should be targeted for improvement included: **traffic congestion, safety, and road damage/infrastructure maintenance.**
- Roads that received the most location-based truck-related issues included: **Lithia Pinecrest Road, Gunn Highway, and US 301.**
- Roads proposed as potential alternative routes for accommodating truck traffic (or roads that should be promoted for truck use) included: **Veterans/Expressway/Suncoast Parkway, SR 54, and Dale Mabry Highway.**
- **Traffic Congestion, infrastructure maintenance, and safety** were identified as the top truck-routing issues to be addressed first/prioritized through investment.

Appendix C provides a more comprehensive summary of the survey results. Similar to comments received from the freight stakeholders, results of the survey were associated with each of the proposed 2050 LRTP Goods Movement Needs Assessment projects (as applicable) and used to help inform the prioritization/tier levels of the projects.

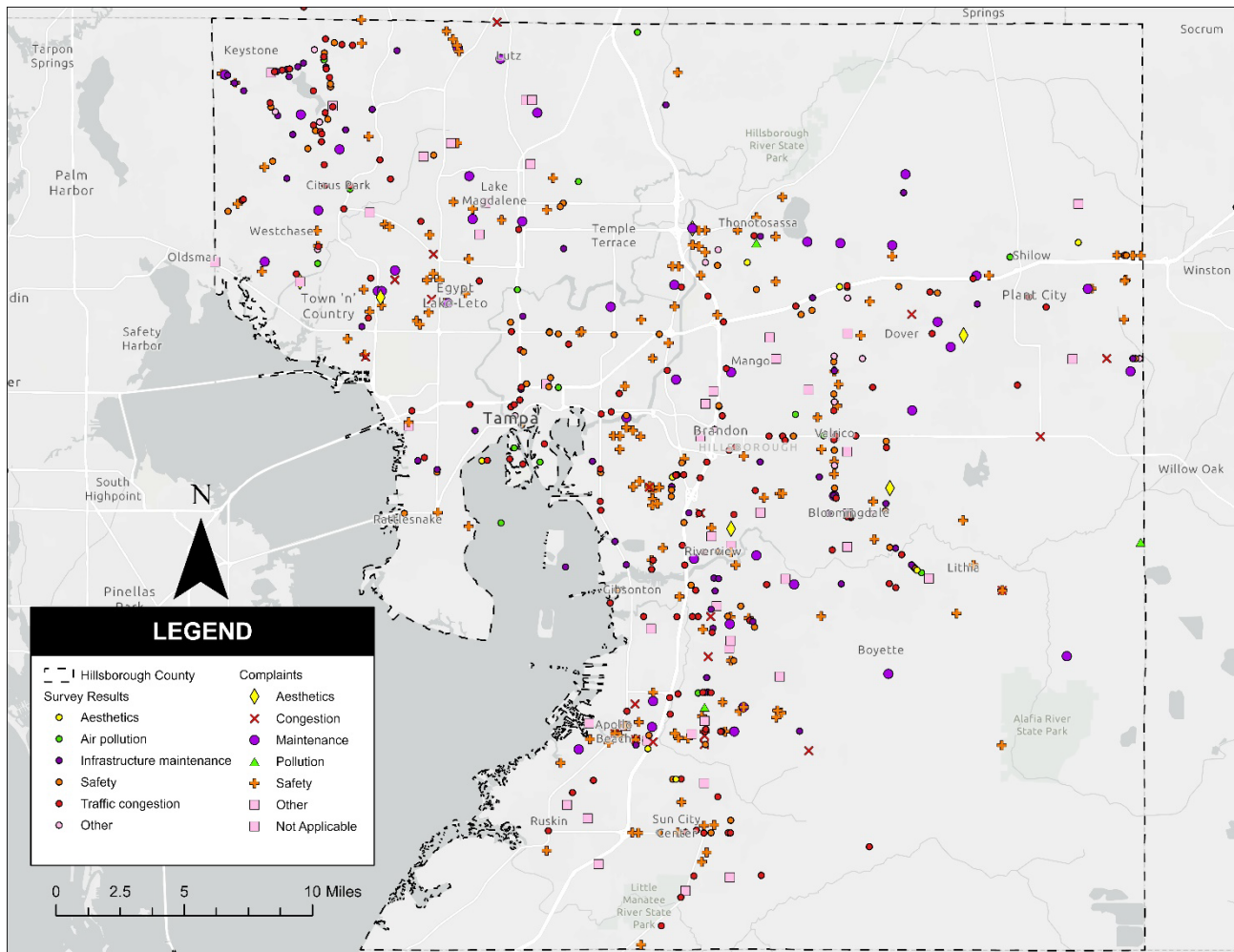
2.2.4 Community Input – Other Methods

Other outreach activities performed by Hillsborough TPO staff to seek input on truck-related issues and potential improvement opportunities included attending various community and neighborhood group meetings (such as meetings of the Keystone community and University Area Community Development Corporation), as well as engagement events that took place as part of the Unincorporated Hillsborough County Comprehensive Plan Update spearheaded by the Hillsborough County City-County Planning Commission. Input received from this outreach was relayed and factored into the analysis.

Finally, comments/complaints received from citizens on transportation-related issues for the period January 2021 – May 2023 (as documented by the Hillsborough County Public Works Department through their “Report” database) were reviewed and filtered to identify those that pertained specifically to trucks. The comments/complaints were mapped to provide geospatial locations for each; the points were then revised to ensure the comment/complaint matched the location of the issue and not the originator location of the comment/complaint. The comments/complaints were also coded to match the categories of issue markers that could be selected as part of the MetroQuest survey (i.e., Aesthetics, Congestion, Maintenance, Pollution, and Safety). **Figure 5** shows the compiled locations of all truck-related issues as identified through the MetroQuest survey and “Report” database.

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Figure 5. Locations of Truck-Related Issues as Identified Through Comments



Sources: Hillsborough TPO, 2050 LRTP MetroQuest Survey: Truck Route Plan Update/2050 LRTP Goods Movement Needs Assessment, 2023.
 Hillsborough County Public Works Department, Report Database, January 2021 – May 2023.

2.3 Evaluation Criteria

As described above, three sets of evaluation criteria were developed with the ultimate goal of assessing how well the existing Hillsborough County Truck Route network and other road networks accommodated and/or supported the movement of goods. Previously identified freight-related projects and needs were also evaluated to determine their ability to mitigate hindrances to efficient freight performance. The evaluation criteria essentially consisted of different combinations of the Existing Freight Network Factors and Freight-Related Performance Factors. They differed in the specific factors being combined and examined, the road network(s) being targeted, and the resulting outputs. The three sets of evaluation criteria (including the specific objective of each evaluation criteria set and applicable road network) are provided in **Table 4**.

Table 4. Evaluation Criteria Overview

Truck Route Evaluation Criteria	Freight Network Evaluation Criteria	Project Impact Evaluation Criteria
Determine changes to truck route network to facilitate or discourage truck movement on certain roads.	Determine how well other roads move goods and support the truck routes	Demonstrate how each proposed project will mitigate hindrances to efficient freight performance
Applicable Road Networks:	Applicable Road Networks:	Applicable Road Networks:
<ul style="list-style-type: none"> • Hillsborough County Truck Routes 	<ul style="list-style-type: none"> • Hillsborough County Owned and/or Maintained Roads • Other Roads 	<ul style="list-style-type: none"> • Hillsborough County Truck Routes • Hillsborough County Owned and/or Maintained Roads • Other Roads

To help further refine the three individual road networks and better focus the analysis, various arrangements of the Existing Freight Network Factors (including facility designations, traffic volumes, as well as existing and future freight activity) were used to form the Truck Route Evaluation Criteria and Freight Network Evaluation Criteria. These criteria were then applied to the road networks.

Immediately, segments of all three road networks that were designated as part of a SIS Facility, a Freeway/Limited Access Facility or Regional Freight Mobility Corridor, or accommodated truck traffic volumes ranging from over 3,000 – over 10,000 trucks were separated from each network; these segments were denoted as needing to be retained/preserved (or, in some instances, added) as part of the truck route system in that they accommodate the largest percentages of truck traffic and freight tonnage. This separation prevented skewing of the analysis results. These segments were dubbed as “preserved”.

Based on this initial refinement, the Truck Route Evaluation Criteria were tailored to specifically target lower performing Hillsborough County Truck Routes. In addition, the Freight Network Evaluation Criteria were tailored to identify and focus on those segments of the Hillsborough County Owned and/or Maintained Roads and Other Roads networks that are designated freight corridors in other plans or that accommodate high truck volumes.

In the creation of the evaluation criteria, the Existing Freight Network Factors were assigned an unweighted numerical score with a higher number indicating higher importance to the freight network/heavier freight activity and a lower number indicating lower importance to the freight network/lighter or no freight activity.

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Tables 5 and 6 display the Truck Route Evaluation Criteria and Freight Network Evaluation Criteria (including the Existing Freight Network Factors and assigned scores) that were specifically used to refine each network.

Table 5. Truck Route Evaluation Criteria

Existing Factor Network Factor	Score	Overall Score	Preserved Truck Route	Lower Performing Truck Route
Designated Freight Corridor				
SIS Facility	0 = No 1 = Yes	---	√	
Tampa Bay Regional Strategic Freight Plan Classification				
Freeway/Limited Access Facilities	4	---	√	
Regional Freight Mobility Corridor	3	---	√	
Other Truck Route	2	---		
Freight Activity Center Street	1	---		
Truck Traffic Volume				
Over 10,000	Very High	---	√	
7,501 – 10,000	Very High	---	√	
3,001 – 7,500				
1,001 – 3,000	3 = High	---	√	
51 – 1,000	2 = Medium	---		
50 or Less	1 = Low 0 = No Data	---		√
Existing Freight Activity				
Existing SIS Hub (Airport, Seaport, & Freight Terminal)	1 = Yes			
Rest Areas / Railyards	2 / 1	7 – 10 = High		
Existing Freight Activity Centers – Intensity	2 = High 1 = Medium	5 – 6 = Medium 4 or Less = Low		√
Highest # of Industrial & Commercial Jobs (2020)	1			
Future Freight Activity				
Future SIS Hub	1 = Yes			
Highest # of Industrial & Commercial Jobs (2050)	1	6 – 10 = High		
Highest % Change in Industrial & Commercial Jobs (2020 to 2050)	1	3 – 5 = Medium 2 or Less = Low		√
Combined Highest # of & Highest % Change in Industrial & Commercial Jobs	2			

Table 6. Freight Network Evaluation Criteria

Existing Factor Network Factor	Score	Preserved Truck Facility	County Owned/Maintained Route	Other Roads
Designated Freight Corridor				
SIS Facility	0 = No 1 = Yes	√	√	√
Tampa Bay Regional Strategic Freight Plan Classification				
Freeway/Limited Access Facilities	4	√		
Regional Freight Mobility Corridor	3	√	√	√
Other Truck Route	2			√
Freight Activity Center Street	1		√	√
Truck Traffic Volume				
Over 10,000	Very High	√		
7,501 – 10,000	Very High	√		
3,001 – 7,500	3 = High	√	√	√
1,001 – 3,000				
51 – 1,000	2 = Medium			
50 or Less	1 = Low 0 = No Data			

The initial application of the factors and criteria to the three road networks resulted in the identification of 32 lower performing Hillsborough County Truck Routes (or route segments); 37 Hillsborough County Owned and/or Maintained Roads (or segments) and 57 Other Roads (or segments) to be evaluated further for potential addition to the truck route network were also identified.

The next step of the assessment entailed evaluating each of the identified roads/segments more thoroughly to gain a better understanding of factors associated with or surrounding the identified roads/segments that either facilitated or discouraged the movement of trucks and freight activity (such as documented freight activity, truck origin and destination information, and community input). For the lower performing Hillsborough County Truck Routes, it was important to ascertain the role that the route or segment served in the larger network (e.g., did it provide important north/south connectivity within an area that lacked north/south connections). For the identified roads/segments of the Hillsborough County Owned and/or Maintained Roads and Other Roads networks, several additional aspects needed to be considered. For instance, could the road physically support truck traffic (based on number of lanes, pavement, and weight or height restrictions) or would it provide redundant access to be able to assume current functions of an existing truck route(s).

Numerous datasets (composing Existing Freight Network Factors and Freight-Related Performance Factors) were evaluated in comparison to the identified roads/segments. Results of the evaluation were quantified through application of unweighted numerical scores. This information was integrated into the comprehensive database/Excel workbook/spreadsheet-based tool that was developed as part of the needs assessment effort. In addition, it is important to note that the factors were divided into two groups: Freight Attractors (those elements that facilitate freight activity or form the best conditions for truck traffic/freight movement) and Freight Detractors (those elements that discourage freight activity or form the worst conditions for truck traffic/freight movement). As such, the scores were reflective of the group of factors that were assessed. In other words, high scores assigned to the factors classified as Freight Attractors indicated support for or better/more conducive conditions for freight activity or the effectiveness of the road/segment in serving as a truck route/freight corridor. Conversely, high scores assigned to the factors classified as Freight Detractors indicated unfavorable conditions for freight activity or the ineffectiveness of the road/segment to serve as a truck route/freight corridor.

Table 7 provides a summary of the analysis results. **Appendix D** includes the detailed scores/analysis results for each of the three road networks. **Figures 6 – 9** show the different roads/segments of each road network that were evaluated.

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Table 7. Analysis Results Summary

Analysis ID	Street	From	To	Freight Attractor Score	Freight Detractor Score
Lower Performing Truck Routes					
LP27	S DALE MABRY HWY	NORTH BOUNDARY BLVD	INTERBAY BLVD	3 High	0 None
LP13	HENDERSON RD	W WATERS AVE	W LINEBAUGH AVE	3 High	1 Low
LP15	MCINTOSH RD	MARTIN LUTHER KING BLVD	E US HIGHWAY 92	3 High	1 Low
LP29	W BAY TO BAY BLVD	S MANHATTAN AVE	S MACDILL AVE	3 High	1 Low
LP16	MEDULLA RD	CORONET RD	S COUNTY LINE RD	3 High	2 Moderate
LP3	COUNTY ROAD 672	S US HIGHWAY 301	BALM RIVERVIEW RD	3 High	3 High
LP2	CHARLIE TAYLOR RD	AUSTIN TRAIL LN	E KNIGHTS GRIFFIN RD	2 Moderate	0 None
LP14	INTERBAY BLVD	S DALE MABRY HWY	BAYSHORE BLVD	2 Moderate	0 None
LP17	MULLIS CITY WAY	W LINEBAUGH AVE	GUNN HWY	2 Moderate	0 None
LP1	BALM WIMAUMA RD	STATE ROAD 674	COUNTY ROAD 672	2 Moderate	1 Low
LP5	E KNIGHTS GRIFFIN RD	N CARLTON RD	TOM MATHEWS RD	2 Moderate	1 Low
LP7	E POLK ST	N ASHLEY DR	N JEFFERSON ST	2 Moderate	1 Low
LP12	E ZACK ST	N ASHLEY DR	N JEFFERSON ST	2 Moderate	1 Low
LP20	N DOVER RD	E STATE ROAD 60	REX AVE	2 Moderate	1 Low
LP22	N MORGAN ST	E JACKSON ST	E TYLER ST	2 Moderate	1 Low
LP25	N WILDER RD	N FRONTAGE RD	E KNIGHTS GRIFFIN RD	2 Moderate	1 Low
LP26	RHODINE RD	S US HIGHWAY 301	BALM RIVERVIEW RD	2 Moderate	1 Low
LP32	W TYLER ST	W CASS ST	N ASHLEY DR	2 Moderate	1 Low
LP30	W CASS ST	N HOWARD AVE	W TYLER ST	2 Moderate	2 Moderate
LP28	SYMMES RD	S US HIGHWAY 41	S US HIGHWAY 301	2 Moderate	3 High
LP4	E FORTUNE ST	N TAMPA ST	N FRANKLIN ST	1 Low	1 Low
LP9	E WASHINGTON ST	N PIERCE ST	N JEFFERSON ST	1 Low	1 Low
LP10	E WASHINGTON ST	N ASHLEY DR	N TAMPA ST	1 Low	1 Low
LP11	E WHITING ST	N ASHLEY DR	N FLORIDA AVE	1 Low	1 Low
LP23	N PIERCE ST	E CASS ST	E TYLER ST	1 Low	1 Low
LP24	N PIERCE ST	E WASHINGTON ST	E JACKSON ST	1 Low	1 Low
LP31	W OSBORNE AVE	N HIGHLAND AVE	N FLORIDA AVE	1 Low	1 Low
LP6	E MADISON ST	N ASHLEY DR	N PIERCE ST	1 Low	2 Moderate
LP8	E TYLER ST	N FLORIDA AVE	N PIERCE ST	1 Low	2 Moderate
LP18	N 34TH ST	E 22ND AVE	E MARTIN LUTHER KING BLVD	1 Low	2 Moderate
LP19	N ASHLEY DR	CHANNELSIDE DR	E JACKSON ST	1 Low	2 Moderate
LP21	N FRANKLIN ST	E BROREIN ST	E FORTUNE ST	1 Low	2 Moderate

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Table 7. Analysis Results Summary (continued)

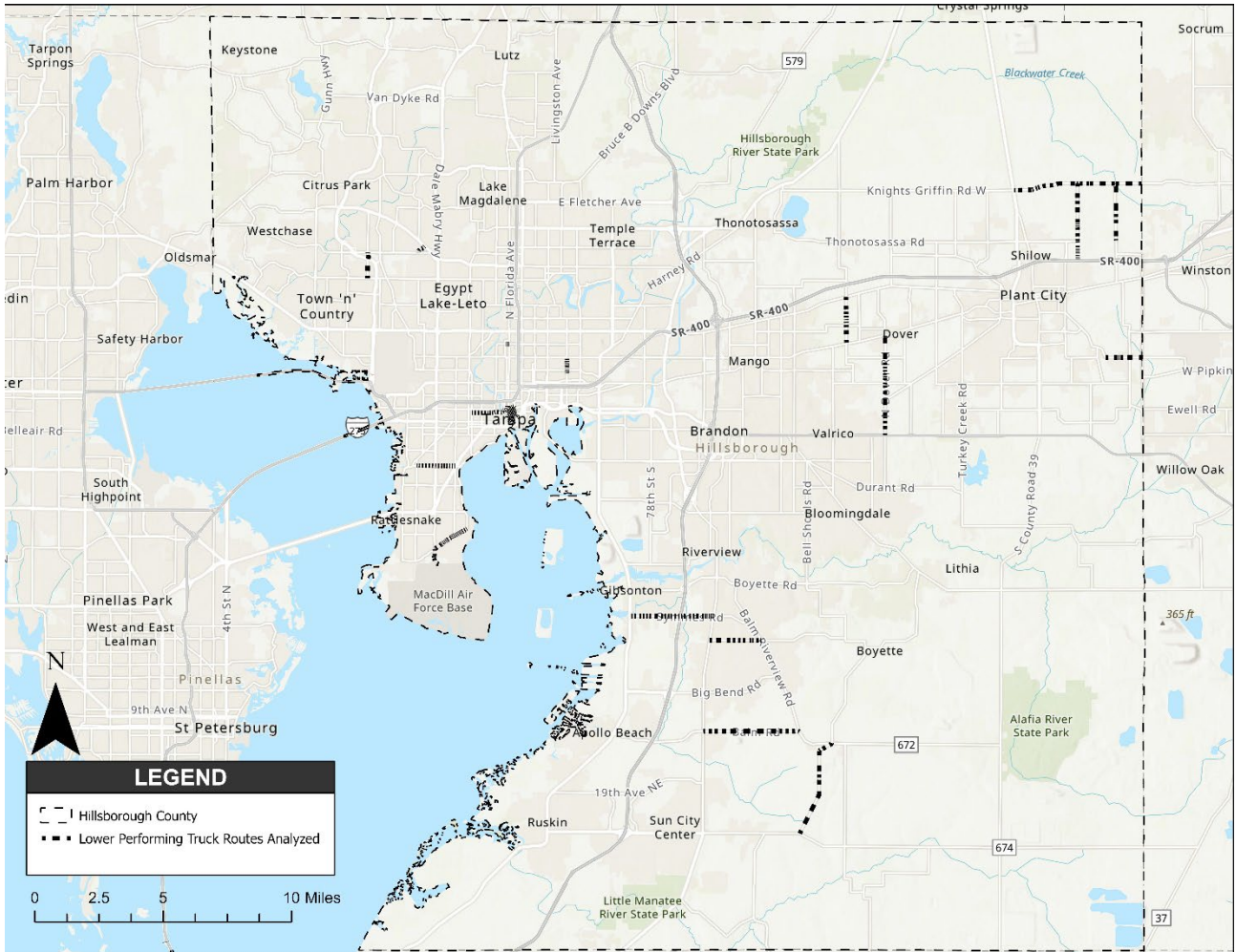
Analysis ID	Street	From	To	Freight Attractor Score		Freight Detractor Score	
Hillsborough County Owned and/or Maintained Roads							
CR6	DELANEY CREEK BLVD	S US HIGHWAY 301	S FALKENBURG RD	3	High	0	None
CR3	GEORGE J BEAN PKWY	SR 60 W SB-AIRPORT RAMP	AIRPORT SERVICE RD	3	High	1	Low
CR12	JIM JOHNSON RD	JAP TUCKER RD	E ALEXANDER ST	3	High	1	Low
CR14	WIGGINS RD	CITY LIMITS	S FRONTAGE RD	3	High	1	Low
CR24	S VETERANS S-COURTNEY CAMPBELL RAMP	VETERANS EXPY S	SR 60/HILLS-COURTNEY CAMPBELL RAMP	3	High	1	Low
CR34	W CREST AVE	AIR CARGO RD	N WEST SHORE BLVD	3	High	1	Low
CR1	AIR CARGO RD	W WOODLAWN AVE	W HILLSBOROUGH AVE	3	High	2	Moderate
CR2	AIRPORT-SR 60 RAMPS	SR 60 W SB	GEORGE J BEAN PKWY	3	High	2	Moderate
CR4	BIG BEND RD	DICKMAN RD	S US HIGHWAY 41	3	High	2	Moderate
CR20	RACE TRACK RD	W HILLSBOROUGH AVE	W LINEBAUGH AVE	3	High	2	Moderate
CR25	SYDNEY RD	S FORBES RD	TURKEY CREEK RD	3	High	2	Moderate
CR26	TAMPA EAST BLVD	E BROADWAY AVE	N US HIGHWAY 301	3	High	2	Moderate
CR28	WOODBERRY RD	N FALKENBURG RD	LAKEWOOD DR	3	High	2	Moderate
CR29	WILLIAMS RD	E BROADWAY AVE	E MARTIN LUTHER KING BLVD	3	High	2	Moderate
CR31	LESLIE RD	E BROADWAY AVE	E 21ST AVE	3	High	2	Moderate
CR7	E HANNA AVE	N 40TH ST	N 56TH ST	3	High	3	High
CR8	E SLIGH AVE	N 43RD ST	N 56TH ST	3	High	3	High
CR10	HARNEY RD	E SLIGH AVE	WILLIAMS RD	3	High	3	High
CR13	MAYDELL DR	PALM RIVER RD	ADAMO DR	3	High	3	High
CR15	PALM RIVER RD	S 78TH ST	S FALKENBURG RD	3	High	3	High
CR17	PINE CREST MANOR BLVD	N MANHATTAN AVE	N DALE MABRY HWY	3	High	3	High
CR18	W SLIGH AVE	BENJAMIN RD	N MANHATTAN AVE	3	High	3	High
CR23	S 78TH ST	RIVERVIEW DR	MADISON AVE	3	High	3	High
CR19	POWELL RD	S US HIGHWAY 41	RAILROAD CROSSING	2	Moderate	0	None
CR21	RALEIGH ST	DEAD END	S 50TH ST	2	Moderate	0	None
CR22	ROBERTS RANCH RD	JIM JOHNSON RD	CORONET RD	2	Moderate	0	None
CR9	EAGLE PALM DR	S 78TH ST	S FALKENBURG RD	2	Moderate	1	Low
CR11	HARTFORD ST	DEAD END	S 50TH ST	2	Moderate	1	Low
CR5	BOYETTE RD	S US HIGHWAY 301	BALM RIVERVIEW RD	2	Moderate	2	Moderate
CR16	PEMBROKE RD	RAILROAD CROSSING	S US HIGHWAY 41	2	Moderate	2	Moderate
CR32	E 21ST AVE	LESLIE RD	N US HIGHWAY 301	2	Moderate	2	Moderate
CR33	OVERPASS RD	N US HIGHWAY 301	E BROADWAY AVE	2	Moderate	2	Moderate
CR36	PHILLIPS LN	KRACKER AVE	OHIO ST	2	Moderate	2	Moderate
CR27	W LINEBAUGH AVE	COUNTRYWAY BLVD	SHELDON RD	2	Moderate	3	High
CR30	WILLIAMS RD	N US HIGHWAY 301	E FOWLER AVE	1	Low	2	Moderate
CR35	KRACKER AVE	S US HIGHWAY 41	PHILLIPS LN	1	Low	2	Moderate
CR37	OHIO ST	S US HIGHWAY 41	PHILLIPS LN	1	Low	2	Moderate

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Table 7. Analysis Results Summary (continued)

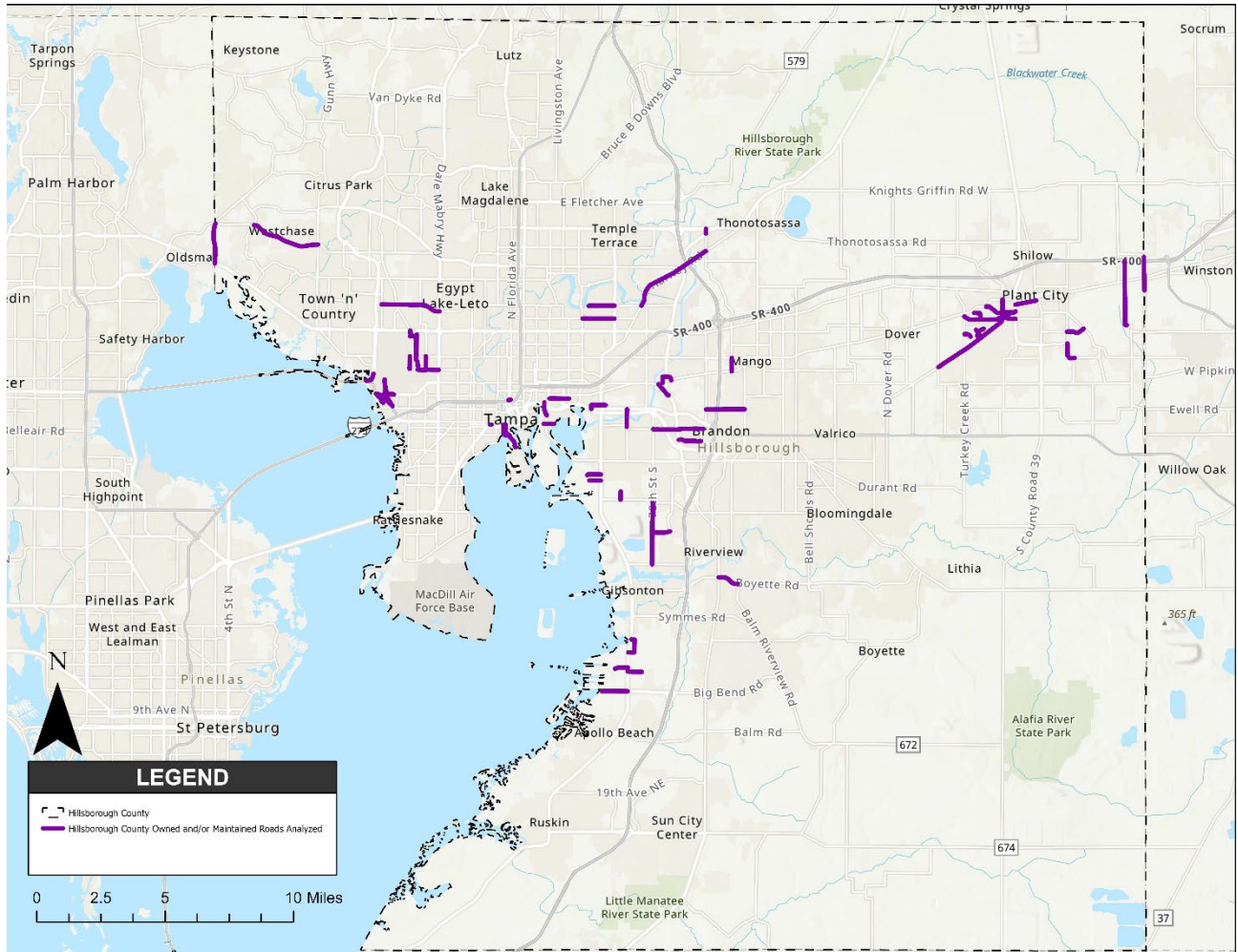
Analysis ID	Street	From	To	Freight Attractor Score	Freight Detractor Score
Other Roads					
OR37	E ACLINE DR	N 45TH ST	PARKING LOT	3 High	0 None
OR42	INDUSTRIAL PARK DR	SYDNEY RD	DEAD END	3 High	0 None
OR45	N 45TH ST	ADAMO DR	E ACLINE DR	3 High	0 None
OR46	N COUNTY LINE RD	AMBERJACK BLVD	I4 W-COUNTY LINE RAMP	3 High	1 Low
OR47	N HESPERIDES ST	W MARTIN LUTHER KING BLVD	W CREST AVE	3 High	1 Low
OR23	N NEBRASKA AVE	E JACKSON ST	E KENNEDY BLVD	3 High	2 Moderate
OR3	I275-ASHLEY / TAMPA RAMPS	W TYLER ST	I-275	3 High	2 Moderate
OR4	CHANNELSIDE DR	ADAMO DR	E 2ND AVE	3 High	2 Moderate
OR8	E JACKSON ST	N JEFFERSON ST	N MERIDIAN AVE	3 High	2 Moderate
OR9	E PARK RD	S PARK RD	JIM JOHNSON RD	3 High	2 Moderate
OR14	MARITIME BLVD	RAILROAD CROSSING	S 22ND ST	3 High	2 Moderate
OR15	N 22ND ST	MARITIME BLVD	MARCONI ST	3 High	2 Moderate
OR16	N 34TH ST	MCKAY BAY PARK RD	ADAMO DR	3 High	2 Moderate
OR18	N 62ND ST	E 8TH AVE	E COLUMBUS DR	3 High	2 Moderate
OR19	S ALEXANDER ST	JAMES L REDMAN PKWY	L H DR	3 High	2 Moderate
OR21	N MERIDIAN AVE	CHANNELSIDE DR	E TWIGGS ST	3 High	2 Moderate
OR26	SCOTT ST	N TAMPA ST	N ORANGE AVE	3 High	2 Moderate
OR33	S PLANT AVE	DAVIS IS BRIDGE-OFF RAMP	W BROREIN ST	3 High	2 Moderate
OR35	W BROREIN ST	S PLANT AVE	S HYDE PARK AVE	3 High	2 Moderate
OR39	E KAY ST	N TAMPA ST	N FLORIDA AVE	3 High	2 Moderate
OR41	GRANT ST	RAILROAD CROSSING	S BERMUDA BLVD	3 High	2 Moderate
OR43	N 19TH ST	N 20TH ST	ADAMO DR	3 High	2 Moderate
OR44	N 20TH ST	CUL DE SAC WITH ISLE	N 19TH ST	3 High	2 Moderate
OR48	N LOIS AVE	W TAMPA BAY BLVD	W MARTIN LUTHER KING BLVD	3 High	2 Moderate
OR49	N WEST SHORE BLVD	W TAMPA BAY BLVD	W MARTIN LUTHER KING BLVD	3 High	2 Moderate
OR53	SAMMONDS RD	STATE ROAD 574	S ALEXANDER ST	3 High	2 Moderate
OR56	W TAMPA BAY BLVD	AIR CARGO RD	N DALE MABRY HWY	3 High	2 Moderate
OR5	N 21ST ST	21ST-SELMON W RAMP	E 23RD AVE	3 High	3 High
OR24	N ORANGE AVE	E CASS ST	SCOTT ST	3 High	3 High
OR32	DAVIS BLVD	W DAVIS BLVD	W DE LEON ST	3 High	3 High
OR34	S HYDE PARK AVE	W DE LEON ST	W BROREIN ST	3 High	3 High
OR17	N 41ST ST	DEAD END	DEAD END	2 Moderate	0 None
OR30	CENTRAL DR	DEAD END	INDUSTRIAL PARK DR	2 Moderate	0 None
OR31	COMMERCE RD	SYDNEY RD	DEAD END	2 Moderate	0 None
OR57	WOOD CT	CUL DE SAC WITH ISLE	AIRPORT RD	2 Moderate	0 None
OR28	AIRPORT RD	TURKEY CREEK RD	S ALEXANDER ST	2 Moderate	1 Low
OR29	BUSINESS LN	PARKING LOT	TURKEY CREEK RD	2 Moderate	1 Low
OR40	EAGLE FALLS PL	MADISON AVE	DEAD END	2 Moderate	1 Low
OR51	NATIONAL GUARD DR	AIRPORT RD	PARKING LOT	2 Moderate	1 Low
OR55	W MARTIN LUTHER KING BLVD	S ALEXANDER ST	S WHEELER ST	2 Moderate	1 Low
OR2	TECO RD	E COLLEGE AVE	TECO RD	2 Moderate	2 Moderate
OR6	E 23RD AVE	N 22ND ST	N 21ST ST	2 Moderate	2 Moderate
OR7	E FLORIBASKA AVE	N TAMPA ST	N FLORIDA AVE	2 Moderate	2 Moderate
OR10	I75 N-REST AREA	INTERSTATE 75 N	INTERSTATE 75 N	2 Moderate	2 Moderate
OR11	INDEPENDENCE PKWY	INDEPENDENCE-VETERANS S RAMP	ANCHOR PLAZA PKWY	2 Moderate	2 Moderate
OR13	PALM POINTE DR	POINTE OF TAMPA WAY	PARK CENTRE DR	2 Moderate	2 Moderate
OR20	N COLLINS ST	E REYNOLDS ST	E BAKER ST	2 Moderate	2 Moderate
OR25	ROBERT TOLLE DR	BLOOMINGDALE AVE	DEAD END	2 Moderate	2 Moderate
OR27	W VIOLET ST	N FLORIDA AVE	N HIGHLAND AVE	2 Moderate	2 Moderate
OR36	E 4TH AVE	N 22ND ST	N 34TH ST	2 Moderate	2 Moderate
OR38	E FRONTAGE RD	CENTURY PARK DR	W LAUREL ST	2 Moderate	2 Moderate
OR50	N WOODROW WILSON ST	AIRPORT RD	W REYNOLDS ST	2 Moderate	2 Moderate
OR52	SYDNEY RD	TURKEY CREEK RD	AIRPORT RD	2 Moderate	2 Moderate
OR54	W CLEVELAND ST	S NEWPORT AVE	S WILLOW AVE	2 Moderate	2 Moderate
OR1	33RD ST SE	14TH AVE SE	E COLLEGE AVE / SUN CITY CENTER BLVD	2 Moderate	3 High
OR22	N MORGAN ST	E TYLER ST	SCOTT ST	2 Moderate	3 High
OR12	LIZARDS TAIL RD	PARK CENTRE DR	DEAD END	1 Low	2 Moderate

Figure 6. Lower Performing Truck Routes Analyzed



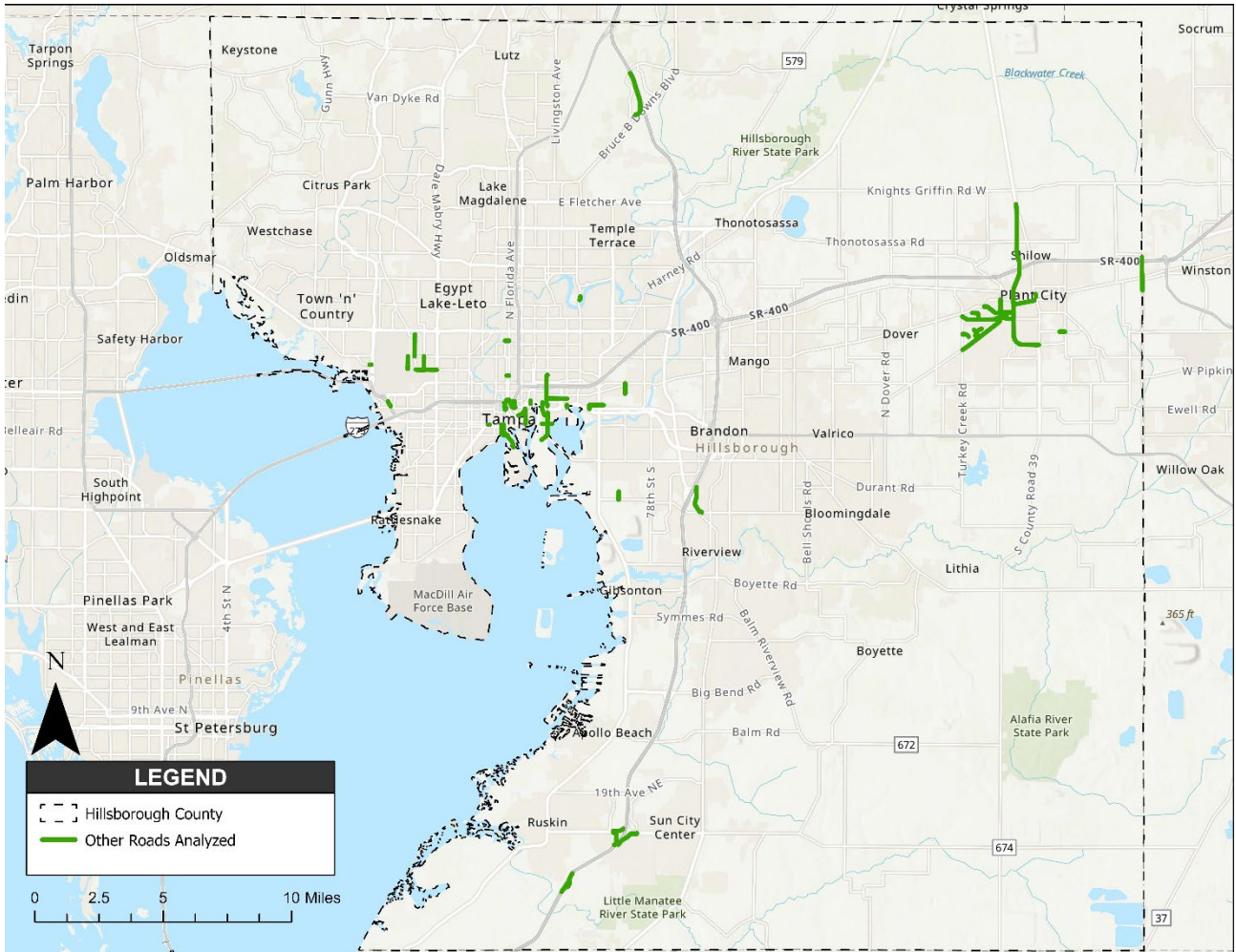
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Figure 7. Hillsborough County Owned and/or Maintained Roads Analyzed



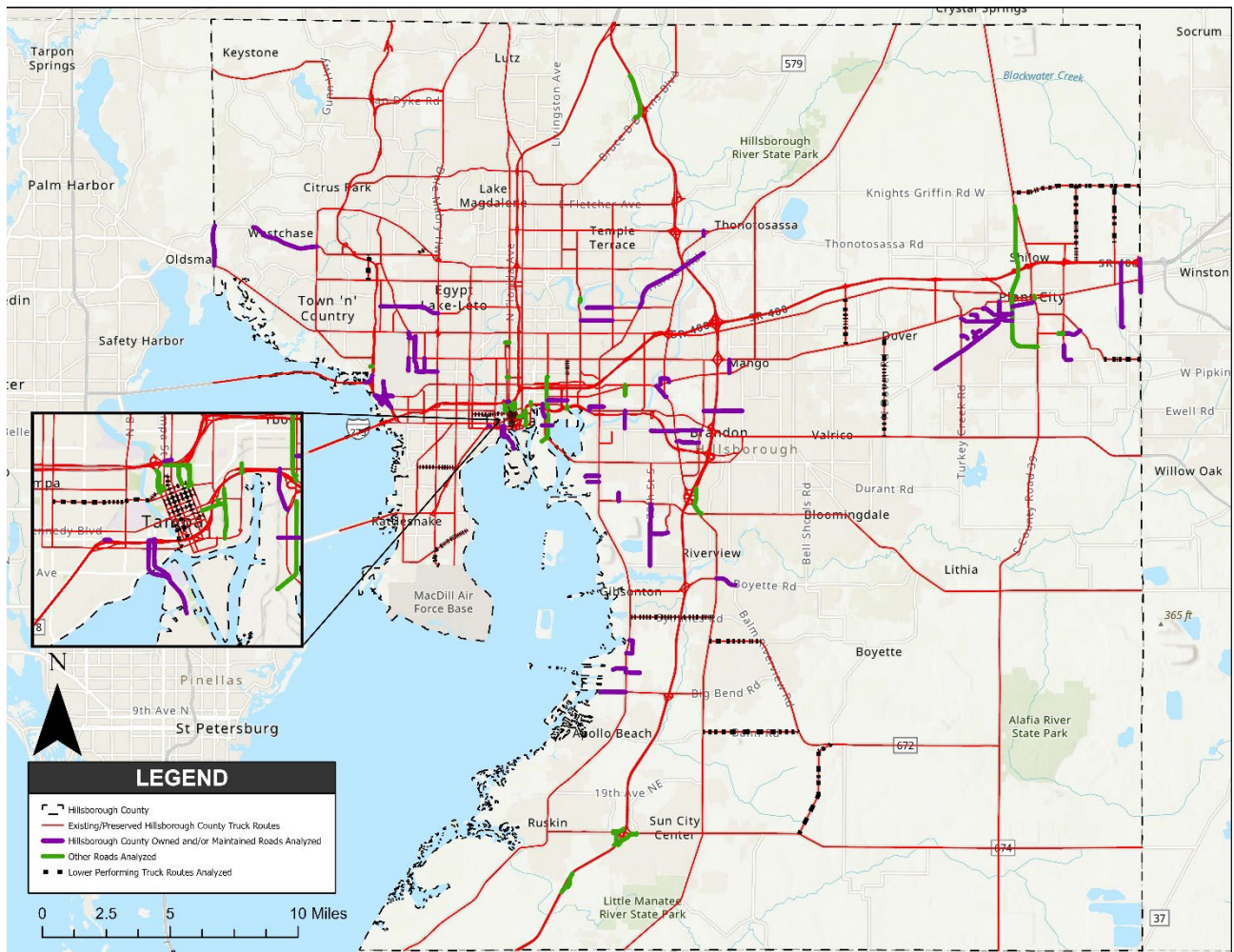
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Figure 8. Other Roads Analyzed



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Figure 9. All Roads/Segments Analyzed



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2.4 Assessment Findings and Recommendations

Key findings and recommendations that resulted from the analysis are summarized below for each of the assessed road networks. It is important to emphasize that more extensive public engagement would need to take place if any of the recommendations move forward. In addition, coordination with trucking associations/freight operators and Hillsborough County law enforcement should continue to educate all entities on the current ordinance associated with the Hillsborough County Truck Route Plan as well as any potential modifications to both the plan and ordinance.

Lower Performing Hillsborough County Truck Routes

Findings

- Most of the assessed segments are located in areas with limited freight detractors.
- Several MetroQuest survey and Report database comments were received regarding truck related issues associated with County Road 672 and Symmes Road or in the vicinity of these two roads.
- There are a number of sensitive features located within the vicinity of Symmes Road.
- The Dale Mabry Highway and Interbay Boulevard segments provide critical access to MacDill Air Force Base.
- There is redundancy in the truck route network on road segments within Downtown Tampa.

Recommendations

- Further evaluate the effectiveness of the identified County Road 672 and Symmes Road segments as truck routes in light of the noted sensitive features and comments received.
- Retain the Dale Mabry Highway and Interbay Boulevard segments as part of the Hillsborough County Truck Route network.
- Consider limiting the number of and strategically identify road segments within Downtown Tampa to serve as part of the Hillsborough County Truck Route network (coordination with the City of Tampa will need to occur).

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Hillsborough County Owned and/or Maintained Roads

Findings

- While over half of the assessed segments are either located in areas conducive to freight activity or the segments themselves would be effective in supporting freight circulation, freight detractors are associated with the majority of these segments.
- Lack of circulation and gaps are present in the existing Hillsborough County Truck Route network within the Northwest portion of the County and in South County.
- There are additional areas of the County where existing truck routes are located one mile or more apart.

Recommendations

- Recommend adding George Bean Parkway, the Tampa International Airport-SR 60 ramps that are part of the Westshore Interchange, and Veterans Expressway-Courtney Campbell Causeway ramp to the Hillsborough County Truck Route network.
- Consider adding Air Cargo Road to the Hillsborough County Truck Route network as the designated Hillsborough County Truck Route segment of West Shore Boulevard (which is immediately adjacent and parallel to the west) does not provide a complete north/south connection in the Drew Park area.
- Explore opportunities to expand the Hillsborough County Truck Route network in the Plant City area (coordination with the City of Plant City will need to occur).
- Explore opportunities to expand the Hillsborough County Truck Route network in the Northwest portion of the County, South County, and areas of the County where existing truck routes are located one mile or more apart.

Other Roads

Findings

- Half of the assessed segments are either located in areas conducive to freight activity or the segments themselves would be effective in supporting freight circulation; freight detractors are associated with nearly all of the assessed segments.
- Since the adoption of the Hillsborough County Truck Route Plan, a number of important roadways/roadway connections have been constructed (such as the I-4 Connector). These facilities are not currently part of the Hillsborough County Truck Route Plan.

- While the County Line Road segment was included in the needs assessment, it is maintained by Polk County and designated by the Polk Transportation Planning Organization as a Freight Network corridor.
- There are differences in designated roads between the Hillsborough County Truck Route network and other plans (such as the Tampa Bay Regional Strategic Freight Plan and City of Tampa Truck Route network).
- The existing Hillsborough County Truck Route network contains limited circulation/connectivity and roadway network redundancy providing access to facilities of Tampa International Airport, Port Tampa Bay, and other area freight hubs (such as Tampa Executive Airport and CSX Railyard).

Recommendations

- Recommend adding the I-4 Connector (denoted as a facility to be preserved for facilitation of freight), interstate ramp connections (including the I-275-Ashley Drive/Tampa Street ramps), frontage roads, and I-75 rest area road to the Hillsborough County Truck Route network.
- Explore opportunities to expand the Hillsborough County Truck Route network in the Plant City area (coordination with the City of Plant City will need to occur).
- Recommend coordinating with the FDOT District Seven, City of Tampa, and other appropriate entities to reconcile differences (as applicable) between truck routes designated in other plans with the existing Hillsborough County Truck Route network (for example, Violet Street versus Osborne Avenue).
- Explore opportunities to expand the Hillsborough County Truck Route network to provide redundant/additional access to facilities of Tampa International Airport, Port Tampa Bay, and other area freight hubs (such as Tampa Executive Airport and CSX Railyard) as consistent with the Hillsborough TPO Freight Supply Chain Resilience Study.

3 Identification of Projects and Costs

3.1 Project and Strategy Identification

As part of the data collection effort described in **Section 2.2.1 Data**, GIS shapefiles of previously identified freight-related transportation projects and needs were obtained and mapped. Along with this effort, each source(s) corresponding to the respective GIS shapefile(s) was reviewed to verify and document the name, limits, type of project or need,

project or need description, associated preliminary cost, as well as identified funding years and project phases. The reviewed sources included the following:

- Hillsborough TPO 2045 LRTP,
- Hillsborough TPO 2023/2024 – 2027/2028 Transportation Improvement Program (TIP),
- Hillsborough TPO Freight Supply Chain Resilience Study,
- Hillsborough County Capital Improvements Program,
- FDOT 2023/2024 – 2027/2028 Five Year Work Program,
- FDOT 2023/2024 – 2027/2028 First Five Year SIS Plan,
- FDOT 2028/2029 – 2032/2033 Second Five Year SIS Plan,
- FDOT SIS Long Range Cost Feasible Plan Fiscal Year (FY) 2029-2045,
- FDOT District Seven Comprehensive Freight Improvement Database (CFID), and
- Tampa Bay Regional Strategic Freight Plan.

The projects and needs were then compiled into a single list; duplicated and completed projects and needs were removed and inconsistencies between sources were rectified.

Capacity and major maintenance and resurfacing projects for roadways within Hillsborough County (with the exception of major intersection improvements that require additional approach/turn lanes and resurfacing) were also excluded from the project list as they are accounted for in other LRTP investment programs. However, it is important to underscore the fact that these projects are essential in elevating the efficiency of freight operations, guaranteeing dependable deliveries, and ultimately influencing the overall costs of transportation shipping. While these projects are not part of the official 2050 LRTP Goods Movement Needs Assessment project list, they are captured in **Appendix E**.

Projects identified in the Hillsborough TPO 2023/2024 – 2027/2028 Transportation Improvement Program (TIP), Hillsborough County Capital Improvements Program, FDOT 2023/2024 – 2027/2028 Five Year Work Program, FDOT 2023/2024 – 2027/2028 First Five Year SIS Plan, and 2045 LRTP Cost Feasible Plan, along with proposed funding in a particular year(s), were specifically noted. This information was used to help set the investment levels as discussed under **Section 4 Investment Levels**.

3.2 Estimated Planning Level Costs

For most of the identified freight-related transportation projects included as part of this needs assessment, previously prepared cost estimates included in the reviewed sources (such as those presented in the 2045 LRTP) were used and adjusted to 2023 dollars.

For projects that did not have associated costs (such as those identified in the FDOT District Seven CFID), planning level costs were prepared by using a combination of costs for similar completed projects and FDOT Historical Item Average Cost Reports. Projects that had broader descriptions (such as those from the Tampa Bay Regional Strategic Freight Plan) or were classified as studies (such as those that originated from the Hillsborough TPO Freight Supply Chain Resilience Study) were categorized as unfunded needs.

It is important to note that some of the identified projects (intersection improvements, radii adjustments, turn lane adjustments, etc.) could be incorporated into larger planned or funded projects, such as corridor capacity improvements or resurfacing projects. This would help to reduce overall costs of these smaller projects or offset additional cost increases associated with project implementation activities, such as maintenance of traffic costs.

The costs presented for the listed projects in **Table 10** (included under **Section 5.1 Project Scoring**) were derived based on the assumption that each project would be implemented as a stand-alone effort. Each would require costs to cover engineering design, mobilization/Construction Engineering and Inspection (CEI), maintenance of traffic, and contingency. For projects that did not have previous estimates prepared, a percentage of the construction cost was factored in to account for these ancillary expenditures.

4 Investment Levels

The 2050 LRTP Goods Movement Needs Assessment Technical Memorandum includes three investment levels: a funded baseline covering the first five years of the 25-year LRTP planning period and two tiers for freight investments extending over the remaining 20 years. The baseline level includes the freight-related transportation projects funded in both the Hillsborough TPO 2023/2024 – 2027/2028 TIP and FDOT 2023/2024 – 2027/2028 Five Year Work Program (including the FDOT 2023/2024 – 2027/2028 First Five Year SIS Plan). The total estimated baseline amount for the first five years of the 25-year LRTP planning period is \$964,752,274.

4.1 Tier I Investments

The total estimated amount for Tier I freight investments is \$13,960,975. This amount is based on the costs of 55 freight-related transportation projects that could be completed by

2035 as identified in the FDOT District Seven Comprehensive Freight Improvement Database (CFID) and the Hillsborough TPO 2045 LRTP. Most of the projects composing the Tier I investment list are considered to be low in cost (the cost is estimated to be under \$200,000) and include:

- Reconfiguring of intersections through restriping or adjusting lane widths on existing surfaces,
- Adjusting concrete median noses and replacing pavement markings to enhance truck turning and reduce infrastructure and truck damage,
- Adjusting stop bar locations to allow for unimpeded wide truck turns in places where only a single receiving lane exists,
- Adding truck-related signage,
- Modifying corner radii/repairing shoulders within existing right-of-way (ROW),
- Modifying raised concrete channelization islands,
- Adjusting signal timing, and
- Limited railroad crossing upgrades/repairs/resurfacing.

The Tier I investment list also includes projects that are more moderate in cost (the cost is estimated to range from \$200,000 to \$2 million), as well as projects that exceed the \$2 million limit but that could still be completed by 2035. These Tier I projects entail:

- Milling and resurfacing of major intersections and approaches,
- Paving extensions to increase a turning radius where minor ROW acquisition is required,
- Adding left/right turn lanes within existing ROW,
- Adjusting turn lane lengths to accommodate more vehicles at intersections with large amounts of truck turning movements, and
- Signalization of intersections with heavy truck traffic.

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4.2 Tier II Investments

The Tier II investment list encompasses projects that exceed \$2 million and that are expected to be completed between 2036 and 2050. The total estimated amount for Tier II freight investments is \$2,114,532,412.

Projects composing the Tier II list can be separated into two groups: those that are part of the I-275 North of Downtown Tampa widening and interchange improvements and those that are part of the Gandy Bridge replacement, trail, and subsequent operational improvements as identified in the Hillsborough TPO 2045 LRTP. Both sets of projects occur on corridors with significant truck traffic. As such, freight operations/goods movement are anticipated to benefit as a result of these concentrated enhancements.

Table 8 presents the estimated baseline spending amount as well as the estimated Tier I and Tier II spending amounts, including the total number of projects composing each level.

Table 8. Investment Level Spending

Investment Level	Spending Amount	Number of Projects
Baseline	\$964,752,274	97
Tier I	\$13,960,975	55
Tier II	\$2,114,532,412	11

5 Cost-Benefit Analysis

As introduced under **Section 2.3 Evaluation Criteria**, Project Impact Evaluation Criteria were developed to help determine the effectiveness that each proposed project could have in mitigating hindrances to efficient freight performance, particularly those projects identified on the existing Hillsborough County Truck Route network as well as those roads proposed for considered addition to the network. Both datasets and questions were compiled and assessed as part of the Project Impact Evaluation Criteria. The resulting information was quantified through application of unweighted numerical scores. The values assigned to the assessed factors indicated the importance and effectiveness of a project (or impact the project could have on addressing freight operation issues). A higher number indicated a higher level of importance and/or effectiveness.

The factors, including descriptions, and the associated numerical scores composing the Project Impact Evaluation Criteria are shown in **Table 9**.

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Table 9. Project Impact Evaluation Criteria

Factor	Factor Description	Scores
Road Criticality: Average Criticality Score of Roads within 250 Feet of a Project	For roads within a 250-foot buffer of each project, an average criticality score was calculated based on the individual criticality score assigned to each road as part of the Hillsborough TPO Resilient Tampa Bay: Transportation Pilot Program Project (completed December 2019). Roads were assigned criticality scores based on the assessment of 11 elements, including: evacuation route designation; traffic volume; connectivity to major economic and social activity centers; transit corridor designation; part of a LRTP cost feasible project; intermodal connectivity; freight connectivity; and projected population density, projected employment density, percentage of zero-car households, and equity areas surrounding road.	1 = 0 – ≤10 Criticality Score 2 = >10 – <14 Criticality Score 3 = 14 – 20 Criticality Score
Truck-Related Fatal or Serious Crashes (Safety)	The presence of truck-related fatal or serious crashes (based on 2018-2022 Signal 4 Analytics data) within a 250-foot buffer of each project.	0 = No Fatal or Serious Injury Crash 1 = Serious Injury Crash Only 2 = Fatal Crash
Volume to Capacity (V/C) Ratio	For roads surrounding each project, an average 2045 volume to capacity (V/C) ratio was calculated based on the individual 2045 V/C ratio assigned to each road as derived from the Tampa Bay Regional Planning Model.	0 = ≤ 0.8 Ratio 1 = 0.8 – < 0.91 Ratio 2 = ≥ 0.91 Ratio
Survey Comments, Complaints, and Freight Stakeholder Comments	Total number of MetroQuest survey comments, comments/complaints received via the Hillsborough County Public Works Department “Report” database, and comments received during freight stakeholder interviews within a 250-foot buffer of each project.	0 = 0 Comments 1 = 1-2 Comments 2 = 3-7 Comments 3 = >7 Comments
Improves Safety	Will the project improve safety? Will it reduce truck-related crashes?	1 = Low 2 = Moderate 3 = High
Reduces Delay	Will the project result in a potential reduction of delay?	1 = Low 2 = Moderate 3 = High

5.1 Project Scoring

Each project was assessed and scored based on the Project Impact Evaluation Criteria presented in Table 9. The results of the scoring are displayed in **Table 10**. Projects with the highest scores have the greatest impact on freight operations. These resulting scores were then compared to the project cost to determine the cost effectiveness of the investment. Projects listed in Table 10 are featured in **Figure 10**. Identified needs are in **Appendix F**.

Table 10. Project Impact Scoring

ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	V/C Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
Baseline Projects																			
WP31	Hillsborough Ave	Veterans Expy	West of I-4	ITS Communication System	FDOT Five Year Work Program	443445-4	\$130,445	0	15.18	3	2	0	2	2	2	11	3	1	3.00
WP46	I-275 Southbound/I-4 Westbound	North of Morgan St	West of 12th St	Interchange Improvements - Add Lanes	FDOT Five Year Work Program	445056-2	\$181,676	0	16.47	3	0	1	3	3	1	11	3	1	3.00
WP33	Florida Ave	at Idlewild and Knollwood St	---	Traffic Signals	FDOT Five Year Work Program	443583-2	\$34,267	0	10.57	2	1	0	2	2	0	7	2	1	2.00
WP27	Florida Ave/Tampa St	Kennedy Blvd	Bears Ave	ITS Communication System	FDOT Five Year Work Program	443444-2	\$132,840	0	11.69	2	2	0	2	2	1	9	2	1	2.00
WP17	Gandy Bridge Eastbound	Old Tampa Bay	Bridge #100300	Bridge-Repair/Rehabilitation	FDOT Five Year Work Program	439549-1	\$4,445	0	16.25	3	0	0	2	3	0	8	2	1	2.00
WP18	Gibson Dr	at Fern Hill Dr	---	Intersection Improvements	FDOT Five Year Work Program	439772-1	\$25,201	0	12	2	1	0	3	3	0	9	2	1	2.00
WP29	Kennedy Blvd	West of Memorial Hwy	East of Ashley Dr	ITS Communication System	FDOT Five Year Work Program	443445-2	\$152,775	0	13.08	2	1	0	2	2	1	8	2	1	2.00
WP64	Kennedy Blvd	at Memorial Hwy	---	Intersection Improvements	FDOT Five Year Work Program	447976-2	\$98,889	0	14.07	3	0	0	3	3	0	9	2	1	2.00
WP28	Nebraska Ave	Kennedy Blvd	Bears Ave	ITS Communication System	FDOT Five Year Work Program	443444-3	\$165,574	0	12.81	2	1	0	2	2	1	8	2	1	2.00
WP36	Platt St	at Fremont Ave	---	Traffic Signals	FDOT Five Year Work Program	443711-1	\$10,848	0	11.25	2	0	0	2	2	3	9	2	1	2.00
WP65	Spruce St/Boy Scout Blvd	at Lois Ave	---	Intersection Improvements	FDOT Five Year Work Program	447976-4	\$35,899	0	12	2	0	0	3	3	0	8	2	1	2.00
WP68	SR 60	at Railroad Crossing 624572-B (East of Clarence Gordon Jr Rd)	---	Rail Safety Project	FDOT Five Year Work Program	449004-1	\$130,147	0	12	2	2	0	3	1	0	8	2	1	2.00
WP87	SR 60	over Tampa Bay - Bridge #100301	---	Bridge-Repair/Rehabilitation	FDOT Five Year Work Program	453900-1	\$56,477	0	14	3	0	0	3	3	0	9	2	1	2.00
WP26	TIA Area	at Kennedy Blvd Hub and Veterans Expy	---	ITS Communication System	FDOT Five Year Work Program	443349-1	\$49,517	0	16	3	0	0	2	2	0	7	2	1	2.00
WP57	US 92/SR 600	West of McIntosh Rd	East of Gallagher Rd	Intersection Improvements	FDOT Five Year Work Program	447158-1	\$68,521	0	7.6	1	0	0	3	3	1	8	2	1	2.00
WP48	I-4	Downtown Tampa	Polk County Line	ITS Communication System	FDOT Five Year Work Program	445362-2	\$1,934,286	0	13.46	2	2	0	2	2	3	11	3	2	1.50
WP55	I-4	West Shore Blvd	Polk County Line	ITS Communication System	FDOT Five Year Work Program	447012-1	\$391,860	0	13.14	2	2	0	2	2	3	11	3	2	1.50
WP69	Adamo Dr	at 26th St	---	Traffic Signals	FDOT Five Year Work Program	449124-2	\$862,302	0	14.25	3	0	0	2	2	0	7	2	2	1.00
WP22	Alexander St	at Jim Johnson Rd	---	Add Turn Lane(s)	FDOT Five Year Work Program	440736-1	\$560,649	0	8	1	0	0	3	3	0	7	2	2	1.00
WP20	Alexander St	at James L Redman Pkwy	---	Intersection Improvements	FDOT Five Year Work Program	440733-1	\$260,169	0	10.5	2	0	0	3	3	1	9	2	2	1.00
WP7	Brandon Blvd	Brandon Town Ctr	Gornto Lake Rd	Add Turn Lane(s)	FDOT Five Year Work Program	436041-1	\$823,357	0	13	2	1	1	3	3	0	10	2	2	1.00
WP24	Brandon Blvd	at Valrico Rd	---	Intersection Improvements	FDOT Five Year Work Program	441288-1	\$1,606,030	0	10.25	2	0	0	3	3	1	9	2	2	1.00
WP41	Brandon Blvd	at St Cloud Ave	---	Intersection Improvements	FDOT Five Year Work Program	443969-2	\$710,905	0	11.33	2	0	0	3	3	0	8	2	2	1.00
WP11	Busch Blvd	at Railroad Crossing 626507-C (East of 14th St)	---	Railroad Crossing	FDOT Five Year Work Program	437821-1	\$31,000	0	13	2	0	1	1	2	0	6	1	1	1.00
WP37	Cleveland St	at Rome Ave	---	Traffic Signals	FDOT Five Year Work Program	443711-2	\$10,736	0	12	2	0	0	2	2	0	6	1	1	1.00
WP38	Courtney Campbell Cswy	over Tampa Bay	---	Bridge-Repair/Rehabilitation	FDOT Five Year Work Program	443841-1	\$1,828,869	0	14	3	0	0	3	3	0	9	2	2	1.00
WP8	Dale Mabry Hwy	at El Prado Blvd and Interbay Blvd	---	Traffic Signal Update	FDOT Five Year Work Program	436245-1	\$93,626	0	9.78	1	0	0	2	2	0	5	1	1	1.00
WP39	Doyle Carlton Dr	Laurel St	---	Roundabout	FDOT Five Year Work Program	443968-1	\$938,604	0	11	2	0	0	3	3	0	8	2	2	1.00
WP30	Dr Martin Luther King, Jr Blvd	West of Dale Mabry Hwy	East of I-4	ITS Communication System	FDOT Five Year Work Program	443445-3	\$292,900	0	13	2	1	0	2	2	0	7	2	2	1.00
WP50	Dr Martin Luther King, Jr Blvd	at 26th St	---	Traffic Signals	FDOT Five Year Work Program	445496-1	\$105,875	0	12.5	2	0	0	2	2	0	6	1	1	1.00
WP71	Eisenhower Blvd	at Memorial Hwy	---	Traffic Signals-Signal Replacement	FDOT Five Year Work Program	449334-1	\$229,984	0	14.38	3	0	0	2	2	0	7	2	2	1.00
WP15	Florida Ave	at Polk St Railroad Crossing 626298-W	---	Railroad Crossing	FDOT Five Year Work Program	437825-1	\$42,846	0	11	2	0	0	1	2	0	5	1	1	1.00
WP70	Hillsborough Ave	at 15th St	---	Traffic Signals	FDOT Five Year Work Program	449132-1	\$1,320,849	0	15	3	0	0	2	2	0	7	2	2	1.00
1B	I-275 SR 60	South of SR 60 South of I-275	North of Hillsborough River SR 589	Interchange Improvements	SIS Adopted First Five Year Program	412531-1	\$501,000	0	16.61	3	2	0	3	3	1	12	3	3	1.00

Table 10. Project Impact Scoring (continued)

ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	V/C Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
Baseline Projects																			
T-8 I-4		West of Park Rd	East of Park Rd	Interchange Improvements	SIS First 5 Year Cost Feasible / TIP	443316-1	\$1,233,142	0	13.33	2	0	0	3	3	0	8	2	2	1.00
T-11 I-4		East of Eastbound Weigh Station	East of McIntosh Rd	Interchange Improvements	SIS First 5 Year Cost Feasible / TIP	443319-1	\$3,855,065	0	13.33	2	1	2	3	3	0	11	3	3	1.00
T-13 I-4		West of Mango Rd	East of Mango Rd	Interchange Improvements	SIS First 5 Year Cost Feasible / TIP	443321-1	\$1,544,421	0	13	2	2	0	3	3	0	10	2	2	1.00
WP43 I-4 Seffner Weigh Station - Mainline Weigh In Motion		---	---	MCCO Weigh Station Static/WIM	FDOT Five Year Work Program	444902-1	\$62,276	0	12.14	2	2	0	0	0	2	6	1	1	1.00
WP45 I-4 Westbound/I-275 Northbound		West of 14th St	Floribraska Ave	Interchange Improvements - Add Lanes	FDOT Five Year Work Program	445056-1	\$739,811	0	16.61	3	0	0	3	3	0	9	2	2	1.00
WP52 I-75		over Alafia River - Bridge Rehab		Bridge-Repair/Rehabilitation	FDOT Five Year Work Program	445828-1	\$3,369,059	0	15.5	3	1	1	3	3	0	11	3	3	1.00
WP23 I-75 Southbound Rest Area		Beginning of Southbound Ramp	End of Southbound Ramp	Rest Area	FDOT Five Year Work Program	441083-2	\$72,508	0	12	2	0	0	2	0	0	4	1	1	1.00
WP9 Kennedy Blvd		West Shore Blvd	Woodlynne Ave	Add Turn Lane(s)	FDOT Five Year Work Program	437644-1	\$315,423	0	13.27	2	0	0	3	3	1	9	2	2	1.00
WP66 Palm River Rd		at 50th St	---	Intersection Improvements	FDOT Five Year Work Program	448506-1	\$1,698,294	0	12.67	2	0	0	3	3	0	8	2	2	1.00
WP21 Park Rd		at Coronet Rd and Alsbrook St	---	Add Left Turn Lane(s)	FDOT Five Year Work Program	440734-1	\$563,427	0	10.13	2	0	0	3	3	0	8	2	2	1.00
WP19 Paul S Buchman Hwy		North of Knights Griffin Rd	Pasco County Line	Flexible Pavement Reconstruction	FDOT Five Year Work Program	439831-1	\$680,323	0	10.17	2	1	1	2	1	1	8	2	2	1.00
WP79 Polk St		Jefferson St	Ashley Dr	Rail Safety Project	FDOT Five Year Work Program	451433-1	\$21,894	0	9.64	2	0	0	3	1	0	6	1	1	1.00
WP42 Reynolds St		at CSX NCGN:624411F	---	Railroad Crossing	FDOT Five Year Work Program	444264-1	\$161,544	0	14.5	3	0	0	1	2	0	6	1	1	1.00
WP32 Spruce St/Boy Scout Blvd		Airport Service Rd	Dale Mabry Hwy	ITS Communication System	FDOT Five Year Work Program	443445-5	\$49,237	0	13.11	2	0	0	2	2	0	6	1	1	1.00
WP14 SR 45		at Railroad Crossing 626925-T (North of Long St)	---	Railroad Crossing	FDOT Five Year Work Program	437824-1	\$31,000	0	15	3	0	0	1	2	0	6	1	1	1.00
WP13 Tampa St		at Polk St Railroad Crossing 626300-V	---	Railroad Crossing	FDOT Five Year Work Program	437823-1	\$28,934	0	11	2	0	0	1	2	0	5	1	1	1.00
WP76 US 301		Palm River Rd	---	Intersection Improvements	FDOT Five Year Work Program	451240-1	\$1,610,000	0	11.5	2	0	0	3	3	0	8	2	2	1.00
S-23 US 41 at CSX Railroad Crossing (South of Causeway Blvd)		South of SR 676	North of SR 676	Grade Separation/ New Bridge	2045 LRTP / FDOT Five Year Work Program	440749-1	\$168,078,452	0	14	3	2	0	3	3	1	12	3	3	1.00
WP25 US 92/SR 600		at Hillsborough River - Movable Bridge Rehab	---	Bridge-Repair/Rehabilitation	FDOT Five Year Work Program	441463-1	\$543,591	0	15.5	3	0	0	2	3	0	8	2	2	1.00
WP72 Veterans Expy		Bridge Approaches and Departures	---	Miscellaneous Construction	FDOT Five Year Work Program	449340-1	\$40,194	0	11.92	2	2	0	0	0	1	5	1	1	1.00
WP53 Veterans Expy Spur		Milepost 0	Milepost 3	Safety Project	FDOT Five Year Work Program	445885-2	\$3,039	0	9.8	1	0	0	3	1	0	5	1	1	1.00
WP75 22nd St		at Lee Roy Selmon Expy	---	Traffic Signals-Intersection Signalization	FDOT Five Year Work Program	450706-1	\$2,642,172	0	15.43	3	0	0	2	2	0	7	2	3	0.67
WP40 Brandon Blvd		Lakewood Dr	Mount Carmel	Intersection Improvements	FDOT Five Year Work Program	443969-1	\$6,046,732	0	13.53	2	2	0	3	3	0	10	2	3	0.67
WP54 Causeway Blvd		West of US 301	East of 50 St	Pavement Only Resurface (Flex)	FDOT Five Year Work Program	446272-1	\$9,487,814	0	13.65	2	2	0	2	1	1	8	2	3	0.67
WP16 Gandy Bridge Westbound #100585 & Eastbound #100300		over Tampa Bay	---	Bridge-Repair/Rehabilitation	FDOT Five Year Work Program	438784-1	\$2,783,304	0	16.25	3	0	0	2	3	0	8	2	3	0.67
WP4 I-275		at SR 60	---	Interchange Improvements - Add Lanes	FDOT Five Year Work Program	412531-2	\$177,041,354	0	18.62	3	0	0	3	3	0	9	2	3	0.67
WP47 I-275 Southbound Off Ramp/I-4		North of Floribraska Ave	West of 21st St	Interchange Improvements - Add Lanes	FDOT Five Year Work Program	445057-1	\$22,096,504	0	16.17	3	0	0	3	3	0	9	2	3	0.67
WP2 I-275/I-4		North of Hillsborough River	Downtown Interchange	Interchange Improvements	FDOT Five Year Work Program	258643-1	\$4,808,489	0	17.28	3	0	1	3	3	0	10	2	3	0.67
T-10 I-4		West of Branch Forbes Rd	East of Branch Forbes Rd	Interchange Improvements	SIS First 5 Year Cost Feasible / TIP	443318-1	\$2,442,339	0	13	2	0	0	3	3	0	8	2	3	0.67
T-9 I-4		West of Thonotosassa Rd	East of Thonotosassa Rd	Interchange Improvements	SIS First 5 Year Cost Feasible / TIP	443317-1	\$2,514,173	0	14	3	0	0	3	3	0	9	2	3	0.67
S-16 I-4 Eastbound		East of Orient Rd	West of I-75	Interchange Improvements and New Eastbound Collector-Distributor Road	2045 LRTP / TIP	430338-1	\$140,111,270	0	14.5	3	0	1	3	3	0	10	2	3	0.67
S-15 I-4 Westbound		West of Orient Rd	West of I-75	Interchange Improvements and New Westbound Collector-Distributor Road	2045 LRTP / TIP	430337-1	\$121,266,945	0	14.5	3	0	0	3	3	0	9	2	3	0.67

Table 10. Project Impact Scoring (continued)

ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	VIC Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
Baseline Projects																			
S-14	I-4 Westbound	West of I-75	East of Mango Rd	Interchange Improvements and New Westbound Collector-Distributor Road	2045 LRTP / TIP	435726-1	\$60,831,015	0	14	3	0	1	3	3	0	10	2	3	0.67
S-20	I-75	at Gibsonton Dr	---	Interchange Improvements	2045 LRTP / TIP	437650-2	\$45,255,114	0	17	3	0	0	3	3	0	9	2	3	0.67
WP34	I-75	South of Progress Blvd	North of Woodberry Rd	Rigid Pavement Rehabilitation	FDOT Five Year Work Program	443630-1	\$27,768,106	0	14.28	3	2	0	2	1	1	9	2	3	0.67
WP35	I-75	North of Broadway Ave	South of Fowler Ave	Rigid Pavement Rehabilitation	FDOT Five Year Work Program	443630-2	\$25,497,628	0	14	3	2	0	2	1	0	8	2	3	0.67
S-21	I-75/I-275 Collector-Distributor Rd (Phase II)	South of County Line Rd	County Line Rd	Interchange Improvements and New Southbound Collector-Distributor Road	2045 LRTP / TIP	430573-3	\$15,803,373	0	11	2	0	0	3	3	0	8	2	3	0.67
WP77	Mango Rd	at Old Hillsborough Ave	---	Intersection Improvements	FDOT Five Year Work Program	451241-1	\$3,335,000	0	9.5	1	0	1	3	3	0	8	2	3	0.67
WP74	US 301	at Hamey Rd, Stacy Rd, and McIntosh Rd	---	Traffic Signals	FDOT Five Year Work Program	450693-1	\$2,956,939	0	10	1	2	0	2	2	1	8	2	3	0.67
WP51	US 92/SR 600	West End of Eastbound Gandy Bridge	Dale Mabry Hwy	ITS Communication System	FDOT Five Year Work Program	445668-1	\$5,772,980	0	15.66	3	2	0	2	2	1	10	2	3	0.67
WP78	Veterans Expy	Milepost 14.3	Milepost 17.5	Safety Project - Guardrail	FDOT Five Year Work Program	451366-2	\$3,097,118	0	10.16	2	1	0	3	1	0	7	2	3	0.67
WP10	Baker St	at Railroad Crossing 624409-E (West of Michigan Ave)	---	Railroad Crossing	FDOT Five Year Work Program	437819-1	\$607,941	0	14.5	3	0	0	1	2	0	6	1	2	0.50
WP84	I-4 Eastbound Seffner Weigh Station (70691)	---	---	Parking Facility	FDOT Five Year Work Program	452381-1	\$525,584	0	13	2	0	2	0	0	1	5	1	2	0.50
WP63	I-4 Seffner Weigh Station	---	---	MCCO Weigh Station Static/WIM	FDOT Five Year Work Program	447866-1	\$1,852,013	0	13	2	1	2	0	0	1	6	1	2	0.50
WP85	I-4 Westbound Seffner Weigh Station (70692)	---	---	Parking Facility	FDOT Five Year Work Program	452381-2	\$589,616	0	13	2	0	2	0	0	0	4	1	2	0.50
WP5	Kennedy Blvd	at Willow Ave Railroad Crossing 626304-X	---	Railroad Crossing	FDOT Five Year Work Program	416856-2	\$1,304,362	0	12.38	2	0	0	1	2	0	5	1	2	0.50
WP12	Nebraska Ave	at Railroad Crossing 626893-P (South of Busch Blvd)	---	Railroad Crossing	FDOT Five Year Work Program	437822-1	\$534,282	0	13.75	3	0	0	1	2	0	6	1	2	0.50
S-22	I-75 Northbound On Ramp	Northbound US 301	Northbound I-75	Ramp Widening	2045 LRTP / TIP	427454-3	\$7,051,657	0	12.83	2	0	0	1	2	0	5	1	3	0.33
WP73	Spruce St/Boy Scout Blvd	East of Manhattan Ave	West of Manhattan Ave	Traffic Signals	FDOT Five Year Work Program	449852-1	\$2,354,787	0	13.5	2	0	0	2	2	0	6	1	3	0.33
WP1	Toll Operations Tampa Crosstown	---	---	Toll Plaza	FDOT Five Year Work Program	000106-1	\$17,800,000	0	13.81	2	2	0	0	0	1	5	1	3	0.33
WP49	US 301	at Symmes Rd	---	Rigid Pavement Reconstruction	FDOT Five Year Work Program	445392-1	\$10,694,863	0	9.5	1	0	0	2	1	0	4	1	3	0.33
1715	US 41	at Big Bend Rd	---	Substandard Pavement	CFID	---	\$3,609,000	0	14	3	0	0	1	1	1	6	1	3	0.33
WP83	US 41	at SR 60	---	Electric Vehicle Charging - Charger Deployment - NEVI	FDOT Five Year Work Program	452206-1	\$2,400,000	0	15.75	3	1	0	0	0	0	4	1	3	0.33
WP67	I-4 Truck Parking Facility	---	---	Parking Facility	FDOT Five Year Work Program	448698-1	\$30,793,735	0	11	2	0	0	0	0	0	2	0	3	0.00
WP61	24th St	at Railroad NGCN: 626277D	---	Rail Safety Project	FDOT Five Year Work Program	447742-1	\$473,928	0	---	---	---	---	---	---	---	---	---	---	---
WP60	43rd St	at Road Ranger Management Portal (RRMP) A-879.33	---	Rail Safety Project	FDOT Five Year Work Program	447741-1	\$455,798	0	---	---	---	---	---	---	---	---	---	---	---
WP86	Bay to Bay Blvd	---	---	Intersection Improvements/ Safety Improvements	FDOT Five Year Work Program	453244-1	\$1,000,000	0	---	---	---	---	---	---	---	---	---	---	---
WP80	Lake Ave	at Railroad NGCN: 626907V	---	Rail Safety Project	FDOT Five Year Work Program	451436-1	\$405,161	0	---	---	---	---	---	---	---	---	---	---	---
WP81	Lenna Ave	at Railroad NGCN: 624349X	---	Rail Safety Project	FDOT Five Year Work Program	451441-1	\$365,964	0	---	---	---	---	---	---	---	---	---	---	---
WP56	McIntosh Rd	South of US 92	North of Dickey Rd	Flexible Pavement Reconstruction	FDOT Five Year Work Program	447157-1	\$166,147	0	---	---	---	0	---	---	1	---	---	---	---
WP62	US 92/SR 600	over Tampa Bay - Long Bridge Repair Bridge 100300, 100585	---	Bridge-Repair/Rehabilitation	FDOT Five Year Work Program	447749-1	\$937,709	0	---	---	---	---	---	---	---	---	---	---	---
WP82	Wiggins Rd South Road Ranger Management Portal (RRMP) A-857.81	at Railroad NGCN: 624307L	---	Rail Safety Project	FDOT Five Year Work Program	451445-1	\$749,562	0	---	---	---	---	---	---	---	---	---	---	---
WP59	Woodrow Wilson St	at Road Ranger Management Portal (RRMP) A-862.64	---	Rail Safety Project	FDOT Five Year Work Program	447738-1	\$447,982	0	9	1	---	---	---	---	---	---	---	---	---

Table 10. Project Impact Scoring (continued)

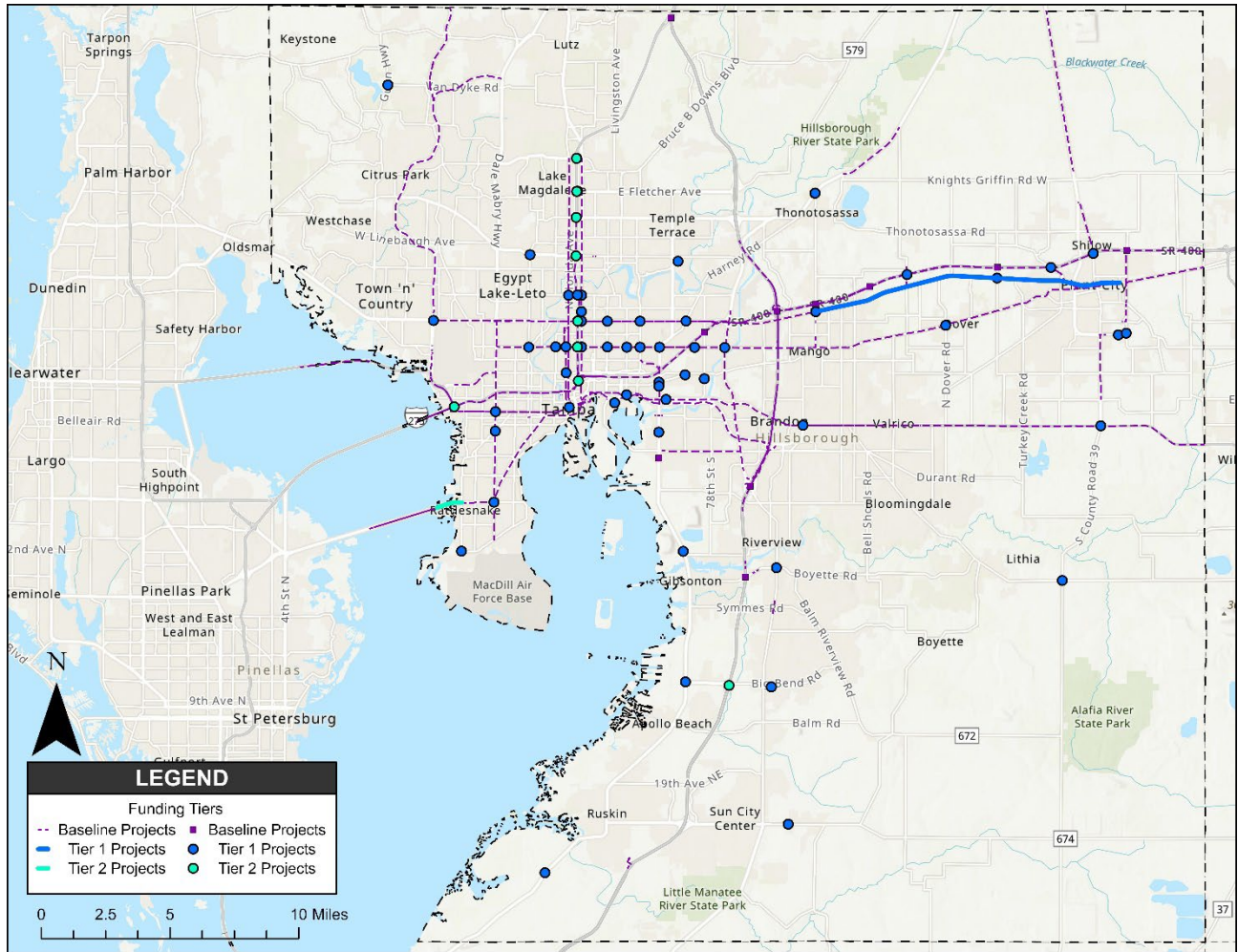
ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	VIC Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
Tier I Projects																			
1280	50th St	at Broadway Ave	---	Turn Radii	CFID	---	\$50,000	1	14.63	3	0	1	2	1	0	7	2	1	2.00
1346	Florida Ave	at Sligh Ave	---	Turn Radii	CFID	---	\$100,000	1	12.13	2	0	2	2	1	0	7	2	1	2.00
1409	Hillsborough Ave	at Armenia Ave	---	Turn Radii	CFID	---	\$100,000	1	12	2	0	1	2	3	0	8	2	1	2.00
1709	Hillsborough Ave	at Nebraska Ave	---	Left Turn Lane Length	CFID	---	\$163,726	1	16	3	1	0	2	3	0	9	2	1	2.00
1728	I-275	at Fletcher Ave	---	Signal Timing / Design	CFID	---	\$19,076	1	15	3	0	1	1	2	0	7	2	1	2.00
1371	I-275 Northbound	at Bearss Ave Exit Ramp	---	Turn Radii	CFID	---	\$50,000	1	17.33	3	0	2	2	1	0	8	2	1	2.00
1405	Kennedy Blvd	at Dale Mabry Hwy	---	Turn Radii	CFID	---	\$75,000	1	15	3	0	2	2	3	0	10	2	1	2.00
1654	Tampa St	at Columbus Dr	---	Turn Radii	CFID	---	\$60,000	1	10.66	1	0	2	2	2	0	7	2	1	2.00
1671	Tampa St	at Kennedy Blvd	---	Turn Radii	CFID	---	\$50,000	1	13.5	2	0	2	2	1	0	7	2	1	2.00
1394	US 41	at Sligh Ave	---	Turn Radii	CFID	---	\$100,000	1	13.5	2	0	0	2	3	0	7	2	1	2.00
1362	50th St	at CSX A-Line	---	Left Turn Lane Length	CFID	---	\$50,000	1	---	0	0	0	1	2	1	4	1	1	1.00
1449	62nd St	at Broadway Ave	---	New Traffic Signal	CFID	---	\$720,788	1	11	2	0	0	3	3	0	8	2	2	1.00
1390	Adamo Dr	at CSX Railroad Crossing (East of US 41)	---	Railroad Crossing Delay	CFID	---	\$50,000	1	14	3	0	0	1	2	0	6	1	1	1.00
1731	Adamo Dr	at 21st St-22nd St	---	Signal Timing / Design	CFID	---	\$20,000	1	---	0	0	1	2	2	0	5	1	1	1.00
1367	Alexander St	at Police Center Dr	---	Access Management	CFID	---	\$200,000	1	---	0	0	2	2	3	0	7	2	2	1.00
1434	Alexander St	at Jim Johnson Rd	---	Turn Radii	CFID	---	\$50,000	1	---	0	0	1	2	1	0	4	1	1	1.00
1650	Brandon Blvd	at Lakewood Dr	---	Turn Radii	CFID	---	\$50,000	1	10	1	0	1	2	1	0	5	1	1	1.00
1733	Busch Blvd	at 56th St	---	Other Maintenance Issues	CFID	---	\$9,000	1	---	0	0	0	1	1	1	3	1	1	1.00
1450	CR 39	at Lithia-Pinecrest Rd	---	Turn Radii	CFID	---	\$70,000	1	9	1	1	0	2	1	1	6	1	1	1.00
1297	Dale Mabry Hwy	at Henderson Ave	---	Turn Radii	CFID	---	\$70,000	1	12.5	2	0	1	2	1	0	6	1	1	1.00
1345	Dr Martin Luther King, Jr Blvd	at 22nd St	---	Turn Radii	CFID	---	\$70,000	1	12.63	2	0	0	2	1	0	5	1	1	1.00
1353	Dr Martin Luther King, Jr Blvd	at Dover Rd	---	Stop Bar Modification	CFID	---	\$75,000	1	8.75	1	0	0	2	2	0	5	1	1	1.00
1323	Dr Martin Luther King, Jr Blvd	at 34th St	---	Turn Radii	CFID	---	\$50,000	1	12.25	2	0	0	2	1	0	5	1	1	1.00
1324	Dr Martin Luther King, Jr Blvd	at 40th St	---	Other Maintenance Issues	CFID	---	\$15,000	1	12.25	2	0	0	2	1	0	5	1	1	1.00
1348	Dr Martin Luther King, Jr Blvd	at 68th St	---	Turn Radii	CFID	---	\$50,000	1	13	2	0	0	2	1	0	5	1	1	1.00
1347	Dr Martin Luther King, Jr Blvd	at Nebraska Ave	---	Turn Radii	CFID	---	\$50,000	1	12.13	2	0	1	2	1	0	6	1	1	1.00
1310	Forbes Rd	---	---	Turn Radii	CFID	---	\$50,000	1	10	1	0	2	2	1	0	6	1	1	1.00
1351	Hillsborough Ave	at 22nd St	---	Turn Radii	CFID	---	\$100,000	1	16.25	3	0	0	2	1	0	6	1	1	1.00
1707	Hillsborough Ave	at I-275 Northbound Ramp	---	New Traffic Signal	CFID	---	\$370,000	1	18	3	0	0	3	3	0	9	2	2	1.00
3266	I-275	at Sligh Ave	---	Interchange Improvements	SIS Long Range Cost Feasible Plan FY 2029-2045	---	\$360,445	1	17.19	3	0	0	3	3	0	9	2	2	1.00
3273	I-4	at McIntosh Rd	---	Interchange Improvements	SIS Long Range Cost Feasible Plan FY 2029-2045	---	\$1,047,659	1	10.5	1	0	0	3	3	1	8	2	2	1.00
1372	I-4 Westbound Exit Ramp	at Thonotosassa Rd	---	New Traffic Signal	CFID	---	\$640,000	1	14	3	0	0	3	2	0	8	2	2	1.00
1452	Interbay Blvd	at West Shore Blvd	---	Other Operational Issues	CFID	---	\$10,000	1	---	0	0	2	2	2	0	6	1	1	1.00
1308	Mango Rd	---	---	Turn Radii	CFID	---	\$50,000	1	10.25	1	0	2	2	1	0	6	1	1	1.00
1453	Orient Rd	at CSX Railroad Crossing (South of Broadway Ave)	---	Railroad Crossing Delay	CFID	---	\$50,000	1	13	2	0	0	1	2	0	5	1	1	1.00
1729	SR 39	at SR 60	---	Left Turn Lane Length	CFID	---	\$400,000	1	11.75	2	0	0	2	3	0	7	2	2	1.00
1375	SR 39	at I-4	---	Turn Radii	CFID	---	\$50,000	1	15	3	0	0	2	1	0	6	1	1	1.00
1365	SR 674	at West Lake Dr	---	Turn Radii	CFID	---	\$250,000	1	11	2	0	1	2	3	0	8	2	2	1.00
1672	Tampa St	at Dr Martin Luther King, Jr Blvd	---	Turn Radii	CFID	---	\$50,000	1	10	1	0	1	2	1	0	5	1	1	1.00
1336	US 301	at Mango Rd	---	Other Operational Issues	CFID	---	\$100,000	1	9.33	1	1	1	2	1	0	6	1	1	1.00
1337	US 301	at Mango Rd	---	Turn Radii	CFID	---	\$50,000	1	9.33	1	1	1	2	1	0	6	1	1	1.00
1735	US 301	at Big Bend Rd	---	Substandard Pavement	CFID	---	\$20,000	1	---	0	0	0	1	1	1	3	1	1	1.00
1717	US 301	at Gibsonton Dr	---	Operational Safety	CFID	---	\$15,399	1	---	0	0	1	2	1	0	4	1	1	1.00
1288	US 41	at Idlewild Ave/Paris St	---	Turn Radii	CFID	---	\$50,000	1	15	3	0	0	2	1	0	6	1	1	1.00

Table 10. Project Impact Scoring (continued)

ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	V/C Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
Tier I Projects																			
1661	US 41	at Old US 41	---	Turn Radii	CFID	---	\$50,000	1	---	0	0	0	2	1	0	3	1	1	1.00
1751	US 41	at CSX Railroad Crossing (North of Riverview Dr)	---	Substandard Pavement	CFID	---	\$100,000	1	13	2	0	0	1	2	1	6	1	1	1.00
1447	Van Dyke Rd	at Gunn Hwy	---	Turn Radii	CFID	---	\$70,000	1	9	1	0	0	2	1	0	4	1	1	1.00
1303	Veterans Expy Northbound to Eastbound Off-Ramp		---	Signal Timing / Design	CFID	---	\$50,000	1	---	0	0	1	2	3	0	6	1	1	1.00
R-8	US 92/SR 600	East of I-4	West of County Line Rd	Operational Improvements	2045 LRTP	435749-3	\$2,633,896	1	10.75	1	2	1	2	2	2	10	2	3	0.67
1388	Adamo Dr	at 34th St	---	Turn Radii	CFID	---	\$250,000	1	9	1	0	0	2	3	0	6	1	2	0.50
1342	Dr Martin Luther King, Jr Blvd	at Armenia Ave	---	Turn Radii	CFID	---	\$589,395	1	14.75	3	0	1	1	1	0	6	1	2	0.50
1349	Dr Martin Luther King, Jr Blvd	at 50th St	---	Turn Radii	CFID	---	\$340,000	1	12.25	2	0	0	2	2	0	6	1	2	0.50
1732	Dr Martin Luther King, Jr Blvd	at US 301	---	Substandard Pavement	CFID	---	\$1,500,000	1	12.88	2	2	0	1	1	0	6	1	2	0.50
1700	Hillsborough Ave	at Harney Rd	---	Substandard Pavement	CFID	---	\$1,246,591	1	8	1	0	1	2	1	0	5	1	2	0.50
1734	Hillsborough Ave	at 40th St	---	Substandard Pavement	CFID	---	\$1,100,000	1	---	0	0	0	1	1	0	2	0	2	0.00

ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	V/C Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
Tier II Projects																			
S-5	I-275	at Dr Martin Luther King, Jr Blvd	---	Interchange Improvements	2045 LRTP	443773-1	\$383,112	2	18.83	3	0	2	3	3	0	11	3	2	1.50
S-7	I-275	at Hillsborough Ave	---	Interchange Improvements	2045 LRTP	436732-2	\$2,813,479	2	19.17	3	0	2	3	3	0	11	3	3	1.00
S-9	I-275	at Bearss Ave	---	Interchange Improvements and Add 1 Lane in Each Direction from North of Bearss Ave	2045 LRTP	431821-4	\$84,416,352	2	17	3	0	2	3	3	0	11	3	3	1.00
S-10	I-275	at Fowler Ave	---	Interchange Improvements	2045 LRTP	443776-1	\$2,095,144	2	19	3	2	1	3	3	0	12	3	3	1.00
S-25	Gandy Blvd	West of Gandy Bridge	East End of Gandy Bridge	Bridge Replacement and Trail	2045 LRTP	441250-2	\$456,956,931	2	16.14	3	0	0	2	3	0	8	2	3	0.67
S-26	Gandy Blvd	East End of Gandy Bridge	West Shore Blvd	Operational Improvements and Trail	2045 LRTP	441250-3	\$12,403,254	2	16.14	3	0	0	2	3	0	8	2	3	0.67
S-8	I-275	at Busch Blvd	---	Interchange Improvements	2045 LRTP	443775-1	\$2,897,285	2	18	3	0	1	3	3	0	10	2	3	0.67
3263	I-275	at I-4 Flyover	---	Interchange Improvements	SIS Long Range Cost Feasible Plan FY 2029-2045	---	\$248,775,401	2	17.22	3	0	1	3	3	0	10	2	3	0.67
3506	I-275	South of SR 60 to Lois Ave	SR 60 from South of I-275 to SR 589	Interchange Improvements	SIS Long Range Cost Feasible Plan FY 2029-2045	---	\$1,247,213,301	2	19.3	3	0	0	3	3	0	9	2	3	0.67
S-11	I-275	at Fletcher Ave	---	Interchange Improvements	2045 LRTP	443777-1	\$2,190,922	2	17.66	3	0	1	3	3	0	10	2	3	0.67
3280	I-75	at Big Bend Rd	---	Interchange Improvements	SIS Long Range Cost Feasible Plan FY 2029-2045	---	\$54,387,230	2	10.8	2	0	0	3	3	1	9	2	3	0.67

Figure 10. Identified Projects



(This space was intentionally left blank.)

5.2 Freight Project Impact to Cost Ratio

Finally, as presented in **Table 11**, the overall scores for each project were grouped into three “Freight Operations Impact” categories: Low, Moderate, and High. These categories were compared to the project cost range to calculate a Freight Impact to Project Cost Ratio or potential project value.

Table 11. Project Impact on Truck Operations and Cost Levels

Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range	Project Cost Range Category
< 6	1 = Low	< \$200,000	1 = Low
7 – 10	2 = Moderate	\$200,000 - \$2 Million	2 = Moderate
≥ 11	3 = High	> \$2 Million	3 = High

Table 12 (the resulting matrix) shows the relationship between a freight-related improvement on the freight system compared to a range of project costs. Freight investments for projects scoring 1.50 (green) or more would be the most cost effective based on the ability of the project to mitigate an identified freight issue. Investments for projects scoring 1 (yellow) would be moderately cost effective and those scoring under 0.99 (red) would be the least cost effective.

Table 12. Freight Project Impact to Cost Ratios

		Freight Operations Impact Category		
		1 (Low)	2 (Moderate)	3 (High)
Project Cost Category	1 (Low)	1.00	2.00	3.00
	2 (Moderate)	0.50	1.00	1.50
	3 (High)	0.33	0.66	1.00

(This space was intentionally left blank.)

Appendix A: Datasets

Dataset	Shapefile/Geodatabase Name	Source	Notes
SIS Existing Hubs (for all modes)	sis_facilities		Contains general aviation reliever and commercial airports, freight terminals, highways, intermodal logistics centers, passenger terminals, rail, seaports, spaceports, urban fixed guideways, and waterways
SIS Future Hubs (for all modes)	Adopted1st6_Hub		SIS Adopted 5-Year Plan (Multimodal Capacity Improvement Projects FY 2022/2023 to FY 2026/2027 July 2022)
SIS Existing Corridors (for all modes)	sis_facilities	FDOT Central Office/ FDOT Strategic Intermodal System (SIS) Office [https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm]	Contains general aviation reliever and commercial airports, freight terminals, highways, intermodal logistics centers, passenger terminals, rail, seaports, spaceports, urban fixed guideways, and waterways
SIS Future Corridors (for all modes)	adopted1st5_RailandHighway		SIS Adopted 5-Year Plan (Multimodal Capacity Improvement Projects FY 2022/2023 to FY 2026/2027 July 2022)
SIS Cost Feasible Projects in FDOT District Seven	2029-2045_cfp_shapefiles		CFP_Point and CFP_Line (includes all districts)
SIS Needs Projects in FDOT District Seven	2045_mmunp_2017		SIS 2045 Multi-Modal Unfunded Needs Plan (June 2017)
Limited Access Roadways	TBRGMS_Network		Labeled FW
Regional Freight Mobility Corridors	TBRGMS_Network		Labeled RFMC
Freight Distribution Routes	TBRGMS_Network		Labeled TR
Freight Activity Center Streets	TBRGMS_Network		Labeled FACST
Existing Freight Activity Centers	TBRGMS_FreightActivityCenters		High Intesnity, Medium Intensity, & Low Intensity
Emerging Freight Activity Centers	TBRGMS_FreightActivityCenters		High Intesnity, Medium Intensity, & Low Intensity
Public and Private Truck Rest Areas	rest_welcome_fdot, RestAreas_Private, RestAreas_Public.shp	FDOT District Seven Tampa Bay Regional Strategic Freight Plan	This includes all rest area and weigh stations separated into rest areas with facilities and rest areas without facilities, public and private truck rest areas mapped on Regional Freight Transportation Network
Freight Corridor-Based Project Needs (categorized high, medium, and low priorities)			
Regional Freight Hot Spots (categorized high, medium, and low priorities)			
Regional Priority Freight Investments (categorized interstate modernization program, capacity improvements, operational improvements, and grade separations)	RegionalPriorityFreightInvestments		
Consolidated Freight Improvement Database (CFID) projects	CFID.zip	FDOT District Seven	
Hillsborough TPO 2045 LRTP Existing + Committed Network	2024_EC45 Network Shapefile		
Hillsborough TPO 2045 LRTP Cost Feasible Network	2045_CA Network Shapefile		
Existing Annual Average Daily Traffic (AADT)	2015_Base Network Shapefile		Reviewed RCI data in combination
Future Annual Average Daily Traffic (AADT)	Both 2024EC and 2045 volumes can be found in the model network shapefiles		
Existing Annual Average Daily Truck Traffic (AADTT) volumes	truck_volume		Reviewed RCI data in combination
Future Annual Average Daily Truck Traffic (AADTT) volumes	Both 2024EC and 2045 truck volumes can be found in the model network shapefiles	Tampa Bay Regional Travel Demand Model (FDOT District Seven) [https://www.fdot.gov/statistics/gis/default.shtm#Designated]	Data provided by the TBRPM includes All Day Average, AM, Midday, Evening, and PM Daily Level of Service "E" capacities and daily weighted volume over LOS "E" capacity.
Volume/Capacity Ratios	VC ratios included in the model network shapefiles		
Population density and/or growth (per Tampa Bay Regional Planning Model Traffic Analysis Zone)	ZDATA1		Joined the database file with TAZ shapefile (TAZ2020) in GIS
Employment density and/or growth (per Tampa Bay Regional Planning Model Traffic Analysis Zone)	ZDATA2		Joined the database file with TAZ shapefile (TAZ2020) in GIS
Freight Supply Chain Resilience Study Transportation Projects	FreightSupplyChainResilienceTransportationProjects	Hillsborough TPO	
Non Discrimination Areas	ND_Areas	Hillsborough TPO	
Climate Change Factors (10-Year & 25-Year inundation events within the next 20 years (2040) [sea level rise] and/or 9 inches of rainfall in 24 hours)	Hillsborough_2020_10yr_BATH_P, Hillsborough_2020_10yrSLR_Polygon, Hillsborough_2020_25yrSLR_BATH_P, Hillsborough_2020_25yrSLR_Polygon, Hillsborough_2040_10yrSLR_BATH_P, Hillsborough_2040_10yrSLR_P, Hillsborough_2040_25yrSLR_BATH_P, Hillsborough_2040_25yrSLR_P, Hillsborough_2070_10yrSLR_BATH_P, Hillsborough_2070_10yrSLR_BATH_P, Hillsborough_2070_25yrSLR_BATH_P, Hillsborough_2070_25yrSLR_P	Hillsborough TPO	
Travel Time Reliability (interstate reliability for freight and truck travel time reliability)	TTTR	Hillsborough TPO	Includes spreadsheets from 2018-2022 with the travel time reliability and the longitude and latitude; TTR Spreadsheets are not easily converted in geolocated data points and need additional analysis and effort to map - Daily through Evening Congestions times, Free Flow Speed, Max Speed data used to understand delays and congestion
Travel Speeds	maxspeed	FDOT [Geographic Information System (GIS) (fdot.gov)]	These are maximum speed limits
Roadway Pavement Conditions	pavement_conditions	Contacted FDOT site manager: CO-TDAGIS@dot.state.fl.us	
Crash Data (specifically truck related crashes)	FDOT_SSO_crashes_2017_partial, Crashes	FDOT [Unified Basemap Repository - Basemaps (fdot.gov)]	Crashes folder includes spreadsheet of occurrences 2018-2022 from Signal4 Analytics - mapped/new shapefile created of 2018-2022 crash points

Dataset	Shapefile/Geodatabase Name	Source	Notes
Designated Truck Routes		Hillsborough County City of Tampa City of Plant City City of Temple Terrace	Mapped/new shapefile created Designated as part of Hillsborough County Road Centerline shapefile
Road restrictions		FDOT [Geographic Information System (GIS) (fdot.gov)]	Mapped/new shapefile created based on City of Tampa Truck Route Map (which includes road restrictions)
Bridge heights and bridge weight restrictions	bridges; gc_bridges_jun19; rrbridges_2010; D7BridgeVerticalandHorizontalClearance	FDOT [https://www.fdot.gov/statistics/gis/default.shtm#Designated]; FDOT District Seven; FGDL	Used Vertical Clearance and Post attributes
Hillsborough County Rail Network	rails_2021	FGDL	
Hillsborough County Rail Yards	rails_2021	FGDL	There is a column called YARDNAME in rails_2021
Hillsborough County Rail Terminals		FGDL	
At-grade railroad crossings	railcross	FDOT [https://www.fdot.gov/statistics/gis/default.shtm#Designated]	
Road functional classifications and number of lanes	funclass; number_of_lanes	FDOT [https://www.fdot.gov/statistics/gis/#Roadway]	
Weigh station locations	weigh_in_motion	FDOT [https://www.fdot.gov/statistics/gis/#Roadway]	
Existing Land Use (unincorporated Hillsborough County, City of Tampa, City of Plant City, and City of Temple Terrace)	lu_l3_state_may21, PC_Zoning_Shapefiles; FLUCCS	Individual Jurisdictions [https://planhillsborough.org/gis-maps-data-files/]; FGDL	Used FLUCCS data so categories were consistent across jurisdictions
Future Land Use (unincorporated Hillsborough County, City of Tampa, City of Plant City, and City of Temple Terrace)	flu_l2_2020_apr22, HC_FLU_Shapefiles, TPA_FLU_Shapefiles, PC_FLU_Shapefiles, TT_FLU_Shapefiles; FLUCSS	Individual Jurisdictions [https://planhillsborough.org/gis-maps-data-files/]; FGDL	
Schools	gc_schools_mar21, gc_schools_priv_sep17	FGDL	
Parks	gc_parks_dec22	FGDL	

Appendix B: Stakeholder Interviews

Trucking/Freight Industry Stakeholder Interview Invitation

2050 LRTP Goods Movement & Hillsborough County Truck Route Plan Update
Hillsborough Transportation Planning Organization (TPO)

For email distribution by TPO Project Manager

Hello, Trucking/Freight Industry Stakeholder!

Exciting news to share... Hillsborough County and the Hillsborough Transportation Planning Organization (TPO) are updating the Hillsborough County Truck Route Plan! We are seeking your valuable input to help provide a safe and efficient road network for trucks and other roadway users within Hillsborough County.

What are your experiences with truck freight movement in Hillsborough County, and do you have any ideas for improvements? We would love to hear your thoughts through a brief 15 to 30-minute online meeting or phone meeting scheduled at a time that is convenient for you.

The Truck Route Plan Update will consider truck routing needs based on issues and concerns from freight operators, shippers, residents, and other data. We'll identify critical projects that support economic vitality and quality of life in our growing metropolitan area.

Once approved, the Truck Route Plan Update recommendations will be incorporated into the Hillsborough TPO's 2050 Long Range Transportation Plan, which is also being prepared.

We are available to meet with you the weeks of June 12th, June 19th, or June 26th. Please let us know if you are interested in chatting and what day and time work best for you. If you believe that you are not the appropriate contact, please reply back with a recommended individual from your organization that we can invite to participate.

Sincerely,

Attachment: Adopted Truck Route Plan

06/21/2023

Trucking/Freight Industry Stakeholder Interview Questions

2050 LRTP Goods Movement & Hillsborough County Truck Route Plan Update

Hillsborough Transportation Planning Organization (TPO)

Venue: Virtual MS Teams Event; **Confirm OK with Recording** for Notetaking Purposes

Objective: To learn about truck-related issues, concerns, and opportunities in Hillsborough County from goods movement stakeholders- those specifically moving freight. The survey results will inform updates to the Hillsborough County Truck Route Plan and the preparation of the Hillsborough Transportation Planning Organization (TPO) 2050 Long Range Transportation Plan Goods Movement Element.

- 1) What is your name, role and organization?
- 2) Tell us about your organization and your experience / relationship with moving freight
- 3) If you move freight, where are your primary routes and types of freight moved?
- 4) Are you moving any products that are limited to certain routes (route restrictions)?
- 5) How much freight do you move per annum?
- 6) What do you first think of if we ask you to “describe what it is like to move freight in Hillsborough County”?
- 7) What are some of the main challenges you experience with regards to moving goods within the county?
 - a. Traffic Flow (efficiency, access)
 - b. Congestion (freight idling, transit interaction, pedestrian interaction)
 - c. Parking (truck parking, delivery parking)
 - d. Maintenance (pavement, curb, drainage)
 - e. Safety (railroad crossing, diminished sightlines, proximity to vulnerable persons)
 - f. Enforcement (law enforcement)
 - g. Other
- 8) Are there particular areas where you move freight that come to mind that may be bottlenecks, where capacity improvements or truck route changes may be beneficial? Are there routes or areas that that you tend to avoid? Why?
- 9) Do you have route suggestions for how defined truck routes can be improved?
- 10) What is your organization doing to help mitigate externalities / community impacts related to your movement of goods?
 - a. Air Pollution (dust, brake particulates, exhaust particulates, fumes)
 - b. Aesthetics (visual, sound, vibration)
 - c. Safety (railroad crossing, diminished sightlines, proximity to vulnerable persons)
 - d. Other

06/21/2023

- 11) Are there areas that you encounter that you or others in your industry feel are particularly unsafe when driving? Please describe...
- 12) What do you think that the county can do better to foster solutions to noise and pollution externalities?
- 13) How would you recommend Hillsborough County invest its resources in improving goods movement within in the county?
 - a. Air Pollution (dust, brake particulate, exhaust, fumes)**
 - i. Weigh Station Bypass (Weigh-in Motion)
 - ii. Signal Coordination
 - iii. Port Access Improvements
 - iv. Truck Stop Electrification
 - b. Congestion (freight idling, transit interaction, pedestrian interaction)**
 - i. Truck-only Lanes
 - ii. Freight Land Use Planning
 - iii. Off-Peak Cargo Schemes
 - iv. Expansion of Truck/Rail Intermodal Facilities
 - v. Fostering Automated Truck Adoption
 - vi. Road Pricing Schemes
 - vii. Commercial Vehicle Curb Management
 - c. Maintenance (pavement/curb)**
 - i. Sidewalk and Curb Improvements
 - ii. Road Surface Improvements
 - iii. Safety (railroad crossing, diminished sightlines, proximity to vulnerable persons)
 - iv. Signage and Markings Improvements
 - v. Street Lighting Improvements
 - vi. Rail Grade Separation, Crossing Improvements
 - vii. Public education on Freight Movement and Safety
 - viii. Zoning and Mandated Buffer Changes
 - d. Aesthetics (visual, sound, vibration)**
 - i. Noise Barrier Construction
 - ii. Vegetative Buffer Zones
 - iii. Zoning and Mandated Buffer Changes
- 14) The broader public and community often think first of ways they see goods movement in a negative light, can you provide your thoughts on how to positively convey the importance of and improve perception of the industry? Does Hillsborough County have a roll in this from your perspective?
- 15) Are you aware of any community complaints about trucks?
- 16) Any other items to note for us today?

INTERVIEW NOTES – CITY OF TEMPLE TERRACE
Hillsborough County Truck Route Plan Update | Hillsborough TPO

Date: June 28, 2023, 3:30-4:00PM

Participants:

Brian McCarthy, PE, City of Temple Terrace (stakeholder)

Wade Reynolds, Hillsborough TPO

Jason Smeak, AECOM

Tammy Vrana, Vrana Consulting, Inc.

Stakeholder role:

- City Engineer (department of one)
- Manages transportation and utilities and participates in site plan review/development in coordination with the Building Department and anything else that requires review by a Professional Engineer
- Temple Terrace representative on the TPO Technical Advisory Committee

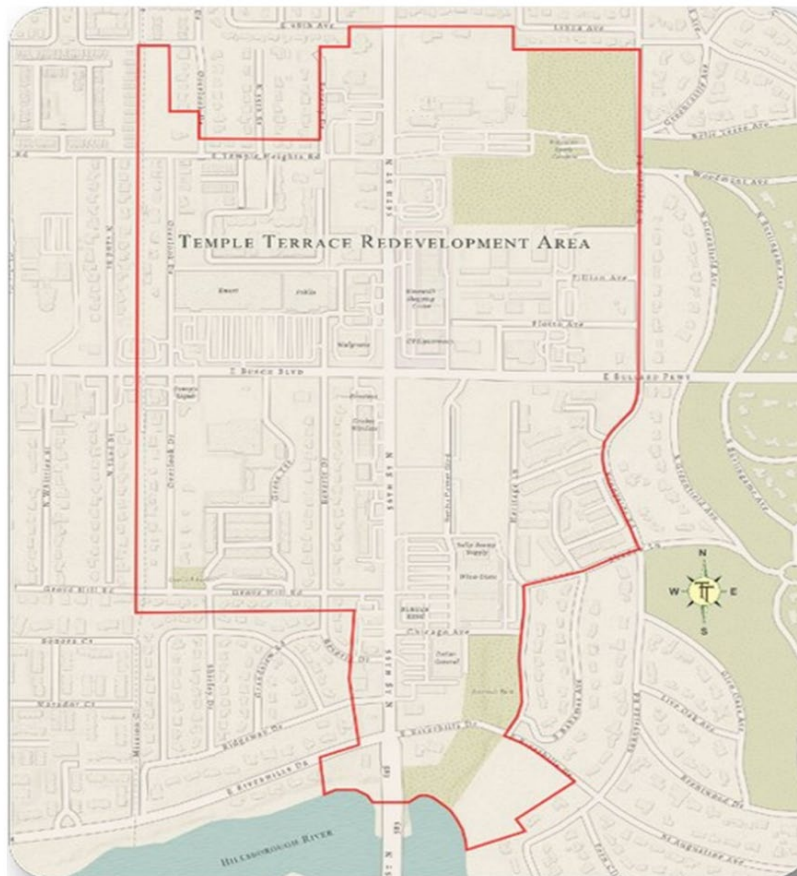
Summary of conditions/issues”

- Truck traffic is a concern near the [CRA redevelopment district](#) at 56th St and Busch Blvd/Bullard Pkwy
- Truck traffic in Temple Terrace, particularly in the industrial areas
- Amazon facility in the area has increased truck traffic
- The [Forty Sixth Street South VA Clinic](#) and storage facilities in the vicinity contribute to truck movement
- Harney Rd is a developing truck corridor; there are issues with traffic signals affecting truck flow
- Intersection of Harney Rd, Temple Terrace Highway, and US 301 is a significant node for freight movement
- There have been complaints about congestion and traffic flow issues, particularly at the Busch Blvd and 56th St intersection.
- The perception of freight in Temple Terrace seems focused on speeding rather than overall trucking issues
- The Busch Blvd and 56th St intersection has drawn attention due to potential air pollution from idling trucks
- There is interest in improving traffic flow and considering alternative routes for trucking.
- There may be potential for additional crossings of the canal to provide better truck access to the industrial park
- Stakeholders like [Amazon](#), [M&B Products](#), and other trucking companies operating in the area could offer good information for the plan update

Description of freight movement in and around Temple Terrace:

- Truck traffic is a concern near the [CRA redevelopment district](#) at 56th St and Busch Blvd. The CRA is interested in diverting truck traffic away from the downtown corridor since these trucks are not stopping in the vicinity. Bypass opportunity to divert trucks from the downtown redevelopment area? See CRA map below.
- Already significant traffic going through Temple Terrace with Busch Blvd/Bullard Pkwy and attractors such as USF and office complexes
- 56th St is a six-lane road so the traffic is understandable
- Bay Care facility (medical cleaning supplies)
- [Tampa Telecom Park](#) gets some truck traffic but mostly loops from Fletcher Ave to I-75
- Industrial area on east side of city has been growing (Temple Terrace Hwy, Harney Rd); new Amazon Fulfillment Center opened within the last year
- [Forty Sixth Street South VA Clinic](#) receives many deliveries
- Two major developments in progress within the city and other ones in the surrounding unincorporated county; [Forty Sixth Street South VA Clinic](#) and a huge business storage area similar to the Amazon facility on Harney Rd

CRA BOUNDARIES: The CRA comprises approximately 225 acres and is generally located in the southwest corner of the City limits, surrounding the intersection of N. 56th Street and E. Busch Boulevard. It is bounded roughly by the Hillsborough River to the south, 98th Avenue to the north, the City of Tampa to the west and Ridgedale Road to the East.



Harney Rd role in moving truck traffic

- Harney Rd is developing truck corridor
- Maintained by the County (county road)
- The corridor has been vacant for a long time; the opening of Amazon activated the area
- There is development interest in a big parcel between Amazon and the VA facility; developers have brought different concepts to the city, including a storage facility, but nothing has materialized;
- [M&B Products](#) (school milk production) on Harney Rd
- [Amazon facility](#) on Harney Rd outside the city limits (near Hillsborough Ave)
- Storage facilities (high development interest in storage facilities)

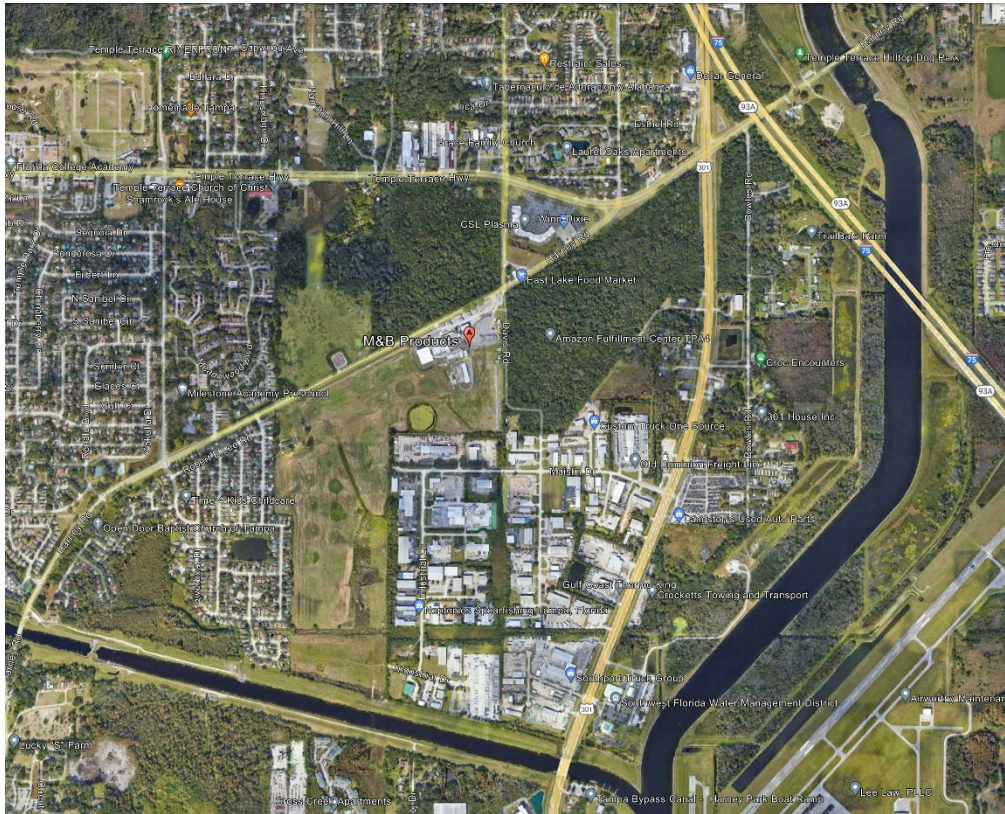
Resident and business complaints

- Most truck complaints involve 56th St and Busch Blvd
- M&B Products has reached out to City Council asking for a solution:
 - Intersection and traffic signal modifications at US 301 for Amazon facility cause delays for M&B trucks (stacking on US 301)
 - Intersection modifications included new right turn lane and restricted left signal phase (formerly free flow)
 - City is working with the county on a solution (e.g., adjust signal timing for free-flowing left-turn condition);
 - US 301 filters highways moving east-west; little room for signal adjustment
- Truck idling at the 56th St/Busch Blvd intersection creates the appearance of smog; TPO is studying air quality conditions; City is looking for potential mitigation techniques
- Downtown master planning; City is trying to link whole area
- Freight movement does not seem to be much of an issue to locals; greater concern is speeding (25 mph speed limits)

Significant nodes for freight

- US 301/Harney Rd/Temple Terrace Hwy
- 56th St/Busch Blvd
- Tampa Telecom Park (Fletcher Ave/I-75)
- Truck traffic in Temple Terrace mostly uses I-75 (vs I-275); attractors include USF, [Moffitt Cancer Center at USF](#), and [Yuengling Brewery](#)
- Truck traffic primarily along 56th St; city's western north-south corridor; carries truck thru traffic getting to Fowler Ave to I-75; multiple commercial businesses but not much truck traffic other than at Busch Blvd/56th St intersection
- Harney Rd/US 301 intersection (dual left turns); Harney Rd corridor has little greenspace remaining for development
- City has internally discussed an interchange at US 301/I-75 to get vehicles from Hillsborough Ave to US 301 and I-75 and relieve Harney Rd

- Limited access for businesses located on Industrial Dr (see trapezoid-shaped area north of Harney Canal in image)



- Where Harney Rd and Temple Terrace Hwy come together can either go west, back to 56th St, or east to US 301 where dual right turns were installed (most significant area for freight movement in Temple Terrace)

Impact of Pepsi and Yuengling operations on Fowler Ave

- None noted
- Coca-Cola facility is trying to sell some of their property; developer has discussed apartments or a hospital use

Suggestions for managing truck traffic in Temple Terrace

- A Harney Rd solution
- City needs more access around industrial area by M&B Products
- Previous community development discussions about a Harney Canal crossing to increase access from Industrial Dr; could be a minor crossing where Industrial Dr connects with Sligh Ave on the other side of the canal; also, Davis Rd extension

Suggestions for stakeholders interviews

- Amazon
- M&B Products

INTERVIEW NOTES – HILLSBOROUGH COUNTY SHERIFF'S OFFICE

Hillsborough County Truck Route Plan Update | Hillsborough TPO

Date: July 12, 2023, 3:30-4:15PM

Participants:

Corporal Cale Parsons, Hillsborough County Sheriff's Office District 4, including Sun City Center, Gibsonton, Wimauma areas (Internal Stakeholder)

Cameron Clark, Hillsborough County Attorney's Office (Internal Stakeholder)

Wade Reynolds, Hillsborough TPO (TPO Project Manager)

Jason Smeak, AECOM (TPO Consultant)

Tammy Vrana, Vrana Consulting, Inc. (TPO Consultant)

Introduction and context:

- Wade Reynolds provided an overview of the truck route plan update and needs assessment for the 2050 Long Range Transportation Plan.
- Cameron Clark spoke about the County Attorney's office coordination with the planning team and the HCSO, the importance of having enforceable rules, and a course of action for addressing conflicting regulations.
- Jason Smeak introduced the interview topics, process, and questions.
- Corporal Parsons is assigned to Hillsborough County Sheriff's Office (HCSO) District 4 (South County). Formerly served as a crash investigator and traffic homicide detective; has a deep passion for safety.
- District 4 is one five HCSO Districts; each districts has an administrative corporal.
- District 4 is highly active with construction.

Summary of issues

- Enforcement challenges (clarity of standards, placement of route signs, enforcement expectations, and compliance strategies).
- Congestion and traffic safety implications of urbanizing truck routes.
- Soft shoulders and risks to large trucks in emergency situations.
- Noise pollution from truck engines/braking.
- Safe queuing locations at railroad crossings.

Enforcement: Truck route signage

- Difficulties in enforcement, such as ineffective signage placement and determining when a violation has occurred.
- Need to ensure enforceability and safety while considering public expectations and law enforcement capabilities
- Difficulty with enforcing axle restrictions (i.e., over three) on certain roadways due to positioning of signage.

- No prior warning of the axle restrictions and making U-turn to exit the restricted area is difficult for trucks.
- Older signs tend to be set back farther on the road limiting visibility until the trucker has already made the turn and there is no backing out of it; truckers may violate the law because there is no better option in that moment.
- **Suggestion:** Locate signs closer to intersections to provide advance warning before turning onto a restricted road.
- Gladiators and larger ford trucks now offer triple axles.
 - MUTCD indicates most truck route signs are based on truck size and weight distribution; Florida Highway Patrol (FHP) can enforce but HCSO lacks the necessary certifications and portable scales.
 - **Suggestion:** Greater clarity of rules and definitions relative to moving products and goods versus carrying people would make enforcement more straightforward.
- Challenge: At what point is a traffic law realistically enforceable? For trucks traveling any roadway to reach the destination, "No Through Truck" signs do not apply. How far does HCSO follow a truck to find out if the law is actually being violated? What are the expectations from the County and public to enforce?
 - Analog: Cut-through traffic through a shopping center to avoid a signal; are we going to follow every car through the parking lot to see if the violation occurs because we cannot stop anyone until a violation is evident.
 - HCSO cannot make an investigative stop (FHP Commercial Motor Vehicles can make these stops on the interstate).
 - As it stands, truck drivers have no reason (incentive) to follow the law.
 - How can we make it safer for truck circulation if we do not have the best rules and tools for adequate enforcement; required for the Truck Route Plan to be effective.

Truck route-related legal instruments

- An ordinance is a local government-created law. A local government resolution does not have the force of law.
- County ordinance (1980s): Adopts the Truck Route Plan and restricts vehicle by weight (which is unenforceable without portable scales).
- County resolution (late 1990s): Adopted a Truck Route Plan and restricts truck traffic by number of axles; the resolution operates through a state statute that allows local governments to create routes for freight. Violation of that statute is punishable as a misdemeanor under state statute.
- During the 2005 Truck Route Plan update, it was discovered that the 1980s ordinance had not been repealed. The ordinance and resolution are currently in effect, one limiting trucks by weight and the other by the number of axles (which is enforceable).
- When the updated Truck Route Plan and definitional changes to the resolution are brought to the Board of County Commissioners for adoption, County staff will also process the repeal of the 1980's ordinance.

- The combination of planning and operational staff knowledge will benefit the update process.
- Large trucks and commercial motor vehicles are set up in different classes (3) and there are 4-6 classes on the lower end.
- **Suggestion:** From a crash reporting and enforcement perspective, probably the easiest measure for the deputy is gross vehicle weight because that is listed on the registration. Most large trucks have weight displayed on the truck. If the truck indicates 27,000 lbs. gross vehicle weight and the ordinance limit is 26,000 lbs., that will prompt a PC stop. The vehicle registration will also report the weight.
- The simpler the better to allow law enforcement focus on safety.
- Based on gross vehicle weight, the light- to medium-duty triple-axle vehicles (Class 1 and 2) will not meet the medium to high standard of the weight the road can handle. If the weight is set at 15,000 lbs., a triple-axle F-350 will not exceed 3,000 lbs.

Enforcement: Directing trucks to more direct, approved route

- Drivers are going to take the shortest distance possible if they are trying to save time.
- Often complaints are about speed but speed is not usually the issue. Gaging the travel speed of large trucks is very deceptive; trucks appear to be going much faster.
- Deterioration of the pavement (grooves) is evident on shortcut routes (e.g., SR 672 or SR 674); causes passenger-car issues/crashes when the road is wet and slick.
- SR 672 or SR 674 are the biggest bypasses in south county.
- Grooves are beginning to show on the new section of [Sam Allen Rd](#) in the Thonotosassa area; an unfortunate side effect of growth.
- Quickly directing trucks to a designated truck route is a challenge; we need to solve the enforcement issue on HCSO's side. Some of these roads are 5-6 miles long; law enforcement will not know where a truck is going to stop until it does not stop and they bypass it.

Enforcement: Truck parking

- HCSO District 4 and District 5 recently collaborated with FDOT on truck parking issues within the US 301 corridor (Bloomingdale to SR 674). Trucks had been parking in right-turn lanes (parking at the beginning of a right-turn lane is not legal).
- South county does not have a lot of truck parking; complaints have been received about parking in neighborhoods (e.g., [West Brandon](#) and [Progress Village](#)) over the weekends. This presents an enforcement challenge because HCSO Community Resource and Motor Units do not normally work on weekends. Responding HCSO patrol units are not always familiar with the traffic laws as a Motor Unit.
- Some limited parking issues in West county as well as along [Alexander St](#), north of Plant City.

Freight-related congestion/bottleneck locations

- SR 674 east of US 301 where approximately 3,000 homes have recently come online.
- Sam Allen Rd where the new [BayCare South Florida Baptist Hospital](#) and a huge residential development (in progress) are located could become an issue with mixed traffic. Trucks use this route to get to SR 39 and Alt SR 39.

- Crash at Linebaugh Ave and Shelton Rd (truck route) caused by driver error (turning too fast and rolling).
- Roads have more curves in Westchase part of the county as compared to south county.
- Roads have expanded; possibly to the point where the original truck route is antiquated.
- What standards are used to restrict certain roads for freight movement?
 - For example, why avoid roads like [Paseo al Mar](#), which is a slow-speed road connecting US 301 and US 41 and could take traffic off Big Bend where there are many elderly drivers and golf carts?
 - Response: The analysis includes vehicle movement and flow, potential traffic bottleneck locations, where the majority of freight can be moved efficiently without impacting residents, and community outreach to understand challenges (e.g., safety, maintenance, congestion, etc.).

Sight line obstructions; pavement, curb, and drainage maintenance issues

- No observed congestion or safety issues related to truck turning movements or other operations (familiar primarily with east county)
- SR 672 east of US 301 is a narrow, two-lane road with significant dump truck activity (fill dirt from borrow pits on US 301). [East Bay High School](#) (7710 Old Big Bend Rd, Gibsonton) and residential neighborhoods are located on this roadway segment. The high school is not as much of a safety concern because it is setback from the road, and a new intersection offset being installed on the north side near the interstate; unlike Strawberry Crest High School where bottlenecks at US 92 exist.
- [Sickles High School](#) in the Citrus Park area has a good amount of commerce going to the Odessa area (to verify with deputies in that district)

Investment priorities for freight movement/safety

- Noise pollution (truck engines and braking) is an issue in some locations (e.g., apartment complexes on US 301 near Big Bend and apartment and single-family homes immediately adjacent to US 301 at Bloomingdale. The highway (and noise) preexisted residential uses in that area.
- No air pollution issues observed. The I-4 weigh station improvements (longer acceleration lanes) probably reduces pollution (engines are not pushed to the limit with fuel burn off and reduces congestion on interstate through lanes).
- Electrifying fleets is a good shift for inter-county movement but have mixed emotions for longer journeys.
- New commercial construction in the County is required to include noise protection for surrounding residential areas; HCSO is involved in development review process.
- Land development along highways can affect traffic safety; creates a funnel system for traffic. An open field tends to keep drivers more aware of their surroundings as opposed to driving through urbanized places like Atlanta, which can build up people's nerves.
- Having worked vehicle crashes involving railroads, a safety concern is providing space for one car (or truck) on the other side of the railroad at an intersection. If there is room enough for a

truck, inevitably two cars instead of one will try to squeeze in hoping to catch the light before the train comes. Forcing cars to stop behind the tracks is always the better option.

- When increasing speed limits are discussed, say from 25 mph to 35 mph because that is realistic for the road, drivers who now drive at 35 mph will drive 45 mph.
- Some older truck routes with a soft shoulder can be an issue if a truck has an emergency need to change lanes or divert its path to avoid an impact. With a soft shoulder, drivers of larger trucks will tend to avoid the soft shoulder and take the impact because the consequences are perceived to be less severe. Damage to people and property can occur from a truck rolling onto a soft surface. A suggestion is to expand the shoulders along designated truck routes.
 - [SR 39](#) through Plant City, north of the Alexander St extension (SR 39/Paul Buckman Hwy) and south of Plant City to south county
 - [US 301](#) to Zephyrhills has limited areas for a truck to pull off (e.g., for a tire issue)
- Relative to construction fraud/theft, HCSO has performed outreach to companies directly, letting them know our focus on this area and the reasons behind issues with larger trucks. This can be effective but more of a Band-Aid than a cure.
- PSA's are probably the least effective; billboard messaging is rarely memorable. Face-to-face is more effective, as are penalties. Raising penalties (civil or criminal) is an option if they can be enforced.
- If there is an issue with a truck, the Community Resource deputies (5) will typically contact the company office named on the truck. Florida business tax records or Sunbiz are other methods of identifying business information.
- The TPO is also aware of the issues on Sam Allen Rd and Alexander St and is working on a project in that area.
- Safe truck parking is an issue statewide with the new trucking requirements for rest periods. FDOT is developing a project for a large truck parking area (100+ spaces) at I-4 and Countyline Rd (southwest quadrant).
- HCSO is excited to be a part of this effort so appreciate being able to provide our insights. At the end of the day, HCSO has to be able to enforce the rules so understanding what our limitations are is important.
- Corporal Parsons will send additional comments from corporals in the other four HCSO Districts.

Action Items:

- Coordinate with Public Works and others about issues and solutions three-axle and modified passenger vehicles. (Wade Reynolds)
- Repeal 1980's ordinance (Cameron Clark)
- Review 1990's resolution language (Cameron Clark, Wade Reynolds, and key stakeholders)
- Coordinate with other HCSO Administrative Corporals for additional input (Corporal Parsons)

INTERVIEW NOTES – THE PLANNING COMMISSION #1
Hillsborough County Truck Route Plan Update | Hillsborough TPO

Date: July 25, 2023, 1:00-2:00PM

Participants:

Andrea Papandrew, Comprehensive Plan and Policy Review Team

Jillian Massey, Comprehensive Plan and Policy Review Team

Wade Reynolds, Hillsborough TPO (TPO Project Manager)

Jason Smeak, AECOM (TPO Consultant)

Tammy Vrana, Vrana Consulting, Inc. (TPO Consultant)

Interview introductions and format:

- Andrea Papandrew is responsible for reviewing rezoning applications and comprehensive plan amendments (map and text changes) for consistency with the County Comprehensive Plan. She is currently updating the Future Land Use Element with anticipated adoption hearings in late 2024; considers freight movement in the context of these tasks.
- Jillian Massey is responsible for reviewing rezoning applications and comprehensive plan amendments (map and text changes) for consistency with the County Comprehensive Plan; considers freight movement in the context of these tasks.
- Wade Reynolds provided an overview of the truck route plan update and deliverables, including a needs assessment for use in the 2050 Long Range Transportation Plan.
- Jason Smeak introduced the interview topics, process, and questions.

Freight-related land use planning

- More intense land use uses are located on certain types of roadways or other locations where concentrated commercial or nonresidential development is desired, taking into consideration traffic circulation and queuing needs.
- The comprehensive plan's 2008 locational criteria for nonresidential uses is under study; related plan updates are delayed until October 2024 when [Florida SB 250](#) prohibiting more restrictive or burdensome changes within 100 miles of landfall of certain hurricanes will sunset.
- Higher mixed-use land use categories, those allowing an FAR of 0.75 or higher, are exempt from the locational criteria. These categories usually occur on arterials and collectors. However, the Major Local Road category, where a local road connects on two sides to a collector or arterial, allows nonresidential uses that could generate/attract truck traffic into more local areas not necessarily located on a truck route.
- The comprehensive plan layers on the County's GIS website used for rezoning reviews does not include the Truck Route Plan map. The shapefile created for the Truck Route Plan update will be provided to be added to these layers.

- The GIS layers include the FDOT Context Classifications; the Future Land Use Element update will propose using context classification instead of the functional classification used currently. Context classes, such as Urban General and Suburban Commercial, would have less qualifications and restrictions on more intense commercial uses. Many of the Truck Route Plan roads have those kinds of classifications.
- Activity Center policies in the Future Land Use Element have never been utilized; areawide planning to achieve bonuses was too high a bar and incentives were insufficient to mitigate. These policies will be replaced in the element update with a new Centers and Connection framework providing for density and intensity bonuses along certain corridors and intersections within the [Urban Service Area](#).
- The [Commercial Locational Criteria Study](#) generated a map showing preliminary areas where more intensive commercial retail uses are occurring outside the Coastal High Hazard Area. A final draft should be ready by the end of 2023. An interview with Katrina Corcoran will be scheduled to learn more.
- The Livable Communities Element of the comprehensive plan recognizes 22 community plans in the unincorporated area. Many of these plans include vision nodes at major intersections where the community envisions major commercial activity (centers). Areas surrounding these nodes will typically support a significant amount of residential, which could have implications for freight movement and neighborhood compatibility.
- Yassert Gonzalez (demographer-economist) has prepared 2050 population and employment [projections](#) and development potential analyses (e.g., vacant, developable lands and redevelopment areas).
- The County's [Future Land Use Map](#) identifies Industrial and Research Corporate Park designated lands. Policies are in place to protect industrial and office designations within one mile of the interstates from residential conversion. In these areas, quality employment is targeted, and residential opportunities are limited. See Objective 36, Future Land Use Element.
- Per the 2023 Live Local Act, residential development with 40% affordable units could occur in industrial, commercial, and mixed-use zoning districts without a land use or zoning amendment process.
- Most plan amendments submitted in recent history have asked for higher intensity residential.
- For zoning, the County classifies manufacturing as more Commercial Intensive, while warehouses are considered to be light industrial uses, which is more Commercial General. These distinctions are important to rezoning reviews because Commercial Intensive is not allowed in a residential land use category (e.g., manufacturing is not allowed in residential categories). Commercial General uses, like mini storage, can be allowed in a residential category but there is a high burden for compatibility.
- The Suburban Mixed-Use 6 category, which is prevalent throughout the county, is a catch-all category with allowances for some light industrial adjacent to residential, or almost any other use that makes sense.

- In the Rural Area (i.e., areas outside the Urban Service Area), particularly around the [Fish Hawk Ranch](#) and [Seffner-Mango](#) areas, development interest has intense. In the [Thonotosassa](#) area (north and south of I-4), code enforcement cases are driving up land use plan amendments and rezoning requests for industrial to allow outdoor storage. Significant residential is being built in the [Baum](#) area. Some WBR-2 and RP-2 applications have been received, as have requests for changes from Agricultural Rural to Residential-1.
- In the Seffner, Mango, and Thonotosassa areas, land use change requests are typically from four to six or four to nine dwelling units per acre.
- The areas surrounding existing and planned commercial nodes are predominantly where increases in residential density are expected.
- Expansion areas to the Urban Service Area boundary have not been identified but the team is setting the groundwork for policy criteria providing direction for future development areas. The criteria are being developed/vetted internally; topics include preserving rural development, land in flood zones, access to goods and services, positive economic impact to the County, encouraging private investment in infrastructure, and balancing jobs and housing based on the population projections. Andrea will share slides providing more detail.
- Plan amendments for sites adjacent to CSX rail will mention rail in the staff report but usually as a line item without discussion. The Tampa team may have a more direct experience with development related rail coordination.

Freight traffic hot spots

- Locations noted for high levels of freight exacerbating traffic congestion:
 - [Big Bend Rd](#), especially at the I-75 interchange
 - [Summerfield Blvd](#)
 - US 301 is noisy and congested; always has freight; always backed up. Even with truck traffic, I-75 is better than sitting on US 301
 - [Lithia Pinecrest Rd](#) – Residents have complained it is impossible to drive with the amount of freight traffic
 - [Brandon Parkway](#) – Same complaints as for Lithia Pinecrest Rd
- Many of the planned developments in the suburbs have restricted roadways so don't see as much truck traffic (e.g., west county); W Hillsborough Ave, Waters Ave, Sheldon Road, major interchanges on the [Veterans Expressway](#), and other major corridors in this part of the county mostly have commercial uses.
- During outreach for the Future Land Use Element update (e.g., Apollo Beach and Valrico communities), hearing a lot about congestion but not necessarily freight related. These areas have many new subdivisions.
- Freight trouble spots may be included in survey data that Katrina and Sean are currently evaluating (1,900 responses)

Freight-related externalities

- Enhanced buffering/screening between multifamily development and high-traffic roads is not specifically required but can be requested if noise or sights would be incompatible with the use.
- Were buffer requirements imposed for the private racetrack-condo development in Thonotosassa? Located by a small airport and the bypass canal so may have been found compatible without buffering.

Resilient development

- Current policy prohibits density increases in the Coastal High Hazard Area. Environmental policies in the comprehensive plan are broad. Some community plan policies are very specific as to what can or cannot be done (e.g., areas along the Alafia River).
- Coastal High Hazard Area policies related to freight are mostly in the City of Tampa Comprehensive Plan relative to the Port.

Truck Route Plan update deliverables

- An ordinance for the updated plan will be prepared by County legal staff that addresses unenforceable aspects of the resolution acknowledging the 2008 Truck Route Plan. Public comments indicate concerns about how long these unenforceable elements have remained unresolved.
- An updated plan map will be generated based on study recommendations.
- The study will inform the 2050 LRTP needs assessment, which is likely to include a great number of projects along with funding needs.
- Operating documents for the County will be prepared.

Action Items:

- W. Reynolds: Request 2050 population and employment [projections](#) and presentations from Yassert Gonzalez.
- W. Reynolds: Set interview with Katrina Corcoran (completed).
- W. Reynolds: Once adopted, share the updated Truck Route Plan shapefile with County GIS team to be added to the comprehensive plan GIS layers.
- W. Reynolds: Request survey data from Katrina and Sean that may help reveal freight hot spots.
- A. Papandrew: Share slides regarding Urban Service Area expansion and criteria to W. Reynolds.
- A. Papandrew: Share the plan amendment layer.

INTERVIEW NOTES – CITY OF PLANT CITY
Hillsborough County Truck Route Plan Update | Hillsborough TPO

Date: July 27, 2023, 3:00-4:00PM

Participants:

Bill McDaniel, City Manager, City of Plant City

Jack Holland, Assistant City Manager; City of Plant City

Frank Coughenour, Senior Engineer, City of Plant City Engineering Department

Robin Baker, Planning and Zoning Coordinator, City of Plant City Planning and Zoning Division

Wade Reynolds, Hillsborough TPO (TPO Project Manager)

Jason Smeak, AECOM (TPO Consultant)

Tammy Vrana, Vrana Consulting, Inc. (TPO Consultant)

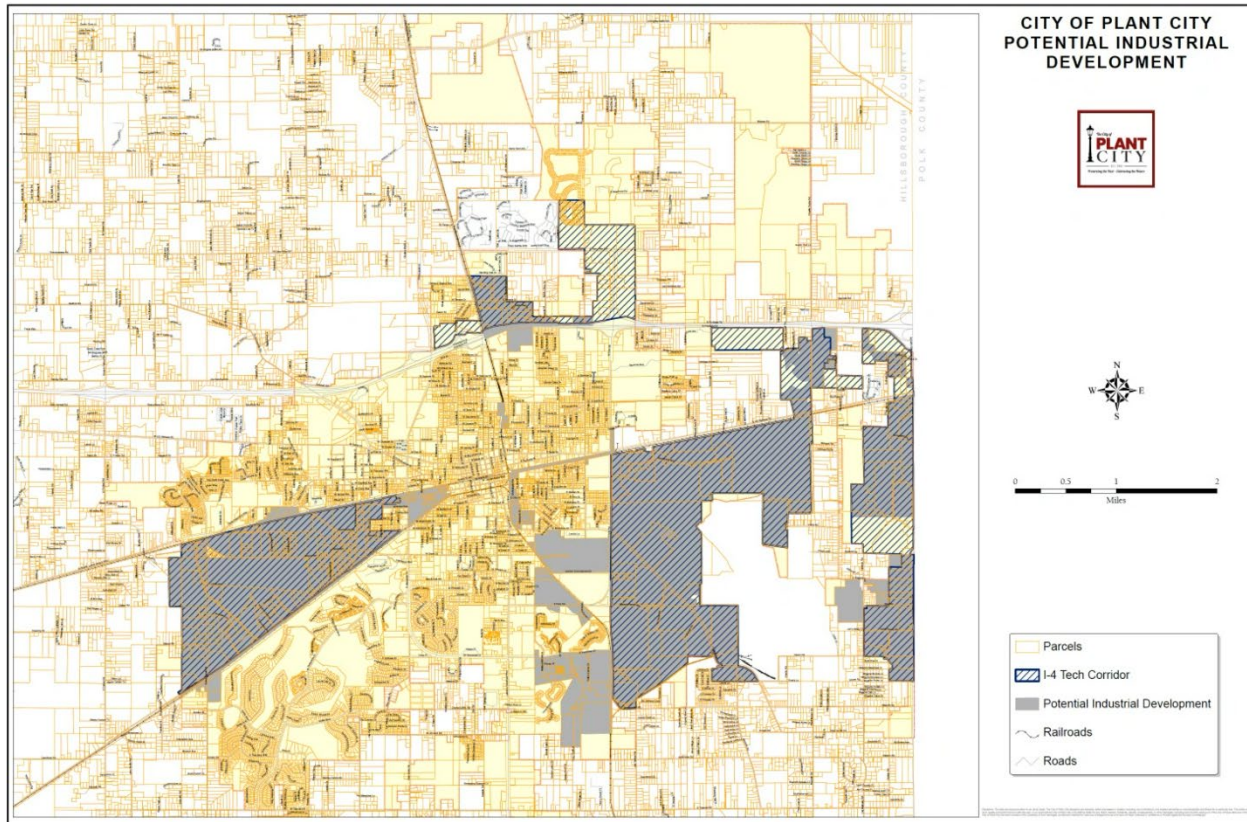
Interview introductions and format

- Bill McDaniel works with City staff to respond to freight-related issues and needs in the city.
- Jack Holland oversees certain City operations including the Planning and Zoning Division.
- Frank Coughenour is primarily involved in capital projects and deals with freight in the context of keeping roads in the City in good condition, expanding facilities where necessary, and obtaining railroad crossing permits when needed.
- Robin Baker is responsible for reviewing transportation studies submitted for development projects, including for industrial uses, and works closely with the Engineering Department to plan for future transportation.
- Wade Reynolds provided an overview of the truck route plan update and deliverables, including a needs assessment for use in the 2050 Long Range Transportation Plan.
- Jason Smeak introduced the interview topics, process, and questions.

Future development areas

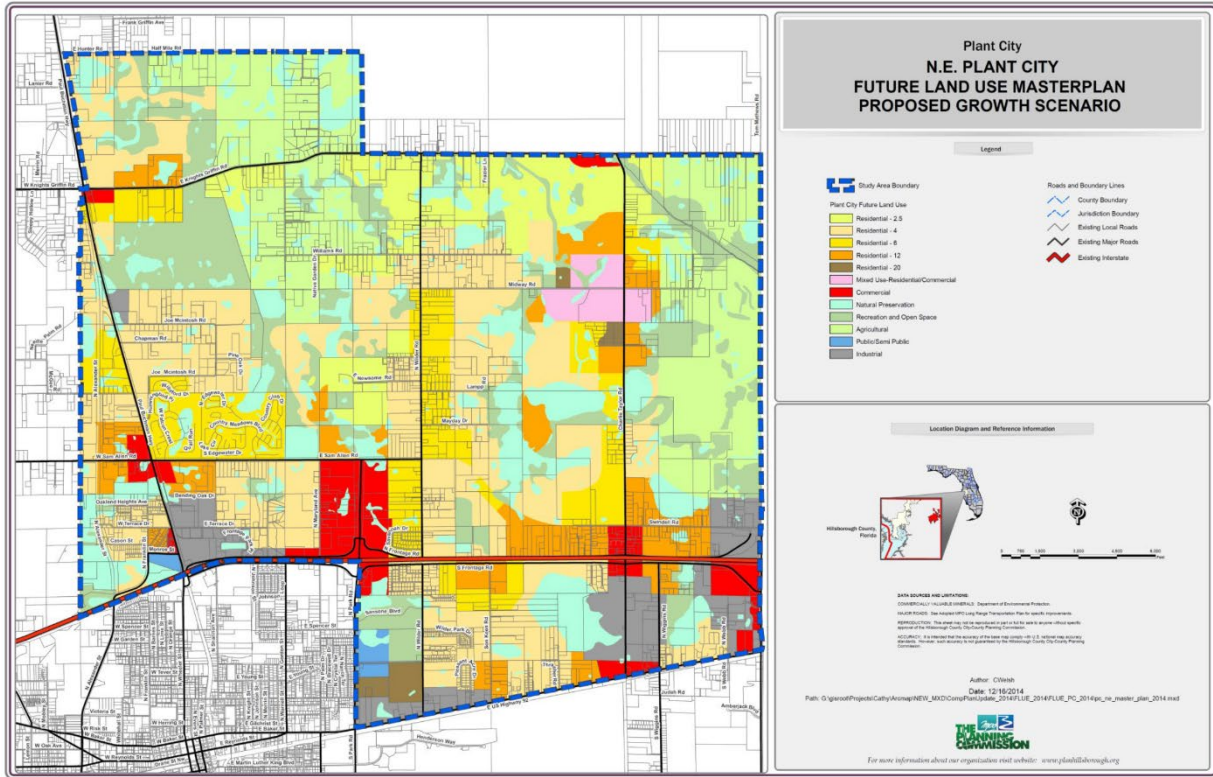
- Corridors in Plant City developing with larger distribution warehouse uses include the I-4 and [S County Line Rd](#) (south of I-4) corridors.
- City has had discussions about extending water and sewer near [N Alexander St where it becomes Paul Buchman Hwy](#) to potentially allow industrial uses in that area in the future; based on current truck movement trends.
- A significant portion of commercial development in Plant City in the last five to 10 years has been warehouse related, predominantly located off County Line Rd and [Park Rd](#); this trend is expected to continue
- Since the City started its push for industrial in the last 10 years, roughly 14 million square feet have been developed and more development is coming; the Economic Development Council and City administration have played leading roles in this success.

- Sydney Rd parallels the railroad and the Airport Industrial Area. [Turkey Creek Rd](#), which connects to US 92, is currently undergoing significant development, particularly at the Sydney Rd intersection. The area around the [Sydney Rd and Airport Rd](#) intersection is also developing.



- Most of these areas, except for the Airport Industrial Area, have direct access or proximate indirect access to four-lane divided arterial roads. There is not a lot of interaction between the industrial areas.
- The City has thoughtfully located industrial uses. Even some resident complaints are received, and the City is encroaching its rural periphery, existing major corridors allow bigger trucks to move without a lot of hindrances.
- Complaints largely come from the rural edge near the city limits, often from larger lot neighborhoods to the south where voluntary annexations and relatively higher density/intensity developments are occurring. Trucks traveling south to SR 60 to access SR 39 may also be driving some of the complaints.
- The [Northeast Master Plan](#) was originally designed as a Town Center, and industrial does not really fit into that concept. Still, the City looks at every application and determines if the development would be suitable. Most development has been residential, plus the hospital.
- No distribution or industrial uses have been approved in this area, but the City has had requests, one for residential with a large industrial component and another that is still

LU MAP 4 – FUTURE LAND USE SCENARIO MAP OF THE NORTHEAST PLANT CITY AREA MASTER PLAN*



undefined. There are issues with that development’s access because [Swindell Rd](#) is a local road on the City’s classification map and a rural collector on the County’s list, which does not serve industrial.

Truck Route Plan map

- The Truck Route Plan depicts the primary corridors (major collector and arterials) traversing Plant City; these corridors span I-4 and make loops. However, the Truck Route Plan shows some corridors through areas where truck traffic is not desirable:
 - [SR 39 was rerouted to Alexander St](#) west of downtown to alleviate heavy truck traffic running north-south
 - Larger trucks on [US 92](#) on Baker St and Reynolds St create issues in downtown
 - Complete street design plans are in progress for Old SR 39 from Alexander St to Baker St or farther; pedestrian-oriented retail development is envisioned; prefer trucks be diverted from this corridor to surrounding routes
 - Portion of Old SR 39/Wheeler St from Baker St to I-4 is a narrow, two-lane residential road
- Corridors not shown on the Truck Route Plan but currently designated:

- Alexander St
- SR 39 to Alexander St and looping southward to SR 39 south of Plant City
- Modifications that should be reflected on the Truck Route Plan:
 - Wheeler St (Old SR 39)
 - Collins St (Old SR 39)
 - New route from north SR 39 to Alexander St (new SR 39) around to the south of town then south on SR 39
 - Extension of SR 39 north of Alexander St to the northeast side of the I-4
- F. Coughenour will share a map showing these facilities.
- The City's understanding is that the purpose of the truck routes is for through routes in an area and not for roads serving delivery pickups/destinations. The Truck Route Plan shows the through routes in Plant City, except for Alexander St (add) and Old SR 39 (eliminate).
- Truck traffic using Turkey Creek Rd and traveling north as far as US 92 must either come back into Plant City to access I-4 or go farther west of Plant City to access I-4 at Macintosh Rd. This may be considered a more local route, which is somewhat restrictive to truck use.
- Weigh stations are present on US 92 and [CR 574](#); both connect with I-4 at CR 579. Truck traffic using these roads can also get to I-4 by going north on Thonotosassa Rd.

Truck route enforcement issues

- The City receives complaints concerning trucks driving on restricted roads from residents in areas with industrial development. Many of the major roads shown on the Truck Route Plan are owned by other entities (e.g., County road), who enforce their rules. The City does not have restrictions on local roads.

Air pollution, noise, and other freight-related externalities

- The City borders rural, unincorporated areas of the county on all sides. Larger lot residential neighborhoods with expectations of quiet living are often at odds with trucks using roads in those areas. The City receives a lot of complaints about industrialization and associated semi-truck activity in certain locations with concentrated industrial development.
- The City has been intentional about directing industrial development to certain areas; some of which are quite large (see map on page 2). Access to I-4 from these areas is important to these businesses, some in the south part of the City which are farther from I-4.
- The City tries to be mindful of the externalities of trucking when deciding where industrial uses are allowed, such as where the I-4 tech corridor is allowed and not allowed.
- The state has an idling law. Being able to enforce this law could help reduce emissions when trucks are making deliveries, as well as noise and pollution from truck engines running all night. Enforcing the law, or at least encouraging the business owners to do so, would be a plus.

- Complaints are received about trucks parking in places that they are not supposed to park. A lot of people come to [development] public hearings for fear of noise associated with those things. City Code Enforcement may be able to run a report on the type and frequency of semi-truck or industrial use-related complaints.
- There are issues on Sammonds Rd between Woodrow Wilson St and Alexander St concerning semis servicing [James Hardie Building Products](#). Sammonds Rd is more of a residential street with some commercial but has a lot of truck traffic as it serves as a shortcut. FDOT will be eliminating a median opening as part of a project, which will help, but construction is not fully funded.
- On Sammonds Rd at James Hardie Building Products heading west, there is quite a bit of parking in the right-of-way.
- Most complaints received are about lighting (e.g., red and green LED lighting on traffic signals shining in people's backyards). The City requires dark sky-compliant lighting.

Planned transportation projects and related improvements

- Some of the issues noted will be resolved when the intersection at Airport Rd and Turkey Creek Rd is approved.
- Two intersections on Park Rd at James Johnson (south extension of Park Rd and S Alexander St) and another location (FPNs to be provided) have been in the TIP for years. FDOT has conducted studies, but the projects are not anywhere near construction. The County could play a part in getting these implemented. Both intersections would help. One would help loop coming from SR 39 south of town over to Park Rd and up to I-4. The other is more for moving local traffic out of the city.
- The City is preparing to update the Northeast Master Plan. The initial plan included the Sam Allen Rd extension towards Lakeland and freight operations there. The TPO studied Sam Allen Rd and Rice Rd.
- The connection from [Sam Allen Rd](#) to connect with County Line Rd is probably not a viable option. A few things are hindering the County Line Rd extension to [Knights Griffin Rd](#) as originally planned, including development projects that have been approved in the path of the study corridors (although a small window still exists); the project has been removed from the FDOT TIP; and a mitigation bank has been approved on Hillsborough/Polk county line.
- As part of the Northeast Master Plan update, the City is looking at other options to the Sam Allen Rd extension so as not to solely rely on the [Midway Rd](#) extension.
- SR 60 is an alternative to I-4, which is frequently in bad shape. Trucks use SR 60 particularly when going east towards the Polk Parkway or heading south where there are larger industrial developments (e.g., Mosaic and other mining operations). Those trucks come up SR 39 all the time and then over to SR 60 to wherever they need to go from there.

- FDOT has a funded truck parking facility/rest stop with truck EV charging stations that will be located on the south side of County Line Rd. This area will also have a Luvs or other type of gas/service center.
- The City has received an application for a CNG fueling station which could benefit trucking in the area. If approved, the facility will serve fleets within the industrial park, but will also have some public pumps.
- FDOT is studying issues at US 92 and County Line Rd. Initial thoughts are to install an overpass of US 92 to 1) protect the railroad and 2) ease congestion, which is typical at that intersection. FDOT has plans to widen US 92 from County Line Rd to west of Park Rd to four lanes, but the right-of-way and construction costs are significant. The City wants to encourage the project through the Truck Route Plan update if possible.
- Development proposals are required to submit a transportation impact study. The City's roadway level of service standards are either "C" or "D" so most studies usually indicate no issues. Even when an analysis reveals issues, the V/C ratios often explain away the issues.

Raising awareness

- Social media is a great tool for communicating with the trucking industry, especially coming from County and other agencies.
- Trucking companies rely on state rules because the state governs everything they do. Business owners do not always know about lower-level regulations until someone gets a ticket.
- Changing public perceptions that industrial is not intrusive is a challenge, no matter how necessary freight movement is to households and the economy.
- The City works with the property owners to encourage them to be good neighbors, such as creating larger buffers to increase distance from residential areas.

Followup Action Items

- R. Baker: Provide names of private industry representatives for future interviews (if available)
- R. Baker: Provide City Code Enforcement reporting on truck/industrial use-related complaints (if available)
- B. McDaniel: Provide Federal Project Numbers for two FDOT intersection projects on Park Rd

INTERVIEW NOTES – THE PLANNING COMMISSION #2
Hillsborough County Truck Route Plan Update | Hillsborough TPO

Date: July 31, 2023, 10:00-11:00AM

Participants:

Katrina Corcoran, Environmental and Research, Research, Strategic Planning & Policy Division

Yassert A. Gonzalez, Economics, Demographics & Research, Strategic Planning & Policy Division

Wade Reynolds, Hillsborough TPO (TPO Project Manager)

Jason Smeak, AECOM (TPO Consultant)

Tammy Vrana, Vrana Consulting, Inc. (TPO Consultant)

Interview introductions

- Katrina Corcoran works in the realms of transportation and land use, including current updates to the mobility and future land use components of the Unincorporated Hillsborough County Comprehensive Plan as well as the Centers and Connections framework for directing growth into certain areas using potential density and intensity bonuses.
- Yassert Gonzalez develops population and employment forecasts for use in Plan Hillsborough studies and plans.
- Wade Reynolds provided an overview of the truck route plan update and deliverables, including a needs assessment for use in the 2050 Long Range Transportation Plan.
- Jason Smeak introduced the interview topics, process, and questions.

2050 projections

- The Planning Commission has developed TAZ-level population and employment projections for 2050, which are available on a dashboard and downloadable GIS data on the Planning Commission website.
- The Strategic Planning & Policy Division team will be presenting the projections at an upcoming Café con Tampa forum and other interested organizations (e.g., chambers of commerce). Yassert will share the link to the online broadcast of Café con Tampa when it is available.
- Plant City is the fastest growing area of the county; expected to double by 2050 and transition to a more significant jobs hub. The City of Plant City is pursuing logistics and warehouse operations and attracting a related workforce. The City of Temple Terrace is also expected to experience a high rate of growth in population and employment during the period.
- Key objectives: Preserving good freight accessibility to I-4 and US 301 and conveniently located land accessible to Port Tampa Bay.
- Due to sheer size, most growth will be in the unincorporated areas within the designated Urban Service Area. Pockets of the Rural Service Area are also projected to grow at a higher rate, including southeast and northeast county.

- Lack of infrastructure in the Rural Service Area is a limiting factor. The allocation of growth in the Rural Service Area was calibrated by 50%. In contrast, the growth allocation in the Plant City area was doubled. The level of growth has implications for preserving transportation corridors.

Draft Centers and Connections concept and bonus structure

- The Centers and Connections concept and bonus structure being developed for the Comprehensive Plan Future Land Use Element aligns with these growth projections. Areas most favorable in terms of growth include Northwest Hillsborough, University Area, East Lake-Orient Park, Seffner-Mango, Brandon, and Greater Palm River. The planning team used a vision mapping tool to solicit public feedback on the concepts. All received positive feedback except Brandon, which had mixed results.
- The growth projections are based on the Future Land Use Map densities and intensities. Mixed-use categories are more difficult to predict because the ratio of uses can vary widely. In Tampa, the future land use category "Central Business District" does not have a maximum density/intensity. For future land use categories that allow other uses to a lesser degree (e.g., Res-10, which allows some commercial), the projections assume growth will be the primary use. Flexibility of land uses in the Centers was considered in the simulation.
- An early iteration of the concept referred to Bus-Emphasis Corridors (BECs) but as the transit funding situation worsened, the concept's methodology was reevaluated. The BECs were maintained on the map where transit exists, and transit supportive densities were applied to transit-connected Centers. For Centers with less transit connectivity, corridor context classifications that support walkable contexts drove the projected density decisions.
- The Centers were placed at major intersections or where development nodes had been identified in the adopted community plans in the Unincorporated Hillsborough County Comprehensive Plan. In all cases, the Centers are in the Urban Service Area. Centers receiving less positive reaction from the public may be eliminated such as in South County and Sun City Center. Additionally, Sun City Center shows multimodal improvements area in its community plan and is mostly single-family so funding may not be a priority there.
- Centers within the Coastal High Hazard Area are being looked at more closely for appropriateness given their vulnerability and funding priority for multimodal improvements.
- The Centers, which are currently points on the map, will likely be converted to polygons (parcel-based), which could be helpful in applying the bonus structure.
- Directing growth through the concept will be incentive based so it remains to be seen how much the bonuses will be utilized. Policies related to the density bonus table are in progress. A bonus stacking table with extra bonuses for such things as affordable housing has been discussed. However, given the SB 250 prohibition these new restrictions are prohibited until at least November 2024.

- Feedback from the development community is that the proposed bonuses are not sufficient, so the bonus stacking might be helpful for directing growth to the right areas.
- Outreach for the Centers and Corridors concept and the strategic expansion of the Urban Service Area has revealed concerns about the adequacy of infrastructure to support growth.
- The coloration of the light purple/dark purple dots on the Centers and Corridors map is a result of stacking of dots in GIS.
- The yellow dots at major intersections or at nodes identified in community plans are either within the Coastal High Hazard Area or primarily surrounded by single-family neighborhoods. Additional density/intensity is discouraged in the Coastal High Hazard Area.
- Removing the yellow nodes entirely is being discussed given budget limitations for multimodal improvements in these locations. Some of the nodes were not well received during community outreach (e.g., South County). Public feedback was positive in east county yet mixed in Brandon.
- Creating parcel-based nodes in the four major areas, including Northwest County and University Area, would make the area encompassed by the node area less abstract and potentially more palatable to the community.

Freight considerations in land use planning

- Freight was not a significant consideration for the Centers and Connections concept, but probably should be moving forward.
- Consideration of freight or logistics must be endogenous to growth plans. The 2050 projections were presented to the cities of Plant City and Temple Terrace. The projections aligned with local expectations, as these municipalities are aggressively pursuing development and jobs in the industrial and warehousing sectors. The 2050 projections accommodate what is in their plans, from which planners can make inferences.
- The 2050 projections were sliced into three categories: industrial, service, and commercial. The existing composition of these broad categories was projected forward using the same share. A more fine-grained allocation is possible based on 12 or so categories (e.g., mining).
- The Planning Commission is working on 2070 projections for corridor preservation using a similar methodology based on the land uses that exist today.
- For developable parcels, the existing land use is known (e.g., agricultural) as is the future land use (e.g., industrial). More fine-grained scenarios can be developed and compared using post-facto analysis.
- TAZ-level future land use classifications exist, which enables parcel-level projections. For example, the residential share could be 80% in 2020 and declining to a 50% share by 2050. That type of analysis is more complicated and takes longer but is possible. Parcel-based developable lands is also available.

- The darker colors on the forecast map show more persons per acre. In areas projected for greater population growth, such as southern Plant City, there might be a need to plan for alternatives routes for freight for efficiency and to avoid safety and aesthetic impacts (e.g., noise impacts near residential neighborhoods).
- Plans for new terminals at Tampa International Airport are in progress that will affect traffic levels and traffic circulation around the airport in northwest Tampa. K. Cochran is part of the study team for Airport Master Plan update.
- The Port is always under threat from encroaching downtown development. Downtown land is becoming less and less affordable to supply lines. Conflicts involving emerging residential and commercial development, leisure activities (pleasure craft and bars), and shipping vessels/tug boats are likely to increase, which could spill over into the truck logistics.
- There have been pushes to convert active/abandoned railroads into trails. How will that affect freight movement in the region? A railroad downtown will probably become a source of conflict with new residents.
- During outreach for the future land use element, residents have expressed concern about trucks traveling through neighborhoods and code enforcement response. During recent public meetings for the Palm River Community Plan, similar comments about code enforcement have come up.
- The comprehensive plans for the City of Tampa and Unincorporated Hillsborough County have broad, general policies on freight, including Freight Activity Center policies in the County plan. Tampa was hesitant about having the freight policies in their plan, likely due to context.
- These policies connect to outside things like the Truck Route Plan that are not adopted within the plan and can be updated at any time without a special process.
- The LeRoy Selmon Expressway extension to US 301 moves a lot of freight; growth as projected could lead to congestion for freight.
- The strategic expansion of the Urban Service Area will translate to more residences than jobs. Encroachment on industrial areas is a potential source of conflict and bottlenecks.
- On the policy side of the strategic expansion, Plant City and Thonotosassa areas look evident but the locational specifics are still being worked out. Draft language is moving forward (Katrina will share with Truck Route Update team)

Action Items:

- Y. Gonzalez: Will share the date and virtual meeting link to the Café con Tampa broadcast when available.
- K. Corcoran. Will share draft policy language for the Centers and Corridors concept and bonus structure.

INTERVIEW NOTES – FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 7 Hillsborough County Truck Route Plan Update | Hillsborough TPO

Date: August 4, 2023, 10:00-11:00AM

Participants:

Mike Brown, Freight and Logistics Coordinator, FDOT District 7

Rob Cursey, Benesch (FDOT Consultant)

Wade Reynolds, Hillsborough TPO (TPO Project Manager)

Lauren Brooks, AECOM (TPO Consultant Project Manager)

Jason Smeak, AECOM (TPO Consultant)

Larissa Krinos, AECOM (TPO Consultant)

Tammy Vrana, Vrana Consulting, Inc. (TPO Consultant)

Interview introductions

- Mike Brown services as the Freight and Logistics Coordinator for FDOT District 7. FDOT is here to serve and appreciates the engagement.
- Rob Cursey is supporting District 7 for the Strategic Freight Plan update.
- Wade Reynolds provided an overview of the truck route plan update and deliverables, including a needs assessment for use in the 2050 Long Range Transportation Plan.
- Jason Smeak introduced the interview topics, process, and questions.

Public and stakeholder input

- FDOT is always receiving input from constituents and stakeholders regarding congestion in general. As to convergence of trucks with passenger cars, a lot of people just do not like it. It is not a safety issue; travel lanes are wide, and speeds are moderated. More than anything else, it is congestion related.
- FDOT sought public and stakeholder input for the Florida Mobility and Freight Plan. The Truck Route Plan update team has access to this information through the Comprehensive Freight Improvement Database (CFID), a robust tool that should be promoted more. Inquiries can be entered and searched. The District will be seeking more input from truckers through the tool.
- *Action item:* W. Reynolds will share the results of the MetroQuest survey for the Truck Route Plan update and the truck-related complaints mined and mapped from the County's complaints database.
- Engaging private industry has been limited to conferences, where they tend to talk about global things and keep other details close to the vest.
- FDOT held meetings in Bartow over the summer and some big trucking companies were present (e.g., Saddle Creek) and spoke about truck parking more than anything else.
- *Action item:* Seckin Ozkul, Ph. D., USF CUTR, will be a great interviewee. He intersects with all of the Department's interests. He is currently engaged in the truck parking study for District 7 and has collected a lot of data relative to unauthorized parking and where new parking could

be located, particularly near I-4, I-275, and I-75 and branching out to other counties (e.g., Citrus County).

Enforcement

- Most of the state's enforcement efforts are focused on the interstates; picking the lowest fruit where the bulk of the movement exists.
- Relative to cut-through issues in neighborhoods, residents should write down the company name on trucks that are repeat offenders and make complaints directly to the company. Companies do not want to be seen in a bad light, especially given they are part of those communities, too. They will take corrective action with their drivers.

Truck parking externalities

- District 7 has several initiatives in response to the truck parking deficiency. A new, 120-space truck parking facility near Plant City will come online in FY 2026.
- FDOT and USF are studying unauthorized parking in the district and surplus properties owned by FDOT (e.g., staging sites) that could be put to use to mitigate these issues. A new parking facility is planned in east county and opportunities to the north are being explored.
- Overnight parking at the Amazon and Walmart distribution centers is a necessity so trucks are the right spot to meet the schedule. If a driver has a 10:00 a.m. delivery, they need to be in place earlier than that. Driver regulations come into play (e.g., required rest) which makes camping out necessary. The Amazon distribution centers allow trucks to park on their property; almost promoting it.
- Building standby zones into development plans would help mitigate negative impacts on nearby communities. Distribution centers are built with the full knowledge that there will be congestion and unauthorized parking. The permitting process is the appropriate time to address parking needs, factoring in the number of loading bays and trucking culture and dynamics into capacity calculations.
- The port accommodates truck parking and staging on open lands where the containers come in. Trucks line up to be in the order of their container coming off the ship.
- Private industry provides truck parking lots but not enough to meet demand, which is why FDOT builds truck parking.
- When District 7 looks at property for truck parking, noise impacts on sensitive land uses and mitigation solutions (e.g., berms and noise walls) are considered to avoid neighborhood issues down the road (e.g., FDOT truck parking and surplus property study with USF). Residents do not want to listen to truck engines running all night.
- FDOT surplus properties used for hurricane staging could be used for truck parking outside of season, but there are still operations and maintenance costs. Funding has become tight so these types of "big asks" do not get very far. The need exists so FDOT is looking at how to make parking spaces available at the least cost, including the important maintenance piece

(e.g., trash removal). Florida is a great place to live, and we want to keep it that way by preventing trucks from being obnoxious and not making eyesore with all their trash.

Land use planning

- FDOT works constantly and earnestly on freight corridors to ensure that roadways, turning radiuses, and other features continue to have high standards.
- FDOT would like to know what is going to be built that could affect freight and logistics planning, such as new distribution centers. This information would help planning get ahead of the curve to make things easier for supply chains.
- Supply chains would also benefit from collaboration between developers, local government, and District 7 during the permitting process for large developments (e.g., addressing traffic impacts or truck parking needs).
- The landscape for freight and logistics is changing. Everything is starting to boil down to land use. There is congestion but if we can plan where to put things (e.g., inland ports), maybe it will help with congestion and livability. Heavy stuff can be moved out of urbanized areas and lighter trucks can satisfy the last mile like Amazon and UPS. The distribution centers and hubs are leading it, which is probably the way the future. Inland ports are an interesting concept that FDOT has been discussing.

Congestion

- No truck-only lane projects are planned in District 7.

Port Tampa Bay

- A key selling point of Port Tampa is that a ship can be brought in from South America or Mexico (two key trading partners) and, once the container comes off, it can travel by truck from I-4 to Canada without hitting a single traffic signal.
- What usually happens is the freight moves inland to distribution points in Central Florida and then out from there.
- Port Tampa has so much capacity, but expansion requires infrastructure capacity to move freight out. There is no reason for a ship to sail the whole Florida peninsula to Miami and then up to Virginia. If the ship was brought into Port Tampa, disembarked, and loaded, it could be in Atlanta in four hours and Virginia in 10 hours.
- District 7 is working on the linkage of the Port Tampa with I-4, looking at all of the intersections used by freight to make sure that access to the interstates is not the limiting factor.
- The Port Tampa is actively marketing themselves. With changing supply chains, the Port recognizes the two keys to making the port successful are emerging opportunities with South America and Mexico. The District is a partner and wants to provide the infrastructure tools needed for the port to succeed, whether it be rail or other modal. There is a great deal of potential to leverage the port, which would help the County economically through jobs and the ripple effect.

- Inland ports are a different subset relative to big long-range schemes to separate freight from the urban areas.
- Port Tampa is not centralized; operations are spread out, which is probably a benefit. Leveraging the linkage with CSX more would help. There has been discussion about grade separations on US 41. If freight from the port could be moved directly to rail, that would solve that problem. It would be costly but once it is done it is done. Once those enhancements are realized, it will be another selling point for the port. If you build it, they will come. A lot of things have been done at Port Tampa that have not delivered as anticipated.
- Port Tampa is more of a leasing port than, say, Miami that has their own crane system and operates a lessor. We cannot get the businesses in there if we promote it, and we cannot get the businesses in there if we have already laid the infrastructure.
- The state has done a decent job implementing infrastructure projects ahead of things (e.g., I-4, I-275, and I-75 linkage to the port). The state continues to add projects that are meaningful so that infrastructure is not the choke point for Port Tampa's potential as an economic generator. The port and Tampa International Airport are big economic generators as far as industry is concerned and there is still plenty of opportunity there that we must continue to explore.

Modal changes

- District 7 has been working with alternative transportation, specifically advanced air mobility. In those discussions, the focus was on passengers. Freight never entered the conversation.
- Rather than electric VTOL (vertical take-off and landing) planes flying everywhere, a better solution may be dirigible with a blip. FedEx was exploring this for intercontinental shipping; slower but can take weight and has a very small carbon footprint.
- The District is working with USF on advanced air mobility; looking at the metrics in terms of offsets relative to transportation. Tampa International Airport is very involved and engaged in the topic. A big meeting will be held in September 2023.
- It comes down to putting money into a technology that is not proven. Therefore, it should be and will probably be market driven. Whatever it is going to be has to be profitable. Conversations with people about new technologies, such as air taxis, immediately turn to subsidies. Why do you want subsidies if you are starting this business? The response is usually to serve the public and areas of opportunity for underserved people. We are probably not going to see somebody from West Tampa using air taxi to get to St. Petersburg due to affordability. If there is money to be made, instead of subsidies, why not give the money to transit?
- Until the technology is proven, the District will probably not move there. For example, platooning and kinds of things are happening in the trucking realm, but they are not happening in the District. FDOT wants to look long term but also at what is already in front of us now to make things better now.

- We need to work on projects that are actionable because making plans that are not implemented erodes the public's trust. That calls for putting the resources in the right spot. That said, there is interest but not funding at the moment.

Pipeline projects

- SR 60 and 50th St project (grade separation of railroad?) – Funding is not available for this project, but the Department has prepared plans and wants to address the need. It is still a priority and is brought up at every FDOT call for projects.
- There was a good amount of surplus cash for a while, but it was quickly allocated.
- Funding notification for National Highway Freight Projects is imminent (six-year funding period).

Action Items:

- W. Reynolds: Share MetroQuest survey results and mapped truck-related complaints from the County's complaints database.
- L. Brooks to coordinate with R. Cursey regarding evaluation criteria used in the 2040 LRTP Goods Movement Needs Assessment.
- L. Brooks will review the FDOT SIS Needs Plan for freight-related projects in Hillsborough.

INTERVIEW NOTES – THE MOSAIC COMPANY

Hillsborough County Truck Route Plan Update | Hillsborough TPO

Date: August 22, 2023, 11:00-11:45AM

Participants:

Eric Gable, Transportation Group, The Mosaic Company

Tyler Combs, Operations Logistics Coordinator, The Mosaic Company

Jake Thompson, Permitting Engineer, The Mosaic Company

Wade Reynolds, Hillsborough TPO (TPO Project Manager)

Jason Smeak, AECOM (TPO Consultant)

Tammy Vrana, Vrana Consulting, Inc. (TPO Consultant)

Interview introductions

- Eric Gable leads Mosaic’s Transportation Group and is also involved in operations at Mosaic plants and ports.
- Tyler Combs provides engineering and logistics support for site specific needs at Mosaic’s Riverview facility, which involves CSX rail, trucks, and vessels.
- Jake Thompson handles all permitting needs for Mosaic operations in Hillsborough and Manatee Counties.
- Wade Reynolds provided an overview of the truck route plan update and deliverables, including a needs assessment for use in the 2050 Long Range Transportation Plan.
- Jason Smeak introduced the interview process, topics, and questions.

Freight operations

- From a trucking perspective, Mosaic runs from [Tampa Marine Terminal](#) to multiple ports on the Tampa Bay including [Hookers Point Terminal \(extra info\)](#), [Big Bend Marine Terminal](#), [Port Sutton](#), and [Riverview Plant \(extra info\)](#). Most outbound trucks go to Riverview Plant and [New Wales Facility](#).
- The Mosaic Riverview Plant is somewhat self-sufficient; not moving great amounts of sulfur ammonia or fertilizer except warehouse-to-warehouse exchanges.
- At the Big Bend Marine Terminal, most product is fertilizer inbound from the [Mosaic Bartow Facility](#) and New Wales Facility to Big Bend, Tampa Plex, Newport, and Rockport. Newport and Rockport are generally inbound trucking, which fluctuates depending on capacity at the plant. Most movement is by rail (60%).
- The number of trucks and tonnage fluctuates year-to-year, month-to-month, and week-to-week.
- Mosaic does not own any tractor assets. These are contracted out.
- Mosaic owns some assets that were purchased from a defunct carrier including bulk tankers, end dumps, grain hoppers, and mini wheelers. Mosaic leases these assets to five or six carriers.

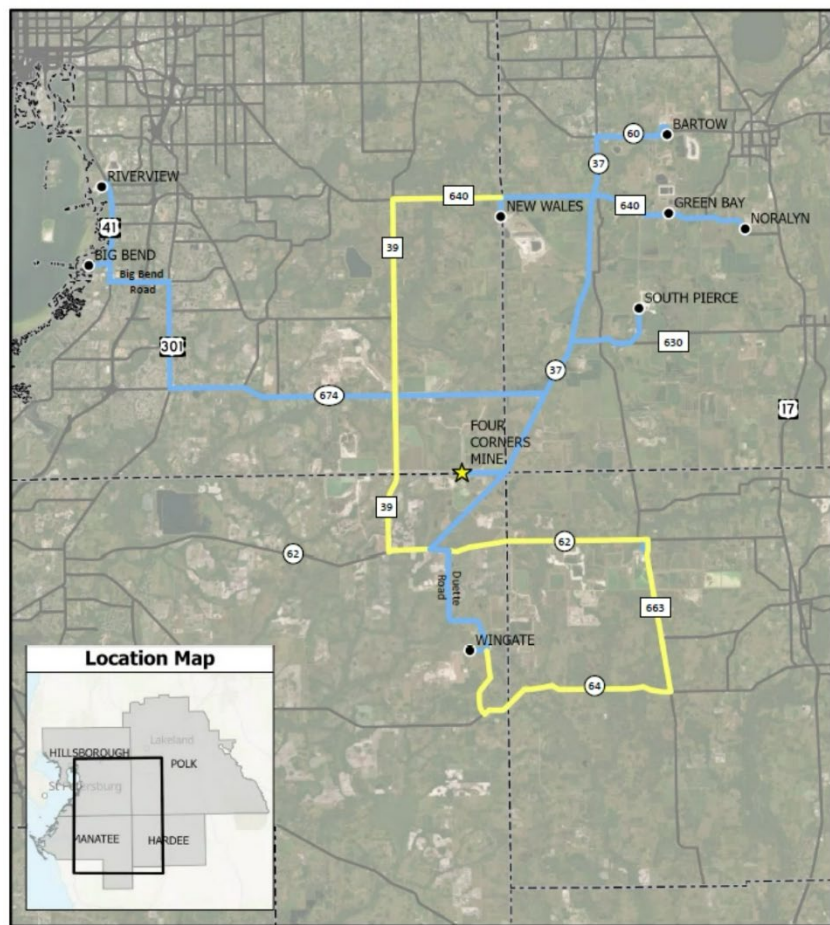
The mini-wheeler equipment is predominantly used to go to Mosaic mines in other counties and much less so to traverse Hillsborough and the port. These vehicles may travel a small section of CR 640 or Countyline Rd.

Supply network

- Mosaic’s supply network is very internal; most materials are internally generated. Bulk materials arriving at Mosaic plants are via inbound rail. At the port level, bulk materials come by inbound vessels and barges. Not a lot comes off of vessels to ship except sulfur, krill oil, and ammonia. Ammonia is also distributed by pipeline.
- Inbound moves bring in raw materials from mines or vessels. Outbound moves are agricultural products. However, there are times when customers pick up in New Whales and to a lesser extent Riverview, where vessels are often used.

Major travel routes

- Mosaic’s approved trucking routes for the [Four Corners Mine \(extra info\)](#) are shown in the map.



Mosaic

Four Corners Mine Approved Trucking Routes

0 3 6 Miles

Legend

- ★ Four Corners Shipment Source
- Product Destination
- Approved Trucking Routes
- Approved Contingency Trucking Routes
- Major Roads
- ▭ County Boundary

- East-west movement to Big Bend, Tampa Plex, or Tampa Marine Terminal is not a direct route, which is where a lot of Mosaic trucks go. Truck traffic cannot traverse Fishhawk and other communities like that. Mosaic is cognizant and considerate of county residents and has a huge awareness of school hours.
- The bigger challenges are the lack of direct routes, which require roundabout ways of getting to places and congested roads.
- Mosaic moves a lot of fertilizer to Tampa Marine Terminal and Big Bend. Big Bend is not as bad; in the middle of nowhere (south county).
- For Big Bend, travel is on country roads, but it can be challenging sharing the roads with school buses. That is the nature of trucking.
- Mosaic has been part of the discussion about the planned [roundabout](#) near [Pine Crest Elementary School](#). Traffic smoothing is probably a positive but could be an issue, at least initially for large trucks. Hopefully, the designers have factored semi-trucks plus school traffic into the design.

Truck route compliance

- On southbound CR 39 by Pinecrest Elementary School, a sign indicates the vehicle weight restriction on Lithia Pinecrest Road. Leaving the Mosaic facility driving westbound on CR 640, there is no sign in that section about the Lithia Pinecrest Road restriction. Carriers, especially customers from out of state, have no indication that they should not be taking Lithia Pinecrest Road to get up to I-75 and then down to Fishhawk Blvd where there are four school zones. A sign is posted on the north end coming off the east-west road north of there on the other end north of Bloomingdale Rd.
- Mosaic has good carriers who like to police each other, which helps immediately correct problems. The less restrictions carriers have on routes they can travel, the more efficient for the carriers to operate. Carriers make money not on miles traveled but on tons hauled.
- Mosaic communicates often with carriers regarding regulations, including truck routes and operation hours. The carriers abide by the rules because they need to keep running to make money.
- Being good to residents of Fishhawk, Bloomingdale, and everywhere else is especially important to the bigger carriers, many of which are at the port.

Traffic bottlenecks

- The carriers are most knowledgeable about where traffic bottlenecks exist.
- The biggest concern about moving freight in Hillsborough is traffic flow on the interstates (e.g., I-75). Getting around in Tampa is challenging for trucks. Tampa was not built for traffic like northern metros. However, trucking companies and warehouses have been sited in good locations. There was thought was put into that.

- Another significant trucking challenge in Hillsborough is what CSX does and how they get in/out of Mosaic facilities and the ports. For example, when a train is going into one of those places, they could tie up traffic on US 41 for an hour.
- Traffic flow patterns can be unpredictable; for example, queuing at certain signalized intersections at certain times.
- SR 60 is a mess; needs to be figured out (Countyline Rd to I-75). If carriers could avoid SR 60, they would, but sometimes they have to get on SR 60 and run.
- I-4 from Countyline Rd. to I-75 is always jammed up; east or westbound, including weekends.

Project pipelines

- TPO has been discussing the need to widen SR 60 to six lanes.
- A request for funding for a grade separation over CSX at [US 41 just south of Causeway Blvd](#) is far along. Funding is hoped for within the next couple of years.
- FDOT has a grade-separation project over CSX on SR 60/Adamo Dr at about 50th St.

Queuing for pick-up and drop-off

- Drives on the Mosaic plants and ports off local streets are lengthy.
- The carriers are pretty good with spacing. It might take five to 10 minutes to load a truck at New Wales and the trip to Big Bend is not congested.
- The spacing at Tampa Marine Terminal is pretty good; requires going through the gate at the terminal, which adds wait time.
- The unloading process at the port is pretty quick. For fertilizer, drivers can be in/out of the dump shed in a few minutes. Sulphur loading is usually 10 minutes. A propane carrier was used at one time but went out of business.
- Mosaic carriers do not park their trucks anywhere else or stop in between destinations.

ESG targets

- No formal ESG plan or program.
- Dust management is performed onsite to keep fugitive dust on the mine. Water trucks are used to spray during the dry season to keep everything on property.
- Idling is a safety concern for carriers running sulfur or acid. Drivers are required to wear full acid gear, which can heat up substantially outdoors waiting 10 minutes for a truck to load/unload. Shutting down the engine and air conditioning causes another safety issue (heat stroke, etc.).

Action Items:

- J. Smeak/W. Reynolds to send the stakeholder interview questions to E. Gable for coordination with carriers for a future interview.
- T. Combs to provide CSX and carrier contacts for future interviews.

- E. Gable to provide ballpark figures about truck trips and tonnage traveling from New Whales to the ports, as appropriate.
- E. Gable to ask Mosaic public affairs staff about any community complaints received.

INTERVIEW NOTES – PORT TAMPA BAY

Hillsborough County Truck Route Plan Update | Hillsborough TPO

Date: August 24, 2023, 3:00-3:45PM

Participants:

Ram Kancharla, Vice President of Planning and Development, Port Tampa Bay

Laura Lienhart, Vice President of Government Affairs, Port Tampa Bay

Wade Reynolds, Hillsborough TPO (TPO Project Manager)

Jason Smeak, AECOM (TPO Consultant)

Tammy Vrana, Vrana Consulting, Inc. (TPO Consultant)

Interview introductions

- Ram Kancharla's roles include transportation system coordination with local, state, and federal agencies. He serves on national advisory committees on trade and transportation. The Port appreciates the truck route plan update effort and that fresh eyes are looking at the issues.
- Laura Lienhart's roles involve government affairs, public relations, and participation in grant applications.
- Wade Reynolds provided an overview of the truck route plan update and deliverables, including a needs assessment for use in the 2050 Long Range Transportation Plan.
- Jason Smeak introduced the interview process, topics, and questions.

Freight operations

- The two big businesses that drive truck movement at the port are petroleum and fertilizer. The container business is growing.
- For a long time, gas has been the largest movement in and out of the port. Between 7,000 and 11,000 trucks move in and out of the Port area and port hinterland. There are public and private terminals that move gas to Ocala, Orlando, and Fort Myers.
- Some airports are served by gas trucks. Orlando International Airport is served by a gas pipeline.
- Relative to containers, Port Tampa Bay is still a very young port. The Port now has major carriers from all over Asian, just like most other ports.
- There is nearly 400 million square feet of warehouse distribution space within 75 miles of the Port, which has doubled in the last five years and continues to grow. A corresponding increase in truck freight movement is anticipated.
- Currently, the Port handles 200,000 containers [per year?]. It is hoped that containers will increase to 400,000 per year in the next four to five years.
- Container facilities have expanded (e.g., three use cranes added).

Major travel routes

- There are about a dozen truck routes within the Port.
- There are very few important corridors. Urbanization along truck routes, including new churches and schools, disrupts traffic very heavily.
- In 1995, the Port suggested the dedicated truck route that now exists between the Port and the Crosstown/Selman Expressway.
- Every year or so, the Port looks at the 10- to 20-mile area around the Port to identify safety and operational issues and small, medium, and large improvements (e.g., new asphalt, turn lanes, etc.). If an improvement is needed, the Port writes a letter to the jurisdiction to lobby for the project.
- The I-75 and I-4 corridors are critical corridors for containers, distribution centers, major retailers expanding in West Central Florida, like Publix, Walmart, and Target. Two-thirds of the state's population is located in Central Florida.
- People don't pay attention to how shelves get stocked because freight doesn't talk.
- Critical roadways include I-4, I-75, I-275, SR 60, US 301, and Causeway Blvd, including the US 41 intersection.
- South County is growing enormously
- FDOT's US 41/Causeway Blvd project has been delayed for various reasons (e.g., \$200 million right-of-way) but has been reprogrammed. The Port receives calls every two to three months asking for something to be done. The Port can only advocate for projects and provide input. The Port asked for two overpasses, but cost is an issue.
- Growth-related traffic in South County is an issue because there are few east-west roads. FDOT is making improvements to alleviate congestion in that area.
- Previously, trucks were restricted from Ybor City but there was an alternate route.

Truck parking

- Truck parking is a critical element. FDOT is constructing a truck parking facility.
- Truck parking is very limited, which is a national issue. With land prices being so high, land is being reutilized for other purposes. A new parking facility is being constructed on I-4.
- More parking is needed for container traffic than for petroleum.
- Truck drivers cannot predict delivery times at container terminals; updates are not given on a minute-by-minute basis. Sometimes trucks have to wait for an hour or more to get to their pickup or drop-off point. The Port does not have enough land on the on the Port itself for trucks to hang out.
- Sometimes 10-20 trucks are lined up, which is not significant. However, any more than that could create problems. It is not the most ideal situation as freight traffic grows.
- Parking facilities are being built on the Port to attract automobile exports from Mexico. These shipments would come thousands of miles through six or seven states bound for the Central Florida market. Many of the containers that come into our area are beyond the 200,000 the

Port captures. Another half million containers come to this greater region from Savannah, Charleston, and elsewhere.

- The Product-Centric Organizations (PCOs) are realizing this now that they have distribution centers in this area. It will take time because cargo vessels are chartered via long-term contracts. PCOs will go door-to-door (e.g., Rooms To Go warehouse in Lakeland) and they may be coming from Charleston. Port customers include 100 Rooms To Go who bring in tens of thousands of containers. Rooms To Go brings 60,000 containers into the Central Florida market and the distribution centers will be coming from six different ports.

Transportation studies and data

- FDOT has done good work, and that data would be valuable for the plan update.
- The Port has partnered with FDOT District 7 for several studies, the most recent was in the last year. District 7 has extensive data that could benefit the Truck Route Plan and 2050 LRTP updates, including traffic count data showing which roads are most heavily used.
- Good feedback for past planning efforts has been gained from interviewing a few 100 truck drivers (e.g., adequacy of staging areas), The Port has not done outreach on its own, only collaborated with FDOT.
- FDOT is conducting a statewide freight movement study. It would be good for FDOT District 1 and District 7 to jointly study freight movement to find regional needs and solutions. The majority of distribution centers are in Polk County. A wider view of transportation issues is needed.

Project pipelines

- A request for funding for a grade separation over CSX at [US 41 just south of Causeway Blvd](#) is pretty far along. Funding is hoped for within the next couple of years.
- FDOT has a grade-separation project over CSX on SR 60/Adamo Dr at about 50th St.
- Port Red Wing in Gibsonton is now fully leased. Traffic is expected to quadruple as a result of major new facilities there, so the Port has requested a traffic signal at [Pembroke Rd and US 41](#). FDOT studied the signal to determine justification, the Port will pay for it, and installation is anticipated in 2023. The Port owns 120 acres on the other side of the road, intended for future development.

Land development concerns

- Development is proposed on the north end of Ybor Channel that could minorly impact Port operations from at least from Adamo Dr to 19th St through 22nd St. The Port owns a 40-acre parcel along Channelside that is primarily used for cruise business. A number of trucks access this site but not at the magnitude of the cargo operation. About 15-20 truck trips are associated with each vessel.
- This region has limited roads unlike South Florida, which has many roads. There needs to be equilibrium between development and truck routes. The rezoning/development review

process needs to consider freight movement needs (e.g., locating high schools on truck routes).

ESG topics

- The Port is applying for funds to expand its container terminal. This infrastructure will enable cargo to be diverted to the Port, which will have impacts. Sometimes trucks are backed up for 20 to 30 minutes at the container gate. Gate automation is a solution to increase efficiency and reduce the torque and emissions at the gate. ESG is ingrained in grant applications these days so using these technologies and showing that issues are being addressed will be important for future funding. CEO Paul Anderson is working to ensure that the Port continues to be a good steward of the community.
- Most community feedback received is from Channelside residents about the nearby development and Riverwalk expansion. Continuing education about Port logistics, why the cruise terminals are in that location, and safety implications of public access is vital.
- South County is growing rapidly and that will continue to be an ongoing conversation, not only for the Port operations but also from the standpoint of roadways, sidewalks, and crosswalks, particularly where schools are located (e.g., US 301).
- The Port is focused on the 15,000 acres around the Port and does not get overly involved in land use decisions. If a proposal could be disruptive or cause inefficiencies potentially, the Port wants to be part of the process.
- The Port is invited to review development proposals within a certain distance of Port properties. For example, the Port's involvement in a rezoning near the Rockport facilities led to several restrictions to avoid issues for the Port and industry in general.
- When there are three ships in the morning and trucks are lined up, the noise generated leads to complaints, but the terminals existed before the development. Gentrification of the area does not help but we have to live with progress.
- Truck routing requires a holistic view, including zoning and all of that that is occurring. The rezoning process also needs to have a broader view, including cumulative impacts on existing industry. The gigantic strip shopping centers across Florida do not help.
- Complaints are generated from people in the Channelside district's residential and mixed-use development. That is unlikely to end.

Suggested stakeholder interviews

- Port marketing staff may have relationships.
- FDOT District 7.
- Drivers are the best sources of information. They are driving throughout the region. The terminal operators are not focused on truck route issues other than observing there is traffic, and it is taking more time to travel.
- In the past, the Port has allowed outreach at some of the gates, which is a good way to learn about the issues from the drivers. These interactions would need to be short, one to two

minutes, and occur during light traffic periods. If there is interest, send a brief email request to operations and security.

- Florida Trucking Association – A talking point is that every trucker is losing 50 minutes to an hour looking for a legal place to park. The Association may have survey data or names of people to survey.

Action items

- W. Reynolds – Share any stakeholder input involving the Port with L. Lienhart.
- W. Reynolds – Apprise R. Kancharla of any proposed route changes.

Appendix C: MetroQuest Survey Results Summary



Hillsborough TPO
Transportation
Planning Organization

Hillsborough County Truck Route Plan Update & 2050 Long Range Transportation Plan Goods Movement Needs Assessment

MetroQuest Survey Results Summary

June 26, 2023 – July 31, 2023



planhillsborough.org

Survey Purpose

- Designating truck routes helps to:
 - Preserve personal mobility
 - Manage heavy vehicle flows to improve safety and reduce environmental impacts
 - Reduce/minimize wear on roads, traffic congestion, crash risks, & noise and pollution in neighborhoods and business areas

Survey Objectives

Obtain input to...

- ✓ Balance the needs of the trucking industry with quality of life for residents
- ✓ Better direct federal and state dollars toward transportation investments in the Hillsborough County community over the 2050 Long Range Transportation Plan planning period

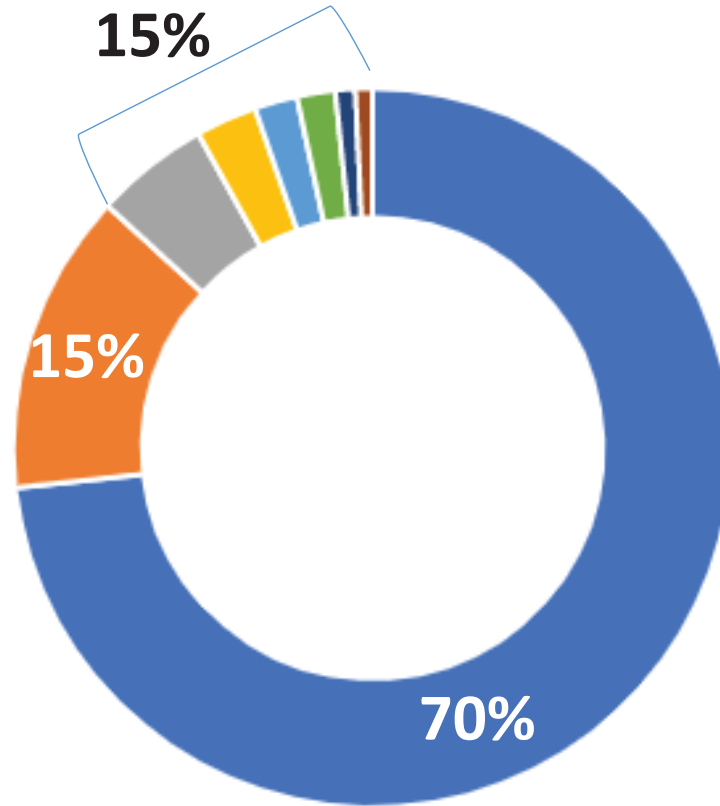
Participant Demographic Information

742 Survey Participants

Participant Demographic Information

Race and Ethnicity

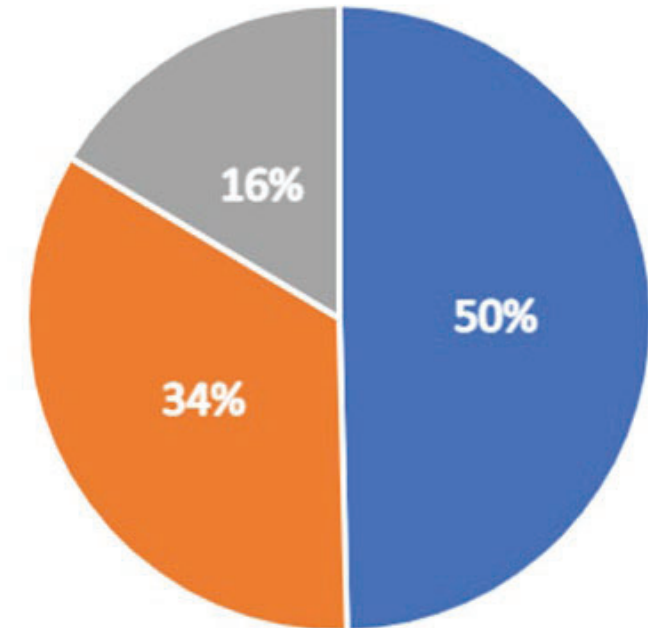
Race



- White
- Two or more races
- Black or African American
- American Indian or Alaska Native

- Prefer not to answer
- Native Hawaiian or Other Pacific Islander
- Asian
- Some other race

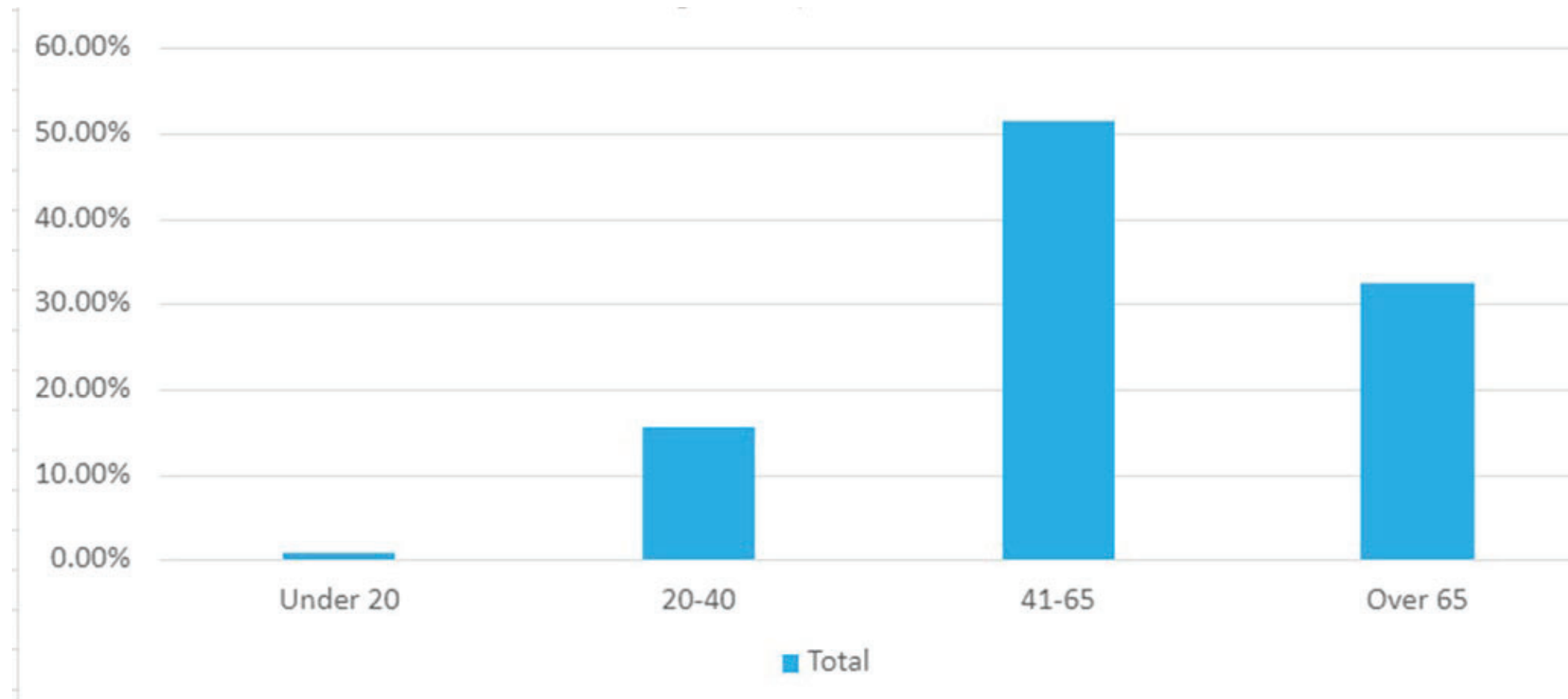
Ethnicity:
Hispanic or Latino Origin



- No
- Prefer not to answer
- Yes

Participant Demographic Information

Age

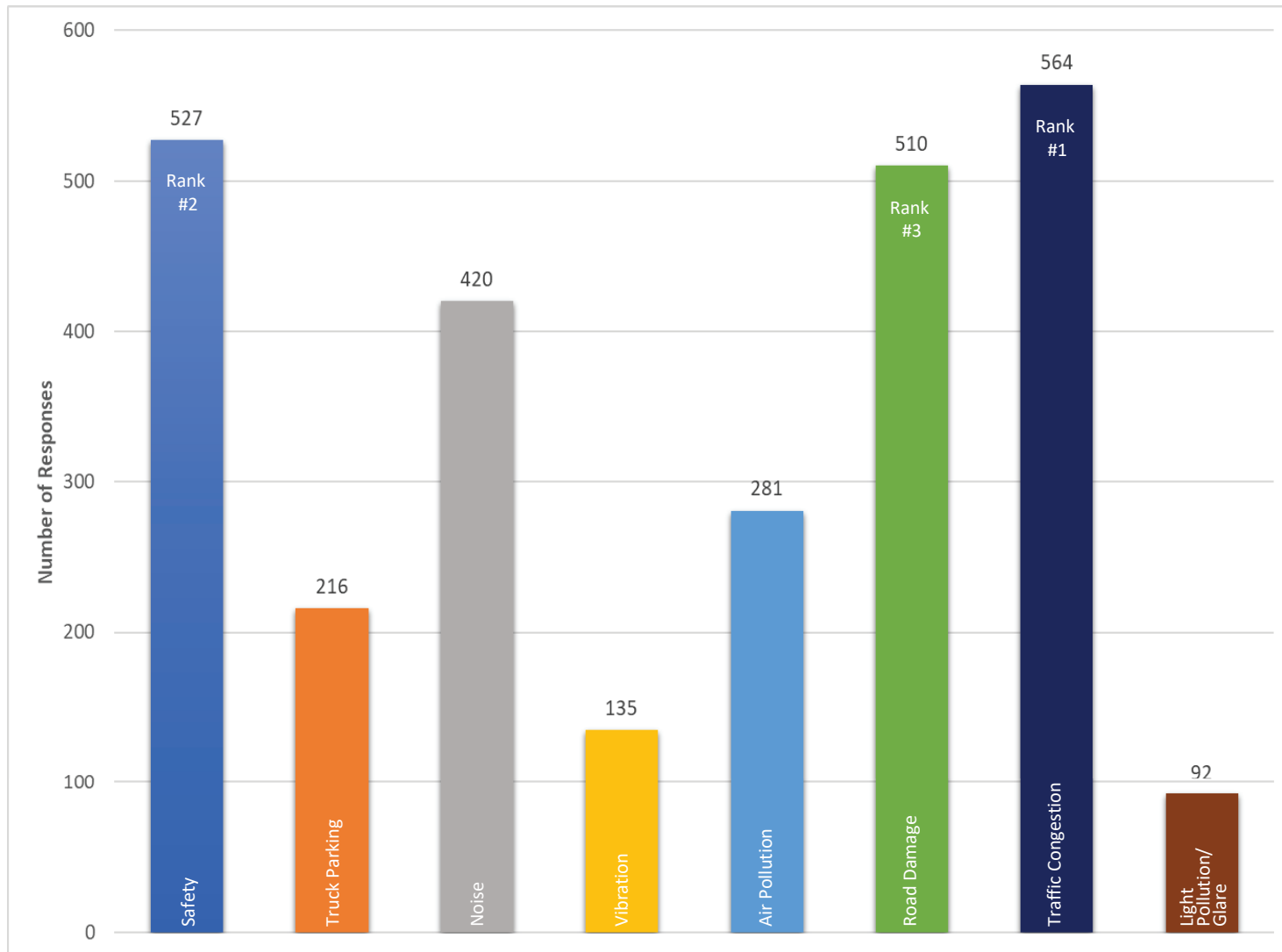


Survey Results



Survey Results: Truck Routing Issues

Prioritize Truck Routing Issues with Greatest Impact from Personal Standpoint



Participants Asked to Select and Rank Top 3 Issues

Survey Results: Truck Routing Issues

Truck Related Issue Locations

Participants Asked to Identify Locations of Truck-Related Issues and Categorize the Type of Issue

Roads with Most Issues

Lithia Pinecrest Rd

US 301

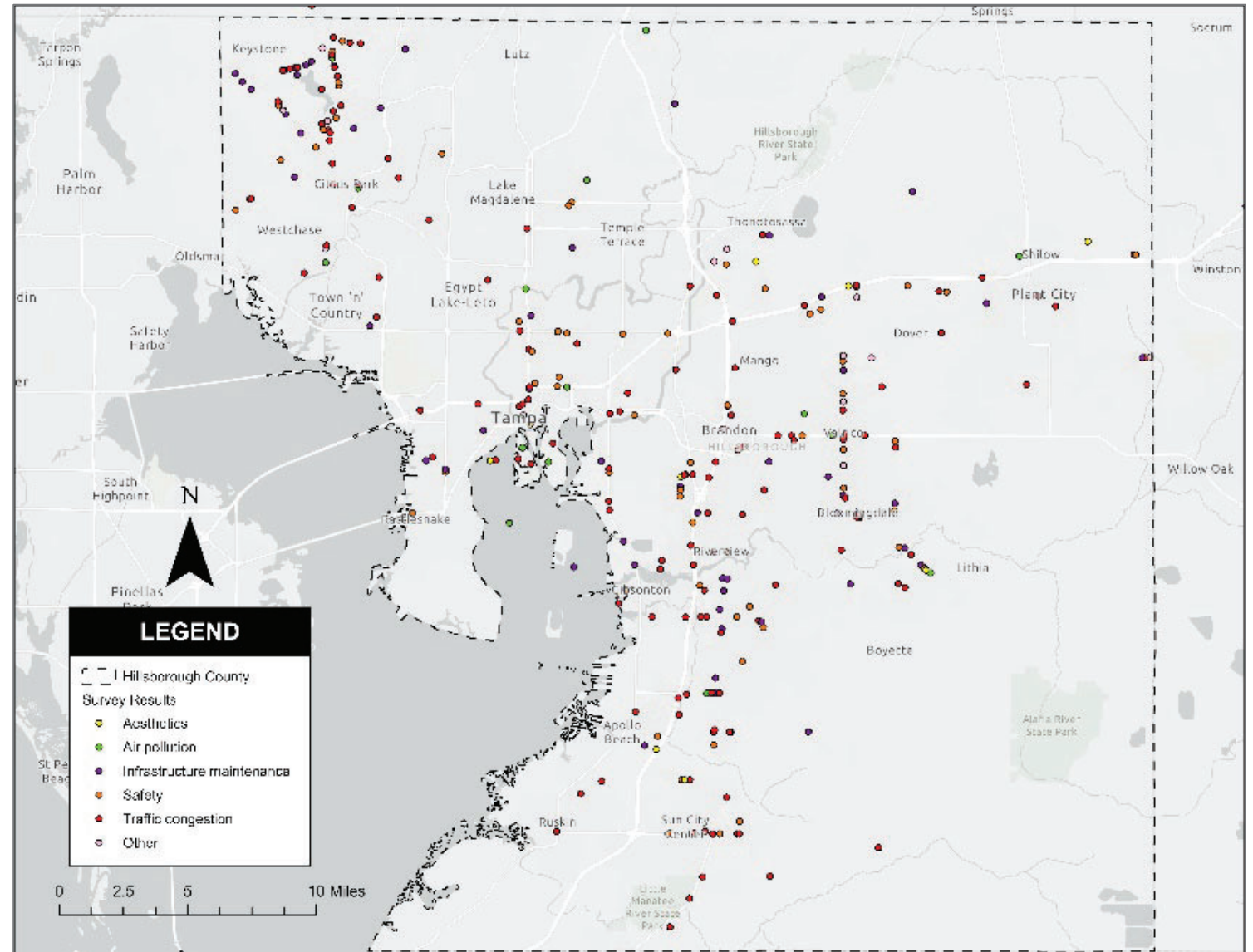
Gunn Hwy

Alternative Routes to Resolve Issue

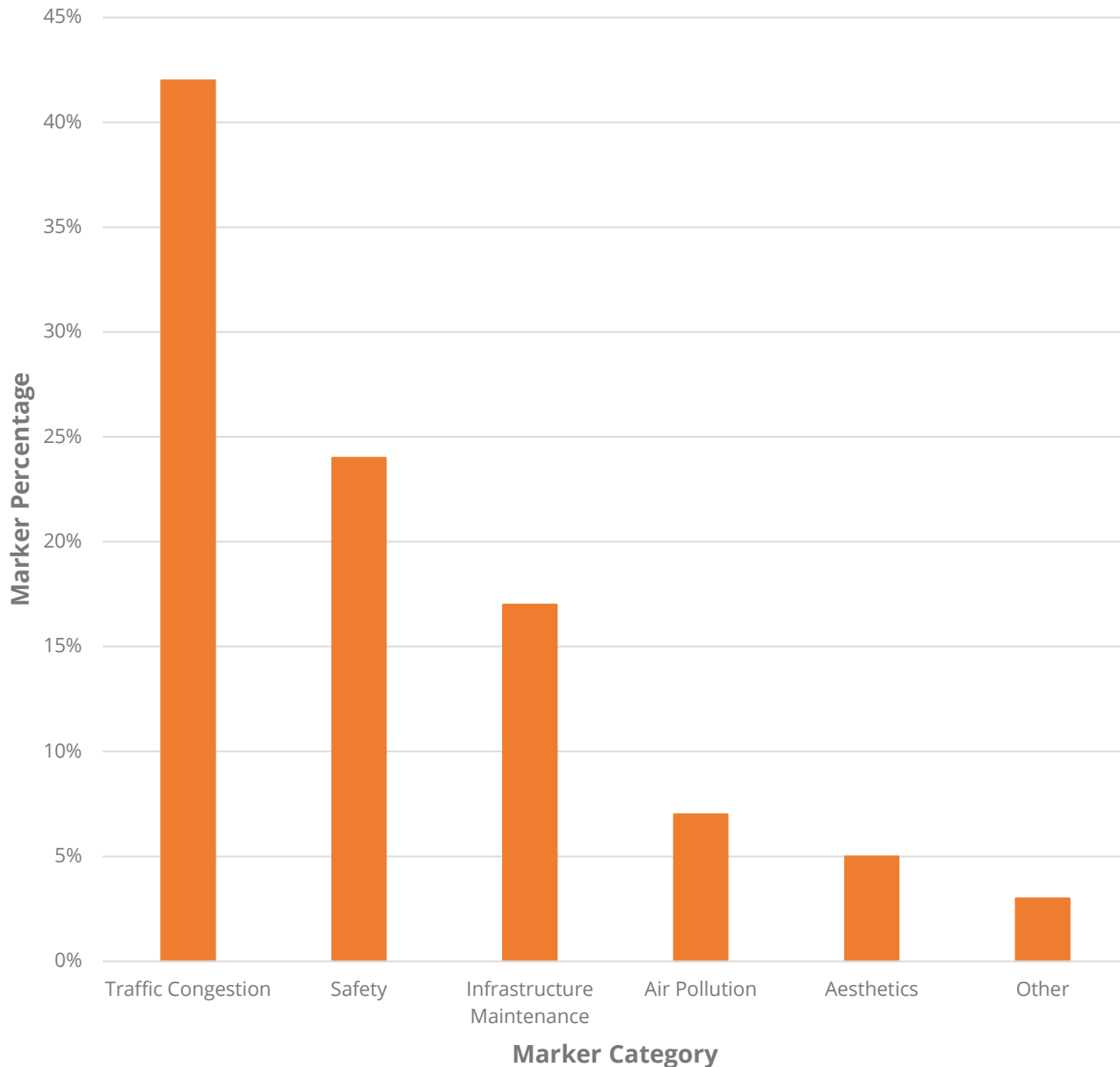
SR 54

Veterans Expwy/
Suncoast Pkwy

Dale Mabry Hwy



Survey Results: Truck Routing Issues



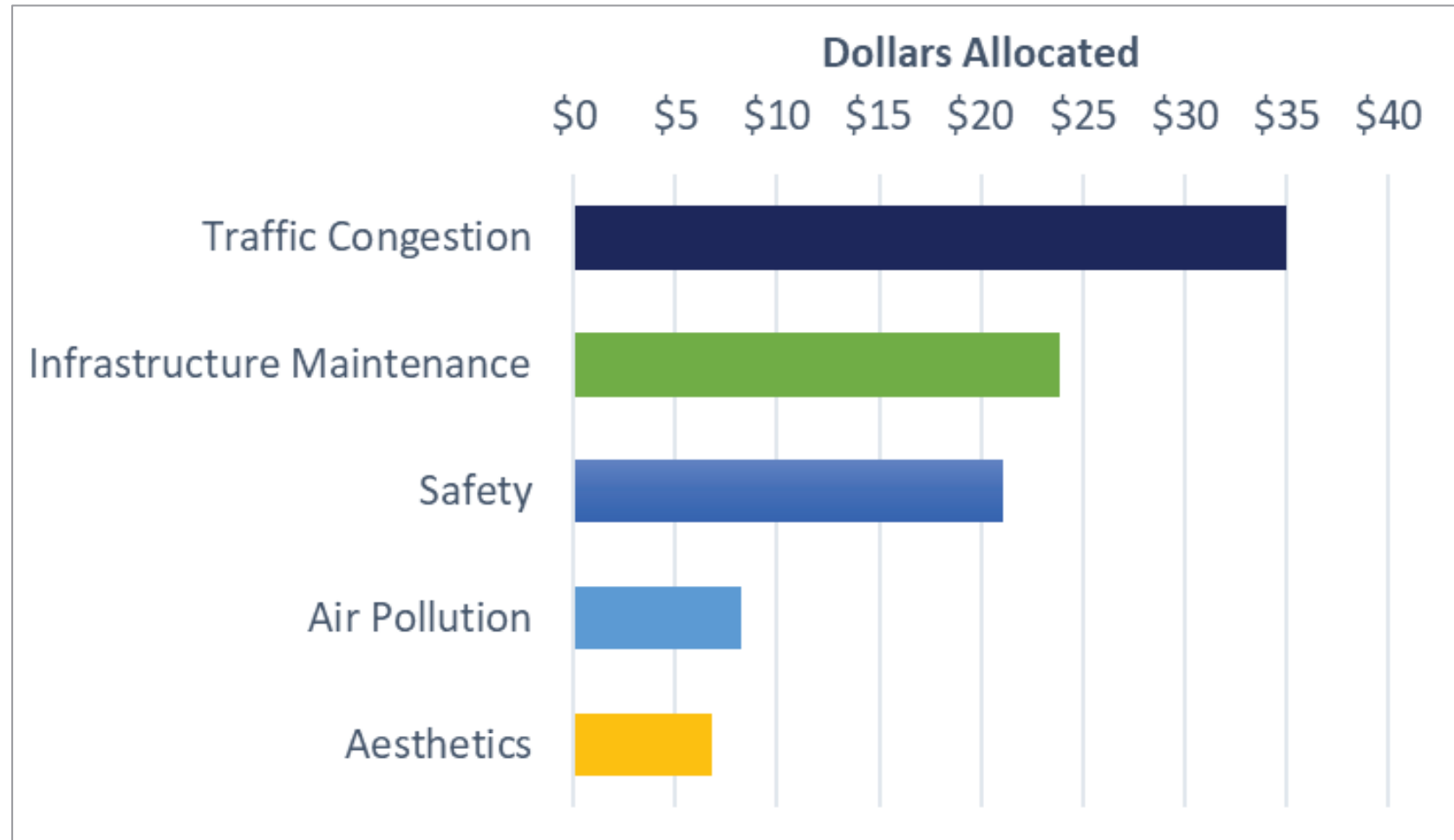
Truck Related Issue Locations

Truck Related Issue	Percentage of Comments
Safety	23%
Traffic Congestion	23%
Road Damage/ Infrastructure Maintenance	15%
Truck Parking	12%
Noise	12%
General Comment	10%
Air Pollution	5%

Survey Results: Investments

Prioritize Investments

Participants Asked to Invest in Solutions:
Budget Allocations



Appendix D: Analysis Results – Roadway Network Scores

Lower Performing Hillsborough County Truck Routes

				Freight Attractors								
				Roadway Character								
Analysis ID	Street	From	To	Corridor Designations				Truck Traffic				
				Designated Freight Corridor				Evacuation Route	Corridor Score	Truck Traffic Volume	Truck Traffic Volume Score	
				SIS Facility	TBRSPF Freeway or Limited Access Facility	TBRSPF Regional Freight Mobility Corridor	TBRSPF Freight Activity Center Street					
LP1	BALM WIMAUMA RD	STATE ROAD 674	COUNTY ROAD 672	0		0	0	0	0	50	1	Low
LP2	CHARLIE TAYLOR RD	AUSTIN TRAIL LN	E KNIGHTS GRIFFIN RD	0		0	0	0	0	50	1	Low
LP3	COUNTY ROAD 672	S US HIGHWAY 301	BALM RIVERVIEW RD	0		0	0	1	1	50 / 1000	2	Moderate
LP4	E FORTUNE ST	N TAMPA ST	N FRANKLIN ST	0		0	0	0	0	50	1	Low
LP5	E KNIGHTS GRIFFIN RD	N CARLTON RD	TOM MATHEWS RD	0		0	0	0	0	50	1	Low
LP6	E MADISON ST	N ASHLEY DR	N PIERCE ST	0		0	0	0	0	50	1	Low
LP7	E POLK ST	N ASHLEY DR	N JEFFERSON ST	0		0	0	0	0	50	1	Low
LP8	E TYLER ST	N FLORIDA AVE	N PIERCE ST	0		0	0	0	0	50	1	Low
LP9	E WASHINGTON ST	N PIERCE ST	N JEFFERSON ST	0		0	0	0	0	50	1	Low
LP10	E WASHINGTON ST	N ASHLEY DR	N TAMPA ST	0		0	0	0	0	50	1	Low
LP11	E WHITING ST	N ASHLEY DR	N FLORIDA AVE	0		0	0	0	0	50	1	Low
LP12	E ZACK ST	N ASHLEY DR	N JEFFERSON ST	0		0	0	0	0	50	1	Low
LP13	HENDERSON RD	W WATERS AVE	W LINEBAUGH AVE	0		0	0	0	0	50	1	Low
LP14	INTERBAY BLVD	S DALE MABRY HWY	BAYSHORE BLVD	0		0	0	0	0	50	1	Low
LP15	MCINTOSH RD	MARTIN LUTHER KING BLVD	E US HIGHWAY 92	0		0	0	0	0	50 / 1000	2	Moderate
LP16	MEDULLA RD	CORONET RD	S COUNTY LINE RD	0		0	0	0	0	50	1	Low
LP17	MULLIS CITY WAY	W LINEBAUGH AVE	GUNN HWY	0		0	0	0	0	50 / 1000	2	Moderate
LP18	N 34TH ST	E 22ND AVE	E MARTIN LUTHER KING BLVD	0		0	0	0	0	50	1	Low
LP19	N ASHLEY DR	CHANNELSIDE DR	E JACKSON ST	0		0	0	0	0	50	1	Low
LP20	N DOVER RD	E STATE ROAD 60	REX AVE	0		0	0	0	0	50 / 1000	2	Moderate
LP21	N FRANKLIN ST	E BROREIN ST	E FORTUNE ST	0		0	0	0	0	50	1	Low
LP22	N MORGAN ST	E JACKSON ST	E TYLER ST	0		0	0	0	0	50	1	Low
LP23	N PIERCE ST	E CASS ST	E TYLER ST	0		0	0	0	0	50	1	Low
LP24	N PIERCE ST	E WASHINGTON ST	E JACKSON ST	0		0	0	0	0	50	1	Low
LP25	N WILDER RD	N FRONTAGE RD	E KNIGHTS GRIFFIN RD	0		0	0	0	0	50	1	Low
LP26	RHODINE RD	S US HIGHWAY 301	BALM RIVERVIEW RD	0		0	0	0	0	50 / 1000	2	Moderate
LP27	S DALE MABRY HWY	NORTH BOUNDARY BLVD	INTERBAY BLVD	1		0	0	1	2	50	1	Low
LP28	SYMMES RD	S US HIGHWAY 41	S US HIGHWAY 301	0		0	0	0	0	1000 / 50	2	Moderate
LP29	W BAY TO BAY BLVD	S MANHATTAN AVE	S MACDILL AVE	0		0	0	0	0	50 / 1000	2	Moderate
LP30	W CASS ST	N HOWARD AVE	W TYLER ST	0		0	0	0	0	50 / 1000	2	Moderate
LP31	W OSBORNE AVE	N HIGHLAND AVE	N FLORIDA AVE	0		0	0	0	0	50	1	Low
LP32	W TYLER ST	W CASS ST	N ASHLEY DR	0		0	0	0	0	50	1	Low

Lower Performing Hillsborough County Truck Routes

Freight Attractors																		
Analysis ID	Roadway Character										Network Performance			Total	Freight Attractor Score			
	Freight Activity				Roadway Functional Classification	Estimated Roadway Travel Speed	Roadway Context				Circulation Score							
	Existing Freight Activity		Future Freight Activity				Hillsborough County Context Classification	Hillsborough County Context Classification Score	City of Tampa Context Classification	City of Tampa Context Classification Score								
LP1	---	0	0	None	0	0	None	Collector	35	C1&C2	3	---	0	3	High	7	2	Moderate
LP2	---	0	0	None	0	0	None	Collector	35	C3R / C1&C2	2	---	0	2	Moderate	5	2	Moderate
LP3	---	0	0	None	4	2	Moderate	Arterial	35	C1&C2 / C3R	2	---	0	3	High	10	3	High
LP4	---	0	0	None	2	1	Low	---	25	---	0	C6	1	1	Low	4	1	Low
LP5	---	0	0	None	0	0	None	Arterial	35	C1&C2 / C3R	2	---	0	3	High	6	2	Moderate
LP6	---	0	0	None	2	1	Low	---	25	---	0	C6	1	1	Low	4	1	Low
LP7	---	0 / 3	1	Low	2	1	Low	---	25	---	0	C6	1	1	Low	5	2	Moderate
LP8	---	0	0	None	2	1	Low	---	30	---	0	C6	1	1	Low	4	1	Low
LP9	---	0	0	None	2	1	Low	---	25	---	0	C6	1	1	Low	4	1	Low
LP10	---	0	0	None	2	1	Low	---	25	---	0	C6	1	1	Low	4	1	Low
LP11	---	0	0	None	2	1	Low	---	25	---	0	C6	1	1	Low	4	1	Low
LP12	---	0 / 3	1	Low	2	1	Low	---	25	---	0	C6	1	1	Low	5	2	Moderate
LP13	High Intensity	3	1	Low	2	1	Low	Collector	30	C3C	3	---	0	2	Moderate	8	3	High
LP14	---	0	0	None	0	0	None	---	30	---	0	C4 / SD	2	3	High	6	2	Moderate
LP15	---	0	0	None	0	0	None	Collector	35	C1&C2	3	---	0	3	High	8	3	High
LP16	---	0	0	None	2 / 0	1	Low	Collector	30	C1&C2	3	---	0	3	High	8	3	High
LP17	High Intensity	3 / 0	1	Low	0 / 2	1	Low	Collector	35	C3R	1	---	0	2	Moderate	7	2	Moderate
LP18	---	0 / 3	1	Low	0	0	None	---	30	---	0	C4	1	1	Low	4	1	Low
LP19	---	0	0	None	2	1	Low	---	35	---	0	C6	1	1	Low	4	1	Low
LP20	---	0	0	None	0	0	None	Collector	35	C1&C2 / C3R	2	---	0	3	High	7	2	Moderate
LP21	---	0	0	None	2	1	Low	---	25	---	0	C6	1	1	Low	4	1	Low
LP22	---	0 / 3	1	Low	2	1	Low	---	25	---	0	C6	1	1	Low	5	2	Moderate
LP23	---	0	0	None	2	1	Low	---	25	---	0	C6	1	1	Low	4	1	Low
LP24	---	0	0	None	2	1	Low	---	30	---	0	C6	1	1	Low	4	1	Low
LP25	---	0	0	None	0 / 2	1	Low	Collector	30	C1&C2	3	---	0	2	Moderate	7	2	Moderate
LP26	---	0	0	None	0 / 2	1	Low	Collector	35	C3R	1	---	0	3	High	7	2	Moderate
LP27	---	0	0	None	0	0	None	---	35	---	0	SD	3	3	High	9	3	High
LP28	---	0	0	None	2 / 0	1	Low	Collector	30	C3R	1	---	0	2	Moderate	6	2	Moderate
LP29	---	3	1	Low	2 / 0	1	Low	Collector	35	---	0	C4	1	3	High	8	3	High
LP30	---	0	0	None	2 / 0	1	Low	---	30	---	0	C5 / SD	2	2	Moderate	7	2	Moderate
LP31	---	0	0	None	0	0	None	---	30	---	0	C4	1	1	Low	3	1	Low
LP32	---	0	0	None	2	1	Low	---	30	---	0	C6 / SD	2	1	Low	5	2	Moderate

Analysis ID	Freight Detractors														Total	Freight Detractor Score		
	Areas of Concern & Sensitive Features						Input											
	Non Discrimination Areas			Schools			Parks			Complaints			Survey Comments					
	Non Discrimination Areas	Non Discrimination Areas Score		Schools	Schools Score		Parks	Parks Score		Complaints	Complaints Score		Survey Comments	Survey Comments Score				
LP1	0	0	None	0	0	None	1	1	Low	0	0	None	0	0	None	1	1	Low
LP2	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
LP3	0	0	None	1	1	Low	0	0	None	3	2	Moderate	5	3	High	6	3	High
LP4	0	0	None	0	0	None	0	0	None	0	0	None	1	1	Low	1	1	Low
LP5	0	0	None	0	0	None	1	1	Low	0	0	None	0	0	None	1	1	Low
LP6	0	0	None	0	0	None	2	2	Moderate	0	0	None	1	1	Low	3	2	Moderate
LP7	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	1	1	Low
LP8	1	1	Low	0	0	None	1	1	Low	0	0	None	1	1	Low	3	2	Moderate
LP9	0	0	None	1	1	Low	0	0	None	0	0	None	0	0	None	1	1	Low
LP10	0	0	None	0	0	None	2	2	Moderate	0	0	None	0	0	None	2	1	Low
LP11	0	0	None	0	0	None	2	2	Moderate	0	0	None	0	0	None	2	1	Low
LP12	0	0	None	0	0	None	1	1	Low	0	0	None	0	0	None	1	1	Low
LP13	1	1	Low	0	0	None	0	0	None	0	0	None	1	1	Low	2	1	Low
LP14	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
LP15	0	0	None	0	0	None	0	0	None	1	1	Low	1	1	Low	2	1	Low
LP16	0	0	None	0	0	None	0	0	None	1	1	Low	3	2	Moderate	3	2	Moderate
LP17	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
LP18	5	3	High	0	0	None	1	1	Low	0	0	None	0	0	None	4	2	Moderate
LP19	0	0	None	0	0	None	3	3	High	0	0	None	0	0	None	3	2	Moderate
LP20	2	2	Moderate	0	0	None	0	0	None	0	0	None	0	0	None	2	1	Low
LP21	0	0	None	0	0	None	3	3	High	0	0	None	1	1	Low	4	2	Moderate
LP22	0	0	None	0	0	None	1	1	Low	0	0	None	1	1	Low	2	1	Low
LP23	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	1	1	Low
LP24	0	0	None	1	1	Low	1	1	Low	0	0	None	0	0	None	2	1	Low
LP25	0	0	None	0	0	None	0	0	None	1	1	Low	1	1	Low	2	1	Low
LP26	0	0	None	0	0	None	0	0	None	1	1	Low	0	0	None	1	1	Low
LP27	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
LP28	1	1	Low	2	2	Moderate	1	1	Low	1	1	Low	4	3	High	8	3	High
LP29	0	0	None	0	0	None	1	1	Low	1	1	Low	0	0	None	2	1	Low
LP30	2	2	Moderate	0	0	None	1	1	Low	0	0	None	0	0	None	3	2	Moderate
LP31	0	0	None	1	1	Low	0	0	None	0	0	None	0	0	None	1	1	Low
LP32	1	1	Low	0	0	None	1	1	Low	0	0	None	0	0	None	2	1	Low

Analysis ID	Street	From	To	Freight Attractors					
				Roadway Character					
				Corridor Designations					
				Designated Freight Corridor				Evacuation Route	Corridor Score
SIS Facility	TBRSFP Freeway or Limited Access Facility	TBRSFP Regional Freight Mobility Corridor	TBRSFP Freight Activity Center Street						
CR1	AIR CARGO RD	W WOODLAWN AVE	W HILLSBOROUGH AVE	0		0	1	0	1
CR2	AIRPORT-SR 60 RAMPS	SR 60 W SB	GEORGE J BEAN PKWY	1		0	0	0	1
CR3	GEORGE J BEAN PKWY	SR 60 W SB-AIRPORT RAMP	AIRPORT SERVICE RD	1		0	0	0	1
CR4	BIG BEND RD	DICKMAN RD	S US HIGHWAY 41	0		0	1	0	1
CR5	BOYETTE RD	S US HIGHWAY 301	BALM RIVERVIEW RD	0		0	0	0	0
CR6	DELANEY CREEK BLVD	S US HIGHWAY 301	S FALKENBURG RD	0		0	1	0	1
CR7	E HANNA AVE	N 40TH ST	N 56TH ST	0		0	1	0	1
CR8	E SLIGH AVE	N 43RD ST	N 56TH ST	0		0	1	0	1
CR9	EAGLE PALM DR	S 78TH ST	S FALKENBURG RD	0		0	1	0	1
CR10	HARNEY RD	E SLIGH AVE	WILLIAMS RD	0		0	1	0	1
CR11	HARTFORD ST	DEAD END	S 50TH ST	0		0	1	0	1
CR12	JIM JOHNSON RD	JAP TUCKER RD	E ALEXANDER ST	0		0	1	0	1
CR13	MAYDELL DR	PALM RIVER RD	ADAMO DR	0		0	1	0	1
CR14	WIGGINS RD	CITY LIMITS	S FRONTAGE RD	0		0	1	0	1
CR15	PALM RIVER RD	S 78TH ST	S FALKENBURG RD	0		0	1	0	1
CR16	PEMBROKE RD	RAILROAD CROSSING	S US HIGHWAY 41	1		0	1	0	2
CR17	PINE CREST MANOR BLVD	N MANHATTAN AVE	N DALE MABRY HWY	0		0	1	0	1
CR18	W SLIGH AVE	BENJAMIN RD	N MANHATTAN AVE	0		0	1	0	1
CR19	POWELL RD	S US HIGHWAY 41	RAILROAD CROSSING	0		0	1	0	1
CR20	RACE TRACK RD	W HILLSBOROUGH AVE	W LINEBAUGH AVE	0		0	1	1	2
CR21	RALEIGH ST	DEAD END	S 50TH ST	0		0	1	0	1
CR22	ROBERTS RANCH RD	JIM JOHNSON RD	CORONET RD	0		0	1	0	1
CR23	S 78TH ST	RIVERVIEW DR	MADISON AVE	0		0	1	0	1
CR24	S VETERANS S-COURTNEY CAMPBELL RAMP	VETERANS EXPY S	SR 60/HILLS-COURTNEY CAMPBELL RAMP	1		0	0	0	1
CR25	SYDNEY RD	S FORBES RD	TURKEY CREEK RD	0		0	1	0	1
CR26	TAMPA EAST BLVD	E BROADWAY AVE	N US HIGHWAY 301	0		0	1	0	1
CR27	W LINEBAUGH AVE	COUNTRYWAY BLVD	SHELDON RD	0		0	0	0	0
CR28	WOODBERRY RD	N FALKENBURG RD	LAKEWOOD DR	0		0	1	0	1
CR29	WILLIAMS RD	E BROADWAY AVE	E MARTIN LUTHER KING BLVD	0		0	1	0	1
CR30	WILLIAMS RD	N US HIGHWAY 301	E FOWLER AVE	0		0	0	0	0
CR31	LESLIE RD	E BROADWAY AVE	E 21ST AVE	0		0	1	0	1
CR32	E 21ST AVE	LESLIE RD	N US HIGHWAY 301	0		0	1	0	1
CR33	OVERPASS RD	N US HIGHWAY 301	E BROADWAY AVE	0		0	1	0	1
CR34	W CREST AVE	AIR CARGO RD	N WEST SHORE BLVD	0		0	1	0	1
CR35	KRACKER AVE	S US HIGHWAY 41	PHILLIPS LN	0		0	1	0	1
CR36	PHILLIPS LN	KRACKER AVE	OHIO ST	0		0	1	0	1
CR37	OHIO ST	S US HIGHWAY 41	PHILLIPS LN	0		0	1	0	1

Analysis ID	Freight Attractors													
	Roadway Character										Roadway Context			
	Truck Traffic		Freight Activity				Roadway Functional Classification	Estimated Roadway Travel Speed	Hillsborough County Context Classification	Hillsborough County Context Classification Score	City of Tampa Context Classification	City of Tampa Context Classification Score		
Truck Traffic Volume	Truck Traffic Volume Score	Existing Freight Activity	Existing Freight Activity Score	Future Freight Activity	Future Freight Activity Score									
CR1	1000 / 50	2 Moderate	High Intensity	10 / 8	3 High	7 / 5	3 High	---	35 / 25	---	0	SD	3	
CR2	1000 / 50	2 Moderate	High Intensity	4 / 5	2 Moderate	2 / 4 / 5	2 Moderate	---	25	---	0	SD / C3C	3	
CR3	3000 / 1000	3 High	High Intensity	5	2 Moderate	2 / 4	2 Moderate	---	35 / 50	---	0	SD	3	
CR4	50 / 1000	2 Moderate	Medium Intensity	4	1 Low	2	1 Low	Collector	25	C3C	3	---	0	
CR5	3000	3 High		0	0 None	0	0 None	Arterial	35	C3R	1	---	0	
CR6	50 / 1000	2 Moderate	High Intensity	8 / 10	3 High	4 / 5 / 10	3 High	---	25	---	0	---	0	
CR7	1000	2 Moderate	High Intensity	10 / 6	3 High	2	1 Low	Collector	30	C3C	3	C4	1	
CR8	50 / 1000	2 Moderate	High Intensity	10 / 3	3 High	2	1 Low	Collector	30	C3R	1	C3R	1	
CR9	1000	2 Moderate	High Intensity	5	2 Moderate	0	0 None	---	30	---	0	---	0	
CR10	50 / 1000	2 Moderate	Medium Intensity	4 / 3 / 5 / 6	2 Moderate	2 / 0	1 Low	Arterial	35	C3R / C3C	2	---	0	
CR11	50	1 Low	High Intensity	5	2 Moderate	2	1 Low	---	25	---	0	---	0	
CR12	50 / 1000	2 Moderate	High Intensity	5 / 0	2 Moderate	4	2 Moderate	Collector	35	C1&C2	3	---	0	
CR13	50	1 Low	High Intensity	9	3 High	2	1 Low	Collector	35	C4	1	C6	1	
CR14	50 / 1000	2 Moderate	High Intensity	5 / 0	2 Moderate	7 / 0	3 High	Collector	30 / 25	C1&C2	3	---	0	
CR15	1000	2 Moderate	High Intensity	9 / 8 / 4 / 3	3 High	0 / 4 / 5 / 9	3 High	Collector	30	C3C	3	---	0	
CR16	1000	2 Moderate	Medium Intensity	4	1 Low	0	0 None	---	25	---	0	---	0	
CR17	1000	2 Moderate	---	3 / 4	1 Low	2 / 4	2 Moderate	Arterial	35	C3R	1	---	0	
CR18	1000	2 Moderate	High Intensity	5 / 9	3 High	4 / 5	2 Moderate	Arterial	35	C3C	3	---	0	
CR19	1000	2 Moderate	Medium Intensity	3	1 Low	0	0 None	---	25	---	0	---	0	
CR20	1000 / 50	2 Moderate	---	3	1 Low	2 / 0	1 Low	Arterial	35	C3C	3	---	0	
CR21	50	1 Low	High Intensity	4	1 Low	2	1 Low	---	25	---	0	---	0	
CR22	1000	2 Moderate	High Intensity	5	2 Moderate	2	1 Low	---	25	---	0	---	0	
CR23	1000	2 Moderate	High Intensity	5	2 Moderate	0	0 None	Collector	35	C3C / C3R	2	---	0	
CR24	1000	2 Moderate	---	3	1 Low	2	1 Low	Principal Arterial	25	---	0	C3C	3	
CR25	1000	2 Moderate	---	0 / 3	1 Low	0	0 None	Collector	30	C1&C2	3	---	0	
CR26	1000	2 Moderate	High Intensity	3 / 4 / 8	3 High	2 / 4	2 Moderate	Collector	30	C3C	3	---	0	
CR27	1000	2 Moderate	---	0 / 3	1 Low	0 / 2	1 Low	Arterial	35	C3R	1	---	0	
CR28	50 / 1000	2 Moderate	High Intensity	9 / 4 / 5 / 3	3 High	2 / 4 / 7 / 9	3 High	Collector	30	C3R	1	---	0	
CR29	1000	2 Moderate	High Intensity	3 / 0	1 Low	7 / 2	3 High	Collector	30	C3R	1	---	0	
CR30	3000	2 Moderate	---	0	0 None	0	0 None	Collector	30	C3R	1	---	0	
CR31	1000	2 Moderate	High Intensity	3	1 Low	4	2 Moderate	---	25	---	0	SD	3	
CR32	1000	2 Moderate	High Intensity	3	1 Low	4	2 Moderate	---	25	---	0	---	0	
CR33	1000	2 Moderate	High Intensity	4	1 Low	4	2 Moderate	---	25	---	0	---	0	
CR34	50	1 Low	High Intensity	10	3 High	7	3 High	---	25	---	0	SD	3	
CR35	50	1 Low	Medium Intensity	3	1 Low	0	0 None	---	25	---	0	---	0	
CR36	50	1 Low	Medium Intensity	3 / 0	1 Low	0	0 None	---	25	---	0	---	0	
CR37	50	1 Low	Medium Intensity	0	0 None	0	0 None	---	25	---	0	---	0	

Freight Attractors								
Analysis ID	Network Performance				Total	Freight Attractor Score		
	Circulation Score	Roadway Connectivity Score	Freight Activity Connectivity Score	Redundancy Score				
CR1	3	High	1	0	0	16	3	High
CR2	3	High	1	1	0	15	3	High
CR3	3	High	1	0	0	15	3	High
CR4	3	High	1	0	0	12	3	High
CR5	3	High	1	0	0	8	2	Moderate
CR6	2	Moderate	1	0	0	12	3	High
CR7	2	Moderate	1	0	0	14	3	High
CR8	2	Moderate	0	0	0	11	3	High
CR9	3	High	1	1	0	10	2	Moderate
CR10	2	Moderate	1	1	0	12	3	High
CR11	3	High	1	0	0	9	2	Moderate
CR12	3	High	0	1	0	14	3	High
CR13	2	Moderate	1	1	0	12	3	High
CR14	1	Low	1	1	1	15	3	High
CR15	2	Moderate	1	1	0	16	3	High
CR16	3	High	1	0	0	9	2	Moderate
CR17	2	Moderate	1	0	0	10	3	High
CR18	2	Moderate	1	0	0	14	3	High
CR19	3	High	1	0	0	8	2	Moderate
CR20	3	High	1	1	0	14	3	High
CR21	3	High	1	0	0	8	2	Moderate
CR22	3	High	0	0	0	9	2	Moderate
CR23	2	Moderate	1	1	0	11	3	High
CR24	3	High	1	1	0	13	3	High
CR25	3	High	0	1	0	11	3	High
CR26	1	Low	1	0	0	13	3	High
CR27	3	High	0	1	0	9	2	Moderate
CR28	2	Moderate	1	0	0	13	3	High
CR29	2	Moderate	1	0	0	11	3	High
CR30	1	Low	1	0	0	5	1	Low
CR31	1	Low	1	0	0	11	3	High
CR32	1	Low	1	0	0	8	2	Moderate
CR33	1	Low	1	0	0	8	2	Moderate
CR34	3	High	1	0	0	15	3	High
CR35	1	Low	1	0	0	5	1	Low
CR36	1	Low	1	1	0	6	2	Moderate
CR37	1	Low	1	0	1	5	1	Low

Freight Detractors														
Analysis ID	Areas of Concern & Sensitive Features								Input					
	Non Discrimination Areas		Schools			Parks			Complaints			Survey Comments		
	Non Discrimination Areas	Non Discrimination Areas Score	Schools	Schools Score	Parks	Parks Score	Complaints	Complaints Score	Survey Comments	Survey Comments Score				
CR1	2	2 Moderate	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR2	1	1 Low	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR3	1	1 Low	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR4	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR5	1	1 Low	0	0 None	0	0 None	0	0 None	0	0 None	1	1 Low		
CR6	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR7	4	3 High	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR8	4	3 High	1	1 Low	1	1 Low	1	1 Low	0	0 None	0	0 None		
CR9	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR10	2	2 Moderate	0	0 None	2	2 Moderate	1	1 Low	0	0 None	0	0 None		
CR11	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR12	0	0 None	0	0 None	0	0 None	1	1 Low	0	0 None	0	0 None		
CR13	2	2 Moderate	1	1 Low	0	0 None	2	2 Moderate	1	1 Low	0	0 None		
CR14	0	0 None	0	0 None	0	0 None	4	3 High	0	0 None	0	0 None		
CR15	3	2 Moderate	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR16	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR17	5	3 High	1	1 Low	0	0 None	0	0 None	0	0 None	0	0 None		
CR18	5	3 High	1	1 Low	0	0 None	1	1 Low	0	0 None	0	0 None		
CR19	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR20	0	0 None	0	0 None	0	0 None	1	1 Low	0	0 None	0	0 None		
CR21	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR22	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR23	3	2 Moderate	0	0 None	0	0 None	4	3 High	2	2 Moderate	0	0 None		
CR24	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR25	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR26	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR27	0	0 None	0	0 None	1	1 Low	1	1 Low	1	1 Low	0	0 None		
CR28	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR29	0	0 None	0	0 None	0	0 None	1	1 Low	0	0 None	0	0 None		
CR30	0	0 None	0	0 None	0	0 None	1	1 Low	0	0 None	0	0 None		
CR31	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR32	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR33	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR34	1	1 Low	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR35	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR36	1	1 Low	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		
CR37	1	1 Low	0	0 None	0	0 None	0	0 None	0	0 None	0	0 None		

Freight Detractors																			
Analysis ID	Restrictions												Total	Freight Detractor Score					
	No Truck Route Signs			Roadway Lanes		Pavement Condition		Pavement Type			Bridge Height Limitation								
	Signs	Signs Score	Roadway Special Designation Score	# of Roadway Lanes	Roadway Lanes Score	Pavement Condition	Pavement Condition Score	Pavement Type	Pavement Type Score	Bridge Weight Limitation Score	Bridge Height Limitation	Bridge Height Limitation Score							
CR1	0	0	None	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
CR2	0	0	None	0	1 / 2	3	High	4 / 3.5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT./08 CONCRETE	1	0	0	0	None	6	2	Moderate
CR3	0	0	None	0	2 / 4	2	Moderate	4	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT./08 CONCRETE	1	0	0	0	None	5	1	Low
CR4	1	1	Low	0	2	3	High	5 / 3.5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
CR5	2	1	Low	0	3	2	Moderate	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
CR6	0	0	None	0	0	0	None	0	0	None	---	0	0	0	0	None	0	0	None
CR7	4	2	Moderate	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	12	3	High
CR8	6	2	Moderate	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	15	3	High
CR9	0	0	None	0	1	3	High	0	0	None	---	0	0	0	0	None	3	1	Low
CR10	6	2	Moderate	0	2 / 1	3	High	3 / 3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	14	3	High
CR11	1	1	Low	0	---	0	None	---	0	None	---	0	0	0	0	None	1	1	Low
CR12	1	1	Low	0	---	0	None	---	0	None	---	0	0	0	0	None	2	1	Low
CR13	4	2	Moderate	0	2	3	High	0	0	None	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	13	3	High
CR14	1	1	Low	0	---	0	None	---	0	None	---	0	0	0	0	None	4	1	Low
CR15	7	3	High	0	2 / 1	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	12	3	High
CR16	1	1	Low	0	2	3	High	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
CR17	0	0	None	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	11	3	High
CR18	9	3	High	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	15	3	High
CR19	0	0	None	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
CR20	4	2	Moderate	0	3	2	Moderate	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
CR21	0	0	None	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
CR22	0	0	None	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
CR23	0	0	None	0	2	3	High	4 / 3.5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	13	3	High
CR24	0	0	None	0	3	2	Moderate	4	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	5	1	Low
CR25	1	1	Low	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
CR26	0	0	None	0	2	3	High	2.5	3	Poor	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
CR27	3	1	Low	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	11	3	High
CR28	1	1	Low	0	2 / 1	3	High	2.5 / 4	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
CR29	2	1	Low	0	1 / 2	3	High	3.5 / 4	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
CR30	3	1	Low	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
CR31	1	1	Low	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
CR32	1	1	Low	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
CR33	1	1	Low	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
CR34	0	0	None	0	0	0	None	3	2	Fair	---	0	0	0	0	None	3	1	Low
CR35	1	1	Low	0	2	3	High	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
CR36	0	0	None	0	2	3	High	4 / 3.5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	1	0	0	None	8	2	Moderate
CR37	0	0	None	0	2	3	High	4	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate

Other Roads

Analysis ID	Street	From	To	Freight Attractors								
				Roadway Character								
				Corridor Designations					Truck Traffic			
				Designated Freight Corridor					Evacuation Route	Corridor Score	Truck Traffic Volume	Truck Traffic Volume Score
SIS Facility	TBRSPF Freeway or Limited Access Facility	TBRSPF Regional Freight Mobility Corridor	TBRSPF Truck Route	TBRSPF Freight Activity Center Street								
OR1	33RD ST SE	14TH AVE SE	E COLLEGE AVE / SUN CITY CENTER BLVD	1		0	0	0	0	1	1000 / 50	2 Moderate
OR2	TECO RD	E COLLEGE AVE	TECO RD	1		0	0	0	0	1	1000	2 Moderate
OR3	I275-ASHLEY / TAMPA RAMPS	W TYLER ST	I-275	1		0	0	0	0	1	1000 / 7500	3 High
OR4	CHANNELSIDE DR	ADAMO DR	E 2ND AVE	1		0	2	0	1	4	1000	2 Moderate
OR5	N 21ST ST	21ST-SELMON W RAMP	E 23RD AVE	1		3	2	0	1	7	1000 / 3000 / 50	3 High
OR6	E 23RD AVE	N 22ND ST	N 21ST ST	0		0	2	0	0	2	50	1 Low
OR7	E FLORIBRASKA AVE	N TAMPA ST	N FLORIDA AVE	0		0	2	0	0	2	1000	2 Moderate
OR8	E JACKSON ST	N JEFFERSON ST	N MERIDIAN AVE	0		0	2	0	1	3	1000	2 Moderate
OR9	E PARK RD	S PARK RD	JIM JOHNSON RD	0		0	0	1	0	1	3000	3 High
OR10	I75 N-REST AREA	INTERSTATE 75 N	INTERSTATE 75 N	1		0	0	0	0	1	50	1 Low
OR11	INDEPENDENCE PKWY	INDEPENDENCE-VETERANS S RAMP	ANCHOR PLAZA PKWY	1		0	0	0	0	1	1000	2 Moderate
OR12	LIZARDS TAIL RD	PARK CENTRE DR	DEAD END	1		0	0	0	0	1	50	1 Low
OR13	PALM POINTE DR	POINTE OF TAMPA WAY	PARK CENTRE DR	1		0	0	0	0	1	50	1 Low
OR14	MARITIME BLVD	RAILROAD CROSSING	S 22ND ST	1		0	0	1	0	2	3000	3 High
OR15	N 22ND ST	MARITIME BLVD	MARCONI ST	0		0	2	1	0	3	50	1 Low
OR16	N 34TH ST	MCKAY BAY PARK RD	ADAMO DR	0		0	2	0	0	2	1000	2 Moderate
OR17	N 41ST ST	DEAD END	DEAD END	0		0	2	0	0	2	50	1 Low
OR18	N 62ND ST	E 8TH AVE	E COLUMBUS DR	1		3	2	0	0	6	1000	2 Moderate
OR19	S ALEXANDER ST	JAMES L REDMAN PKWY	L H DR	0		3	0	0	0	3	3000 / 1000	3 High
OR20	N COLLINS ST	E REYNOLDS ST	E BAKER ST	0		0	2	0	0	2	1000	2 Moderate
OR21	N MERIDIAN AVE	CHANNELSIDE DR	E TWIGGS ST	0		0	2	0		2	1000	2 Moderate
OR22	N MORGAN ST	E TYLER ST	SCOTT ST	0		0	2	0	0	2	50	1 Low
OR23	N NEBRASKA AVE	E JACKSON ST	E KENNEDY BLVD	0		0	2	0	1	3	1000	2 Moderate
OR24	N ORANGE AVE	E CASS ST	SCOTT ST	1		0	2	0	0	3	1000	2 Moderate
OR25	ROBERT TOLLE DR	BLOOMINGDALE AVE	DEAD END	1		0	0	0	0	1	50 / 1000	2 Moderate

Other Roads

Analysis ID	Street	From	To	Freight Attractors								
				Roadway Character								
				Corridor Designations						Truck Traffic		
				Designated Freight Corridor					Evacuation Route	Corridor Score	Truck Traffic Volume	Truck Traffic Volume Score
				SIS Facility	TBRSFP Freeway or Limited Access Facility	TBRSFP Regional Freight Mobility Corridor	TBRSFP Truck Route	TBRSFP Freight Activity Center Street				
OR26	SCOTT ST	N TAMPA ST	N ORANGE AVE	0		0	2	0	0	2	1000 / 50	2 Moderate
OR27	W VIOLET ST	N FLORIDA AVE	N HIGHLAND AVE	0		0	2	0	0	2	50	1 Low
OR28	AIRPORT RD	TURKEY CREEK RD	S ALEXANDER ST	0		0	0	1	0	1	1000 / 50	2 Moderate
OR29	BUSINESS LN	PARKING LOT	TURKEY CREEK RD	0		0	0	1	0	1	50	1 Low
OR30	CENTRAL DR	DEAD END	INDUSTRIAL PARK DR	0		0	0	1	0	1	1000	2 Moderate
OR31	COMMERCE RD	SYDNEY RD	DEAD END	0		0	0	1	0	1	50	1 Low
OR32	DAVIS BLVD	W DAVIS BLVD	W DE LEON ST	0		0	0	0	0	0	3000	3 High
OR33	S PLANT AVE	DAVIS IS BRIDGE-OFF RAMP	W BROREIN ST	0		0	0	0	0	0	3000	3 High
OR34	S HYDE PARK AVE	W DE LEON ST	W BROREIN ST	0		0	0	0	0	0	3000	3 High
OR35	W BROREIN ST	S PLANT AVE	S HYDE PARK AVE	0		0	0	0	0	0	3000	3 High
OR36	E 4TH AVE	N 22ND ST	N 34TH ST	0		0	0	1	0	1	50	1 Low
OR37	E ACLINE DR	N 45TH ST	PARKING LOT	0		0	0	1	0	1	50 / 1000	2 Moderate
OR38	E FRONTAGE RD	CENTURY PARK DR	W LAUREL ST	0		0	0	0	0	0	3000	3 High
OR39	E KAY ST	N TAMPA ST	N FLORIDA AVE	0		0	0	0	0	0	3000	3 High
OR40	EAGLE FALLS PL	MADISON AVE	DEAD END	0		0	0	1	0	1	1000	2 Moderate
OR41	GRANT ST	RAILROAD CROSSING	S BERMUDA BLVD	0		0	0	1	0	1	50 / 1000	2 Moderate
OR42	INDUSTRIAL PARK DR	SYDNEY RD	DEAD END	0		0	0	1	0	1	1000	2 Moderate
OR43	N 19TH ST	N 20TH ST	ADAMO DR	0		0	0	1	0	1	1000	2 Moderate
OR44	N 20TH ST	CUL DE SAC WITH ISLE	N 19TH ST	0		0	0	1	0	1	1000 / 50	2 Moderate
OR45	N 45TH ST	ADAMO DR	E ACLINE DR	0		0	0	1	0	1	50	1 Low
OR46	N COUNTY LINE RD	AMBERJACK BLVD	I4 W-COUNTY LINE RAMP	0		0	0	0	0	0	3000	3 High
OR47	N HESPERIDES ST	W MARTIN LUTHER KING BLVD	W CREST AVE	0		0	0	1	0	1	50	1 Low
OR48	N LOIS AVE	W TAMPA BAY BLVD	W MARTIN LUTHER KING BLVD	0		0	0	1	0	1	1000 / 50	2 Moderate
OR49	N WEST SHORE BLVD	W TAMPA BAY BLVD	W MARTIN LUTHER KING BLVD	0		0	0	1	0	1	50	1 Low
OR50	N WOODROW WILSON ST	AIRPORT RD	W REYNOLDS ST	0		0	0	1	0	1	50	1 Low
OR51	NATIONAL GUARD DR	AIRPORT RD	PARKING LOT	0		0	0	1	0	1	50	1 Low
OR52	SYDNEY RD	TURKEY CREEK RD	AIRPORT RD	0		0	0	1	0	1	1000	2 Moderate
OR53	SAMMONDS RD	STATE ROAD 574	S ALEXANDER ST	0		0	0	1	0	1	1000	2 Moderate
OR54	W CLEVELAND ST	S NEWPORT AVE	S WILLOW AVE	0		0	0	0	0	0	3000	2 Moderate
OR55	W MARTIN LUTHER KING BLVD	S ALEXANDER ST	S WHEELER ST	0		0	0	1	0	1	1000 / 50	2 Moderate
OR56	W TAMPA BAY BLVD	AIR CARGO RD	N DALE MABRY HWY	0		0	0	1	0	1	50 / 1000	2 Moderate
OR57	WOOD CT	CUL DE SAC WITH ISLE	AIRPORT RD	0		0	0	1	0	1	50	1 Low

Freight Attractors																			
Analysis ID	Roadway Character										Network Performance						Total	Freight Attractor Score	
	Freight Activity				Roadway Functional Classification	Estimated Roadway Travel Speed	Roadway Context				Circulation Score	Roadway Connectivity Score	Freight Activity Connectivity Score	Redundancy Score					
	Existing Freight Activity	Existing Freight Activity Score	Future Freight Activity	Future Freight Activity Score			Hillsborough County Context Classification	Hillsborough County Context Classification Score	City of Tampa Context Classification	City of Tampa Context Classification Score									
OR1	---	3	1 Low	2	1 Low	Collector	25	C3R	1	---	0	1 Low	1	1	0	9	2	Moderate	
OR2	---	3	1 Low	2	1 Low	---	25	---	0	---	0	1 Low	1	0	0	7	2	Moderate	
OR3	---	0	0 None	2	1 Low	---	25 / 35	---	0	C6	1	3 High	1	0	2	12	3	High	
OR4	High Intensity	3	1 Low	4	2 Moderate	---	30 / 35	---	0	C6	1	3 High	1	0	1	15	3	High	
OR5	High Intensity	3	1 Low	4 / 5 / 2	2 Moderate	---	35 / 25	---	0	C4 / C5 / C6 / C1	2	3 High	1	0	1	20	3	High	
OR6	---	3	1 Low	2	1 Low	---	25	---	0	C5	1	3 High	0	0	0	9	2	Moderate	
OR7	---	0	0 None	0	0 None	---	35	---	0	C5	1	3 High	0	0	0	8	2	Moderate	
OR8	---	6	2 Moderate	4	2 Moderate	---	35	---	0	C6 / C4	1	1 Low	1	1	2	15	3	High	
OR9	High Intensity	5	2 Moderate	2	1 Low	Arterial	25	---	0	---	0	3 High	1	0	0	11	3	High	
OR10	---	9	3 High	0	0 None	---	25	---	0	---	0	3 High	1	0	0	9	2	Moderate	
OR11	High Intensity	4	1 Low	2	1 Low	---	35	---	0	SD	3	1 Low	1	0	0	10	2	Moderate	
OR12	---	0	0 None	0	0 None	---	25	---	0	C3R	1	1 Low	0	0	0	4	1	Low	
OR13	---	0	0 None	0	0 None	---	25	---	0	C3C	3	1 Low	0	0	0	6	2	Moderate	
OR14	High Intensity	8	3 High	4	2 Moderate	---	25	---	0	C4 / C3C	2	3 High	1	0	0	16	3	High	
OR15	High Intensity	6 / 8	3 High	4 / 2 / 5	2 Moderate	Arterial	25	---	0	C4	1	1 Low	1	0	0	12	3	High	
OR16	High Intensity	8	3 High	7	3 High	---	25	---	0	C6	1	3 High	1	0	0	15	3	High	
OR17	---	0 / 3	1 Low	0	0 None	---	25	---	0	C3R	1	1 Low	0	1	0	7	2	Moderate	
OR18	High Intensity	5 / 9	3 High	0	0 None	---	25	---	0	C4	1	3 High	1	0	0	16	3	High	
OR19	Medium Intensity	0 / 3	1 Low	2 / 0 / 4	2 Moderate	---	35	---	0	---	0	2 Moderate	1	1	1	14	3	High	
OR20	---	0	0 None	0	0 None	---	35	---	0	---	0	3 High	1	0	0	8	2	Moderate	
OR21	---	6 / 3	2 Moderate	4 / 2	2 Moderate	Collector	35	---	0	C6 / C3C	2	1 Low	1	0	2	14	3	High	
OR22	---	0 / 3	1 Low	2	1 Low	---	25	---	0	C6	1	1 Low	0	1	2	10	2	Moderate	
OR23	---	6	2 Moderate	4	2 Moderate	---	35	0	0	C6	1	3 High	0	0	2	15	3	High	
OR24	---	3	1 Low	4 / 2	2 Moderate	---	30	---	0	C6	1	3 High	1	1	2	16	3	High	
OR25	---	0 / 3	1 Low	0 / 2	1 Low	---	25	---	0	---	0	1 Low	0	1	0	7	2	Moderate	

Other Roads

Analysis ID	Freight Attractors															Total	Freight Attractor Score	
	Roadway Character							Network Performance										
	Freight Activity				Roadway Functional Classification	Estimated Roadway Travel Speed	Roadway Context				Circulation Score	Roadway Connectivity Score	Freight Activity Connectivity Score	Redundancy Score				
	Existing Freight Activity	Existing Freight Activity Score	Future Freight Activity	Future Freight Activity Score			Hillsborough County Context Classification	Hillsborough County Context Classification Score	City of Tampa Context Classification	City of Tampa Context Classification Score								
OR26	---	3 / 0	1 Low	2 / 4	2 Moderate	---	30 / 25	---	0	C6 / C5	1	3 High	1	1	2	15	3	High
OR27	---	0	0 None	0	0 None	---	35	0	0	---	0	1 Low	0	0	2	6	2	Moderate
OR28	Medium Intensity	4 / 3	1 Low	2	1 Low	---	30	---	0	---	0	3 High	0	1	0	9	2	Moderate
OR29	Medium Intensity	4	1 Low	2	1 Low	---	25	---	0	---	0	3 High	0	0	0	7	2	Moderate
OR30	Medium Intensity	4	1 Low	2	1 Low	---	25	---	0	---	0	3 High	0	0	0	8	2	Moderate
OR31	Medium Intensity	4	1 Low	2	1 Low	---	25	C1&C2	3	---	0	3 High	0	0	0	10	2	Moderate
OR32	---	5 / 0	2 Moderate	0	0 None	---	35 / 30	---	0	C3R / SD / C4 / C5	2	3 High	0	1	2	13	3	High
OR33	---	0	0 None	2 / 0	1 Low	---	35	---	0	C6 / C5	1	3 High	1	1	2	12	3	High
OR34	---	0	0 None	2	1 Low	---	35	---	0	C5 / C6	1	3 High	1	1	2	12	3	High
OR35	---	0	0 None	2	1 Low	---	35	---	0	C6	1	3 High	1	0	2	11	3	High
OR36	High Intensity	3 / 4	1 Low	4 / 7	3 High	---	30	---	0	C4 / C5	1	1 Low	1	0	0	9	2	Moderate
OR37	High Intensity	9	3 High	4	2 Moderate	---	25	---	0	C3C / C4	2	3 High	1	0	0	14	3	High
OR38	---	5	2 Moderate	4	2 Moderate	---	25	---	0	C4	1	1 Low	0	0	0	9	2	Moderate
OR39	---	0	0 None	2	1 Low	---	30	---	0	C5	1	3 High	1	0	2	11	3	High
OR40	High Intensity	6	2 Moderate	2	1 Low	---	25	---	0	---	0	3 High	1	0	0	10	2	Moderate
OR41	High Intensity	6	2 Moderate	4	2 Moderate	---	25	---	0	C4	1	3 High	1	0	0	12	3	High
OR42	Medium Intensity	4	1 Low	2	1 Low	---	25	C1&C2	3	---	0	3 High	0	0	0	11	3	High
OR43	High Intensity	3 / 6	2 Moderate	5	2 Moderate	---	30	---	0	C6	1	3 High	1	0	0	12	3	High
OR44	High Intensity	6	2 Moderate	5	2 Moderate	---	30	---	0	C3C	3	3 High	1	0	0	14	3	High
OR45	High Intensity	9	3 High	4	2 Moderate	---	25	---	0	C6	1	3 High	1	0	0	12	3	High
OR46	High Intensity	5	2 Moderate	0 / 7	3 High	Collector	35	C3C	3	---	0	2 Moderate	1	1	0	15	3	High
OR47	High Intensity	9 / 10	3 High	7 / 5	3 High	---	25	C3R	1	C4	1	1 Low	0	0	0	11	3	High
OR48	---	5	2 Moderate	9 / 7 / 5	3 High	---	30	---	0	SD / C4	2	3 High	0	0	0	13	3	High
OR49	High Intensity	10 / 8	3 High	5 / 7	3 High	---	25	---	0	SD	3	3 High	0	0	0	14	3	High
OR50	Medium Intensity	4 / 3	1 Low	2 / 4	2 Moderate	---	30	---	0	---	0	3 High	0	0	0	8	2	Moderate
OR51	Medium Intensity	4	1 Low	2 / 4	2 Moderate	---	25	---	0	---	0	3 High	0	0	0	8	2	Moderate
OR52	Medium Intensity	4 / 3	1 Low	2	1 Low	---	30	---	0	---	0	3 High	0	0	0	8	2	Moderate
OR53	Medium Intensity	4 / 3	1 Low	4 / 0	2 Moderate	---	25	---	0	---	0	3 High	1	1	0	11	3	High
OR54	---	0	0 None	0	0 None	---	35	---	0	C4	1	3 High	1	0	2	9	2	Moderate
OR55	Medium Intensity	0	0 None	0	0 None	---	25	---	0	---	0	3 High	0	0	0	6	2	Moderate
OR56	High Intensity	5 / 6	2 Moderate	7 / 5	3 High	---	25 / 30	---	0	SD / C4	2	3 High	1	0	0	14	3	High
OR57	Medium Intensity	4	1 Low	2	1 Low	---	25	---	0	---	0	3 High	0	0	0	7	2	Moderate

Freight Detractors																		
Analysis ID	Areas of Concern & Sensitive Features						Input						Restrictions					
	Non Discrimination Areas			Schools			Parks			Complaints			Survey Comments			No Truck Route Signs		
	Non Discrimination Areas	Non Discrimination Areas Score		Schools	Schools Score		Parks	Parks Score		Complaints	Complaints Score		Survey Comments	Survey Comments Score		Signs	Signs Score	
OR1	1	1	Low	0	0	None	0	0	None	2	2	Moderate	0	0	None	3	1	Low
OR2	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	1	1	Low
OR3	1	1	Low	0	0	None	1	1	Low	0	0	None	0	0	None	0	0	None
OR4	2	2	Moderate	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR5	4	3	High	0	0	None	0	0	None	1	1	Low	2	2	Moderate	0	0	None
OR6	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR7	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR8	0	0	None	4	3	High	0	0	None	0	0	None	0	0	None	0	0	None
OR9	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR10	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR11	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR12	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR13	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	1	1	Low
OR14	2	2	Moderate	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None
OR15	2	2	Moderate	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR16	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR17	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR18	0	0	None	0	0	None	0	0	None	1	1	Low	0	0	None	0	0	None
OR19	1	1	Low	0	0	None	2	2	Moderate	0	0	None	0	0	None	0	0	None
OR20	0	0	None	0	0	None	1	1	Low	0	0	None	0	0	None	0	0	None
OR21	0	0	None	1	1	Low	1	1	Low	0	0	None	0	0	None	0	0	None
OR22	0	0	None	0	0	None	0	0	None	0	0	None	2	2	Moderate	0	0	None
OR23	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None
OR24	1	1	Low	1	1	Low	2	2	Moderate	0	0	None	1	1	Low	0	0	None
OR25	0	0	None	0	0	None	0	0	None	1	1	Low	1	1	Low	0	0	None

Freight Detractors																			
Analysis ID	Areas of Concern & Sensitive Features						Input						Restrictions						
	Non Discrimination Areas			Schools			Parks			Complaints			Survey Comments			No Truck Route Signs			
	Non Discrimination Areas	Non Discrimination Areas Score		Schools	Schools Score		Parks	Parks Score		Complaints	Complaints Score		Survey Comments	Survey Comments Score		Signs	Signs Score		
OR26	2	2	Moderate	0	0	None	1	1	Low	0	0	None	0	0	None	0	0	None	
OR27	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR28	2	2	Moderate	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	
OR29	0	0	None	0	0	None	0	0	None	1	1	Low	0	0	None	0	0	None	
OR30	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR31	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR32	0	0	None	1	1	Low	2	2	Moderate	0	0	None	1	1	Low	0	0	None	
OR33	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR34	0	0	None	0	0	None	1	1	Low	0	0	None	0	0	None	0	0	None	
OR35	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR36	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR37	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR38	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR39	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR40	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR41	2	2	Moderate	0	0	None	1	1	Low	0	0	None	0	0	None	0	0	None	
OR42	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR43	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR44	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR45	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR46	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR47	2	2	Moderate	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR48	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR49	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR50	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR51	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR52	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	1	1	Low	
OR53	2	2	Moderate	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR54	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR55	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR56	1	1	Low	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	
OR57	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	0	0	None	

Freight Detractors																
Analysis ID	Restrictions										Total	Freight Detractor Score				
	Roadway Special Designation Score	Roadway Lanes		Pavement Condition		Pavement Type		Bridge Weight Limitation Score	Bridge Height Limitation							
		# of Roadway Lanes	Roadway Lanes Score	Pavement Condition	Pavement Condition Score	Pavement Type	Pavement Type Score		Bridge Height Limitation	Bridge Height Limitation Score						
OR1	0	2 / 1	3	High	3 / 3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	11	3	High
OR2	0	2	3	High	3.5 / 5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
OR3	1	3 / 2	2	Moderate	2 / 2.5	3	Poor	28 SHEET ASPHALT,ASPH.CONC.,BIT./08 CONCRETE	1	0	0	0	None	9	2	Moderate
OR4	1	3 / 4	2	Moderate	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
OR5	0	2 / 3 / 4	2	Moderate	3 / 3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT./08 CONCRETE	1	0	0	0	None	11	3	High
OR6	0	2	3	High	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR7	0	4	2	Moderate	2.5	3	Poor	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
OR8	1	3 / 1	2	Moderate	5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
OR9	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR10	0	1	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR11	0	2	3	High	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR12	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR13	0	2	3	High	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
OR14	0	3 / 6	1	Low	3.5 / 3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
OR15	0	1 / 2	3	High	2 / 3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
OR16	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	1	1	Low	9	2	Moderate
OR17	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
OR18	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
OR19	0	2	3	High	5 / 3.5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
OR20	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
OR21	1	3	2	Moderate	3.5 / 3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
OR22	1	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT./25 BRICK	3	0	0	0	None	11	3	High
OR23	1	3	2	Moderate	5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	6	2	Moderate
OR24	1	3	2	Moderate	2.5	3	Poor	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	13	3	High
OR25	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate

Freight Detractors																
Analysis ID	Restrictions											Total	Freight Detractor Score			
	Roadway Special Designation Score	Roadway Lanes		Pavement Condition		Pavement Type		Bridge Weight Limitation Score	Bridge Height Limitation							
		# of Roadway Lanes	Roadway Lanes Score	Pavement Condition	Pavement Condition Score	Pavement Type	Pavement Type Score		Bridge Height Limitation	Bridge Height Limitation Score						
OR26	1	2 / 3	2	Moderate	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	10	2	Moderate
OR27	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR28	0	---	0	None	---	0	None	---	0	0	0	0	None	3	1	Low
OR29	0	---	0	None	---	0	None	---	0	0	0	0	None	1	1	Low
OR30	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
OR31	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
OR32	0	2 / 4	2	Moderate	3 / 2.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	3	3	High	13	3	High
OR33	0	2 / 1	3	High	3 / 2.5	2	Fair	25 BRICK	3	0	0	0	None	8	2	Moderate
OR34	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	3	3	High	11	3	High
OR35	0	3	2	Moderate	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	6	2	Moderate
OR36	0	4 / 2	2	Moderate	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR37	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
OR38	0	2	3	High	5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR39	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	8	2	Moderate
OR40	0	---	0	None	---	0	None	---	0	0	0	0	None	1	1	Low
OR41	0	2 / 3 / 4	2	Moderate	3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
OR42	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
OR43	0	2 / 3	2	Moderate	2 / 3.5	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR44	0	2	3	High	2 / 4	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT./ 08 CONCRETE	1	0	0	0	None	6	2	Moderate
OR45	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None
OR46	0	2	3	High	3 / 3.5	2	Fair	---	0	0	0	0	None	5	1	Low
OR47	0	---	0	None	---	0	None	---	0	0	0	0	None	2	1	Low
OR48	0	1	3	High	4	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR49	0	2 / 1	3	High	2	3	Poor	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
OR50	0	2	3	High	3.5 / 4 / 2.5	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR51	0	---	0	None	---	0	None	---	0	0	0	0	None	1	1	Low
OR52	0	2	3	High	4	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR53	0	2	3	High	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	9	2	Moderate
OR54	0	3	2	Moderate	3	2	Fair	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	6	2	Moderate
OR55	0	---	0	None	---	0	None	---	0	0	0	0	None	1	1	Low
OR56	0	2	3	High	4 / 3.5 / 3	1	Good	28 SHEET ASPHALT,ASPH.CONC.,BIT.	2	0	0	0	None	7	2	Moderate
OR57	0	---	0	None	---	0	None	---	0	0	0	0	None	0	0	None

Appendix E: Capacity and Major Maintenance/Resurfacing Projects

ID	FPN	Project Name and Limits	Description	Project Costs	
					(Adjusted to 2023 Dollars)
S-6	431821-3	I-275 FROM N OF HILLSBOROUGH AVE TO S OF BEARSS AVE	ADD 1 GENERAL USE LANE IN EACH DIRECTION	\$	235,817,456.47
S-24	430056-2	US 41/ SR 45/S 50TH ST FROM S OF PENDOLA POINTRD/MADISON AVE TO S OF CAUSEWAY BLVD	ADD 1 LANE EACH DIRECTION	\$	31,175,745.38
S-27	435750-1	SR 60 FROM VALRICO RD TO E OF DOVER RD	ADD LANES AND RECONSTRUCT	\$	59,657,733.95
R-1		FOWLER AVE FROM I-275 TO BRUCE B DOWNS BLVD	8D TO 6D	\$	7,147,434.71
R-2		CAUSEWAY BLVD (SR 676) FROM 50TH ST (US 41) TO US 301	4D - 6D	\$	162,990,244.83
R-3		US HWY 301 FROM SELMON EXWY TO SLIGH AVE	4D - 6D	\$	135,274,480.41
R-4		US HWY 41 FROM BIG BEND RD TO 19TH AVE NE	4D -6D	\$	233,039,893.91
R-5		HILLSBOROUGH AVE FROM 50TH ST TO ORIENT RD	4D - 6D	\$	94,951,934.17
R-6		US 92/SR 600 FROM MARYLAND AVE TO POLK COUNTY LINE	2U - 4D	\$	95,789,991.84
R-7		US 92/SR 600 FROM GARDEN LNE/EUREKA SPRINGS TO CR 579 (MANGO RD)	2U - 4D	\$	69,654,564.74
L-1		SLIGH AVE FROM US 301 TO WILLIAMS RD	NEW ROAD	\$	92,964,540.26
L-2		GIBSONTON DR FROM I-75 TO US 301	ADD 2 LANES	\$	62,686,713.82
L-3		ORIENT RD FROM SLIGH AVE TO COLUMBUS DR	ADD 2 LANES	\$	107,199,548.42
L-18		19TH AVE NE FROM US 41 TO US 301	ADD 2 LANES	\$	206,317,826.44
L-5		BEARSS AVE FROM I-275 TO BRUCE B DOWNS BLVD	ADD 2 LANES	\$	99,645,057.13
L-6		LINEBAUGH AVE FROM SHELDON RD TO VETERANS EXPWY	ADD 2 LANES	\$	82,764,181.18
L-7		WILSKY BLVD FROM HANLEY RD TO LINEBAUGH AVE	ADD 2 LANES	\$	38,490,791.62
L-8		ANDERSON RD FROM SLIGH AVE TO LINEBAUGH AVE	ADD 2 LANES	\$	115,005,457.02
L-9		MEMORIAL HWY FROM INDEPENDENCE PKWY TO HILLSBOROUGH AVE	ADD 2 LANES	\$	107,654,494.02
L-10		FLETCHER AVE FROM 30TH ST TO MORRIS BRIDGE RD	ADD 2 LANES	\$	219,810,554.95
L-11		ANDERSON RD FROM HILLSBOROUGH AVE TO HOOVER BLVD	ADD 2 LANES	\$	34,168,808.49
L-12		WOODBERRY RD FROM GRAND REGENCY BLVD TO LAKEWOOD DR	ADD 2 LANES	\$	42,836,719.26
L-14		CHARLIE TAYLOR RD FROM I-4 TO KNIGHTS GRIFFIN RD	ADD 1 LANE	\$	39,532,377.58
L-15		MANGO RD FROM US 92 TO I-4	ADD 2 LANES	\$	37,221,732.86
L-16		MANGO RD FROM I-4 TO SLIGH AVE	ADD 2 LANES	\$	12,163,808.49
L-17		MANGO RD FROM US 92 TO MLK BLVD	ADD 2 LANES	\$	53,384,273.67
L-19		SYMMES RD FROM US 301 TO US 41	ADD 2 LANES	\$	121,793,724.16
L-20		BALM RD FROM CLEMENT PRIDE BLVD TO US 301	ADD 2 LANES	\$	49,912,320.46
L-22		SAM ALLEN RD FROM PARK RD TO WILDER RD	ADD 2 LANES	\$	15,108,982.59
L-24		SLIGH AVE FROM CENTRAL AVE TO DALE MABRY HWY	4D TO 3D	\$	3,328,286.18
T-1	255893-4	SR 574 (MLK BLVD) FROM E OF KINGSWAY RD TO E OF MCINTOSH RD	ADD LANES AND RECONSTRUCT	\$	34,120,919.48
T-2	422904-4	I-275 (HOWARD FRANKLAND) FROM N OF HOWARD FRANKLAND TO S OF SR 60	BRIDGE - REPLACE AND ADD LANES	\$	60,998,626.22
T-3	424513-3	I-75 AT BIG BEND RD FROM W OF COVINGTON TO E OF SIMMONS	INTERCHANGE - ADD LANES	\$	82,644,458.65
T-4	429251-1	I-75 FROM S OF CSX/BROADWAY AVE TO EB/WB I-4 EXIT RAMP	INTERCHANGE - ADD LANES	\$	128,917,214.36
T-5	431821-2	I-275 FROM N OF MLK BLVD TO N OF HILLSBOROUGH AVE	ADD LANES AND REHABILITATE PAVEMENT	\$	38,778,125.68
T-6	437002-1	MADISON AVE FROM E OF US 41 TO E OF 78TH ST	ADD LANES AND RECONSTRUCT	\$	8,380,576.71
T-7	438752-1	APOLLO BEACH EXTENSION FROM US 41 TO PASEO AL MAR BLVD	NEW ROAD CONSTRUCTION	\$	19,754,216.54
T-15	433071-2	N 62ND ST FROM CSX INTERMODAL ENTRANCE TO N OF E COLUMBUS DR	ADD LANES	\$	8,177,048.42
T-16	437639-1	US 301 FROM S OF BLOOMINGDALE AVE TO BLOOMINGDALE AVE	WIDEN/RESURFACE EXISTING LANES	\$	1,017,641.46
T-17		SELMON EAST PHASE I FROM I-4 CONNECTOR FO I-75	ADD 1 WESTBOUND LANE	\$	174,663,190.97
T-19		SELMON SOUTH FROM WHITING ST TO GANDY BLVD	ADD 1 LANE EACH DIRECTION	\$	192,693,403.16
T-20		BIG BEND RD FROM US 41 TO US 301	ADD 2 LANES AND INTERCHANGE IMPROVEMENTS	\$	40,705,658.32
T-23		DAVIS RD EXTENSION FOR HARNEY RD TO MAISLIN DR	NEW 2 LANE ROAD	\$	-
T-24		SELMON WEST EXTENSION FROM SELMON EXPRESSWAY TO GANDY BRIDGE	ADD 2 ELEVATED LANES	\$	-
T-26		VAN DYKE RD FROM SUNCOAST EXPWY TO CALUSA TRACE BLVD	ADD 2 LANES	\$	162,702,910.77
T-27		LITHIA PINECREST RD FROM LUMSDEN RD TO FISHHAWK BLVD	ADD 2 LANES	\$	219,152,081.07
1279		US 41(50TH ST) AT ""S-LINE"" RR CROSSING	OTHER CAPACITY ISSUES	\$	-
1290		US 41 (SR 45) AT RR CROSSING ENTRANCE TO EAST YARD	OTHER CAPACITY ISSUES	\$	-
1673		US 41 AT RR CROSSING, SOUTH OF CAUSEWAY BLVD	OTHER CAPACITY ISSUES	\$	-
47		I-75 FROM US 301 TO SR 60	MANAGED LANES	\$	-
54		I-75 NEW S COUNTY INTERCHANGE	NEW INTERCHANGE	\$	-
	447107-3	I275/SR93 FM N OF HFB TO N OF LOIS, SR60 FM KENNEDY TO N OF SPRUCE/TIA.	ADD 1 TO BUILD 4 LANES	\$	209,039,000.00
	447107-4	I275/SR93 FM N OF HFB TO N OF LOIS; SR60 FM KENNEDY TO N OF SPRUCE/TIA	ADD 2 TO BUILD 6 LANES	\$	391,015,000.00
	446135-1	I-4 EB AUXILIARY LANE FROM W OF BETHLEHEM RD TO W OF BRANCH FORBES RD	AUX: ADD 1 AUXILIARY LANE	\$	3,163,000.00
	446132-1	I-4 EB EXIT RAMP TO I-75 FROM E OF TAMPA BYPASS CANAL TO W OF I-75	AUX: ADD 1 AUXILIARY LANE	\$	5,725,000.00
	430338-1	I-4 EB FM EAST OF ORIENT ROAD TO W OF I-75 (SR 93A)	NR: NEW ROAD	\$	22,000.00
	446133-1	I-4 WB AUXILIARY LANE FROM E OF WEIGH STATION TO W OF MCINTOSH RD	AUX: ADD 1 AUXILIARY LANE	\$	3,789,000.00
	446134-1	I-4 WB AUXILIARY LANE FROM E OF BETHLEHEM RD TO W OF BRANCH FORBES RD	AUX: ADD 1 AUXILIARY LANE	\$	2,195,000.00
	446131-1	I-4/SR 400 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD	AUX: ADD 1 AUXILIARY LANE	\$	4,703,000.00
	430573-3	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)	NR: NEW ROAD	\$	29,902,000.00
	445317-2	I-75/SR 93A NB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE	AUX: ADD 1 AUXILIARY LANE	\$	53,286,000.00
	445317-1	I-75/SR 93A SB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE	AUX: ADD 1 AUXILIARY LANE	\$	43,416,000.00
	448985-1	BIG BEND RD FROM SIMMONS LOOP TO US 301	ADD 2 TO BUILD 6 LANES	\$	27,770,000.00
	435750-2	SR 60 FROM E OF DOVER RD TO E OF SR 39	ADD 2 TO BUILD 6 LANES	\$	25,000.00
	435750-1	SR 60 FROM VALRICO RD TO E OF DOVER RD	ADD 2 TO BUILD 6 LANES	\$	12,945,000.00
	438753-1	TAMPA INTERNATIONAL	AIRPORT CAPACITY PROJECT	\$	98,740,000.00
	415348-2	MULTIMODAL TERMINALS	INTERMODAL CAPACITY PROJECT	\$	105,000.00
	435130-1	PORT TAMPA BAY	SEAPORT CAPACITY PROJECT	\$	29,895,000.00
	435750-1	SR 60 FROM VALRICO RD TO E OF DOVER RD	ADD 2 TO BUILD 6 LANES	\$	46,215,000.00
3507		I-275 FROM INNOVATION CORRIDOR (SECTION 7/PART 2)	HIGHWAY CAPACITY	\$	100,000,000.00
3508		I-4 FROM SELMON CONNECTOR TO BRANCH FORBES ROAD	MANAGED LANES	\$	1,797,234,000.00
3271		I-4 FROM BRANCH FORBES ROAD TO POLK PARKWAY	MANAGED LANES	\$	470,122,000.00
1634		I-75 FROM N OF FLETCHER TO N OF I-75/I-275 APEX	MANAGED LANES	\$	26,748,000.00
1632		I-75 FROM S OF US 301 TO N OF FLETCHER AVENUE	MANAGED LANES	\$	456,746,000.00
3286		I-75 FROM NORTH OF BRUCE B. DOWNS TO NORTH OF SR 52	PD&E/EMO STUDY	\$	2,000,000.00
3278		I-75 FROM MOCCASIN WALLOW TO SOUTH OF US 301	MANAGED LANES	\$	385,520.00

ID	FPN	Project Name and Limits	Description	Project Costs	
					(Adjusted to 2023 Dollars)
3289		SR 60 FROM DOVER ROAD TO SR 39	ADD 2 TO BUILD 6 LANES	\$	84,097,000.00
3290		SR 60 FROM SR 39 TO POLK COUNTY LINE	ADD 2 TO BUILD 6 LANES	\$	62,662,000.00
1728		US 41 FROM PENDOLA POINT RD TO SOUTH OF CAUSEWAY BLVD	ADD 2 TO BUILD 6 LANES	\$	8,625,000.00
446135	1	I-4 EB AUXILIARY LANE FROM W OF BETHLEHEM RD TO W OF BRANCH FORBES RD	ADD AUXILIARY LANE(S)	\$	17,733.09
446132	1	I-4 EB EXIT RAMP TO I-75 FROM E OF TAMPA BYPASS CANAL TO W OF I-75	ADD AUXILIARY LANE(S)	\$	12,967.05
446134	1	I-4 WB AUXILIARY LANE FROM E OF BETHLEHEM RD TO W OF BRANCH FORBES RD	ADD AUXILIARY LANE(S)	\$	531,227.31
446133	1	I-4 WB AUXILIARY LANE FROM E OF WEIGH STATION TO W OF MCINTOSH RD	ADD AUXILIARY LANE(S)	\$	5,095.73
443320	1	I-4/SR 400 FROM EAST OF MANGO RD TO W OF WB WEIGH STATION ON-RAMP	ADD AUXILIARY LANE(S)	\$	0.35
446131	1	I-4/SR 400 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD	ADD AUXILIARY LANE(S)	\$	84,884.67
430337	1	I-4/SR 400 WB FM E OF ORIENT RD TO WEST OF I-75 (SR 93A)	ADD AUXILIARY LANE(S)	\$	3,279.31
448985	1	BIG BEND RD FROM SIMMONS LOOP TO US 301	ADD LANES & RECONSTRUCT	\$	8,450,000.76
453236	1	CITY OF TAMPA - MACDILL AIR FORCE BASE ACCESS IMPROVEMENTS	ADD LANES & RECONSTRUCT	\$	2,578,308.00
257862	3	CR 580/SAM ALLEN RD FM W OF SR39/BUCHANAN HWY TO E OF PARK RD	ADD LANES & RECONSTRUCT	\$	2.02
431821	2	I-275 (SR 93) FROM N OF MLK TO N OF HILLSBOROUGH AVE	ADD LANES & RECONSTRUCT	\$	1.01
443770	1	I-275/SR 93 FROM N OF I-4 TO N OF MLK	ADD LANES & RECONSTRUCT	\$	1.46
441111	1	I-275/SR 93 FROM S OF KENNEDY BLVD TO S OF LOIS AVE	ADD LANES & RECONSTRUCT	\$	2.59
431746	3	I-4/SR 400 FROM I-4/SELMON CONNECTOR TO E OF BRANCH FORBES ROAD	ADD LANES & RECONSTRUCT	\$	33,350.76
445317	2	I-75/SR 93A NB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE	ADD LANES & RECONSTRUCT	\$	6,408.30
445317	1	I-75/SR 93A SB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE	ADD LANES & RECONSTRUCT	\$	136,787.30
447107	2	I275/SR93 FM N OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA	ADD LANES & RECONSTRUCT	\$	2,031,690.53
447107	3	I275/SR93 FM N OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA	ADD LANES & RECONSTRUCT	\$	7,323.53
447107	4	I275/SR93 FM N OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA	ADD LANES & RECONSTRUCT	\$	114,095.53
255893	4	SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD	ADD LANES & RECONSTRUCT	\$	2,046.35
435750	2	SR 60 FROM E OF DOVER RD TO E OF SR 39	ADD LANES & RECONSTRUCT	\$	2,384.90
435750	1	SR 60 FROM VALRICO RD TO E OF DOVER RD	ADD LANES & RECONSTRUCT	\$	855.41
415489	3	US 301 (SR 43) FM SR 674/SUNCITY CTR BL TO CR 672/BALM ROAD	ADD LANES & RECONSTRUCT	\$	3.81
442665	1	WIDEN SUNCOAST PKWY(SR589), S OF VAN DYKE TO COUNTY LINE (MP 13-17.5)	ADD LANES & RECONSTRUCT	\$	21,000,196.42
434045	2	I-275 (SR 93) FROM N OF LOIS AVE TO N OF HOWARD AVE	ADD LANES & REHABILITATE PAVEMENT	\$	101,508.01
447107	1	SR 60 WB FROM N OF SPRUCE ST/TIA INTERCHANGE TO N OF MEMORIAL HWY	ADD LANES & REHABILITATE PAVEMENT	\$	13,960.95
412531	1	I-275/SR 93 FM S OF SR60 TO N OF HILLS. RVR, SR60 FM S OF I275 TO SR589	NEW INTERCHANGE	\$	87,848.86
450768	1	SR 60/ADAMO DR FROM W OF 45TH ST TO W OF YEOMAN ST	NEW BRIDGE CONSTRUCTION	\$	9,026,123.15
439206	1	SR 60/COURTNEY CAMPBELL CAUSEWAY AT WEST OF BEN T DAVIS BEACH	NEW BRIDGE CONSTRUCTION	\$	0.04
440749	1	US 41/SR 45 AT CSX GRADE SEPARATION FR S OF SR 676 TO N OF SR 676	NEW BRIDGE CONSTRUCTION	\$	16,721.93
430338	1	I-4 EB FM EAST OF ORIENT ROAD TO W OF I-75 (SR 93A)	NEW ROAD CONSTRUCTION	\$	3,515.33
430573	3	I-75/I-275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD	NEW ROAD CONSTRUCTION	\$	9,596.96
448505	1	FOWLER AVE (SR582) FROM N FLORIDA AVE TO WEST OF N 56TH ST	PD&EMO STUDY	\$	496,339.02
450438	1	GIBSONTON DRIVE FROM FERN HILL DRIVE TO US 301	PD&EMO STUDY	\$	1,000.88
433821	1	I-275 @ I-4 I-275 FM ROME TO MLK I-4 FM I-275 TO CONNECTOR	PD&EMO STUDY	\$	10,452.62
431746	1	I-4 FROM E OF 50TH ST TO THE POLK PARKWAY	PD&EMO STUDY	\$	2,046.61
419235	1	I-75 (SR 93A) FROM MOCCASIN WALLOW RD TO N OF BRUCE B. DOWNS BLVD	PD&EMO STUDY	\$	293.80
419235	2	I-75 (SR 93A) FROM MOCCASIN WALLOW RD TO S OF US 301	PD&EMO STUDY	\$	5,457.33
419235	3	I-75 (SR 93A) FROM S OF US 301 TO N OF BRUCE B DOWNS BLVD	PD&EMO STUDY	\$	53,234.97
424513	6	I-75/SR 93 AT CR 672/BIG BEND ROAD	PD&EMO STUDY	\$	565.75
448200	1	PROGRESS BLVD OVER I-75	PD&EMO STUDY	\$	152.01
435908	1	SR 580 / BUSCH BLVD STUDY FROM N DALE MABRY HWY TO N NEBRASKA AVE	PD&EMO STUDY	\$	1,017.32
436036	1	TAMPA BAY EXPRESS STUDY	PD&EMO STUDY	\$	2,555.00
439482	1	TAMPA BYPASS CANAL TRAIL FROM N 34TH ST TO SR 581 (BRUCE B DOWNS).	PD&EMO STUDY	\$	881.00
255796	1	US 301 (SR 41) FROM FOWLER AVE TO SR 56	PD&EMO STUDY	\$	14,539.50
430056	1	US 41 FROM KRACKER AVE TO S OF CAUSEWAY BLVD	PD&EMO STUDY	\$	4,671.01
435918	1	US 41 PD&E STUDY FROM MANATEE CO LINE TO 12TH STREET NE	PD&EMO STUDY	\$	1,343.14
435749	1	US 92 FROM I-4 TO COUNTY LINE	PD&EMO STUDY	\$	3,608.10
450401	1	VAN DYKE RD FROM GUNN HIGHWAY TO EAST OF WHIRLEY ROAD	PD&EMO STUDY	\$	203.56
440989	1	WESTSHORE INTERCHANGE RECONSTRUCTION TDM STRATEGY	PD&EMO STUDY	\$	100,000.00
450547	1	I-275 FROM WILLOW AVE TO W OF GREEN STREET	RESURFACING	\$	397,665.11
445494	1	I-275/SR 93 FROM S OF BEARSS AVE TO S OF NEBRASKA AVE	RESURFACING	\$	465.76
445380	1	I-4/SR 400 FROM E OF MCINTOSH RD TO E OF COUNTY LINE RD	RESURFACING	\$	1,627.10
445885	1	RESURFACE VETERANS SPUR (SR 568) IN HILLSBOROUGH COUNTY, MP 0-3	RESURFACING	\$	678.02
451366	1	RESURFACE VETERANS XWAY (SR589) IN HILLSBOROUGH CNTY, MP 14.3 TO 17.5	RESURFACING	\$	3,101,255.20
445393	1	SR 39 AT TRAPNELL ROAD	RESURFACING	\$	2,082.53
447235	1	SR 39 FROM S OF RAYBURN ROAD TO N OF GOLDEN RULE LANE	RESURFACING	\$	494,698.17
445598	1	SR 39/JL REDMAN PKWY FROM CHARLIE GRIFFIN RD TO ALEXANDER ST	RESURFACING	\$	3,843.47
441664	1	SR 553/N PARK RD FROM US 92/SR 600/E BAKER ST TO N OF I-4/SR 400	RESURFACING	\$	1,336.41
443347	1	SR 573/S DALE MABRY FROM S OF PINWOOD ST TO N OF BALLAST POINT BLVD	RESURFACING	\$	1,011.48
437560	1	SR 574/DR. MLK JR. BLVD FROM W OF GALLAGHER RD. TO W OF OAK BROOK LN	RESURFACING	\$	1,690.30
446270	1	SR 582/E FOWLER AVE FROM W OF N 51ST ST TO W OF RIVERHILLS DR	RESURFACING	\$	13,468.91
441660	1	SR 582/E FOWLER AVE FROM W OF TAMPA BYPASS CANAL TO US 301/SR 41	RESURFACING	\$	363.66
447973	1	SR 597 FROM N OF W SOUTH AVE TO N OF W WATERS AVE	RESURFACING	\$	1,500,866.17
441662	1	SR 60 FROM E BUCKINGHAM PL TO E OF LITHIA PINECREST RD	RESURFACING	\$	6,954.92
441661	1	SR 60 FROM E OF CLARENCE GORDON JR RD TO POLK COUNTY LINE	RESURFACING	\$	1,063.41
450337	1	SR 60 FROM W OF BEN T DAVIS BEACH ENTRANCE TO E OF BAYPORT DRIVE	RESURFACING	\$	1,270,464.70
443426	1	SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD.	RESURFACING	\$	378,854.91
446051	1	SR 60 FROM W OF TURKEY CREEK RD TO W OF SR 39/JAMES L REDMAN PKWY	RESURFACING	\$	6,916.96
448934	1	SR 60/ADAMO DRIVE FROM W OF N 34TH STREET TO E OF N 34TH ST	RESURFACING	\$	604,112.32
440251	1	SR 60/BRANDON BLVD FROM W OF N/S VALRICO RD TO W OF TURKEY CREEK RD	RESURFACING	\$	4.97
441663	1	SR 60/E ADAMO DR FROM EAST OF US 41 TO EAST OF US 301	RESURFACING	\$	212,620.64
447975	1	SR 60/KENNEDY BLVD FROM W OF S HOOVER BLVD TO CHURCH AVE	RESURFACING	\$	2,613.33
440253	1	SR597/DALE MABRY N FROM N OF S VILLAGE DR/W FLETCHER TO S OF VAN DYKE	RESURFACING	\$	837.30

ID	FPN	Project Name and Limits	Description	Project Costs (Adjusted to 2023 Dollars)
440249 1	SR674/SUN CITY CTR FR E OF COLLEGE CHASE DR TO E OF COMMERCIAL CTR DR		RESURFACING	\$ 768.66
446273 1	US 301/SR 41 FM N OF CHERRY TREE LN TO PASCO COUNTY LINE		RESURFACING	\$ 4,054.65
439833 1	US 301/SR 43 FROM MANATEE CO LINE TO S OF SR 674/SUN CITY CENTER BLVD		RESURFACING	\$ 209,851.67
445920 1	US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO S OF MLK BLVD		RESURFACING	\$ 137,780.88
441388 1	US 301/SR 43 FROM N OF LAKE ST CHARLES BLVD TO N OF PROGRESS BLVD		RESURFACING	\$ 1.61
445936 1	US 301/SR 43 FROM S OF BALM ROAD/PASEO AL MAR BLVD TO S OF WHITT ROAD		RESURFACING	\$ 222,463.88
443428 1	US 301/SR 43 FROM S OF CR 672/BIG BEND RD TO N OF CR 672/BIG BEND RD		RESURFACING	\$ 602,776.58
443428 1	US 301/SR 43 FROM S OF CR 672/BIG BEND RD TO N OF CR 672/BIG BEND RD		RESURFACING	\$ 12,234,445.58
425501 1	US 301/SR 43/US 41 FROM S OF SR 574 (MLK BL) TO N OF HAMPTON OAKS PKWY		RESURFACING	\$ 250,879.79
443427 1	US 301/US 41/SR 43 FROM S OF WHITT RD TO N OF RIVERCREST DR		RESURFACING	\$ 123,440.81
441387 1	US 41/SR 45 FROM N OF 15TH AVE TO S OF BULLFROG CREEK		RESURFACING	\$ 895.52
446026 1	US 41/SR 45/S 50TH ST FROM DENVER S TO N OF 27TH AVE S		RESURFACING	\$ 1,543.56
450339 1	US 92/SR 600 FROM EUREKA SPRINGS RD TO THONOTOSASSA RD		RESURFACING	\$ 1,850,193.57
451331 1	US 92/SR 600/HILLSBOROUGH AVE FROM W OF N 39TH ST TO E OF N 42ND ST		RESURFACING	\$ 99,792.30
443781 1	US 92/SR 600/S DALE MABRY HWY FM N OF BALLAST POINT TO S OF SEVILLA ST		RESURFACING	\$ 6,820.56
432584 1	US 92/SR600/HILLS AV FROM E OF N CENTRAL AVE TO W OF SR 583/N 56TH ST		RESURFACING	\$ 840.72
443665 1	USB 41/SR 685 FROM USB41/SR 685/FLORIDA AVE TO W DR MLK JR. BLVD		RESURFACING	\$ 40,073.79
436489 1	USB41/SR685/SR60/W KENNEDY FR W OF S WOODLYNNE AVE TO E OF BREVARD AVE		RESURFACING	\$ 65,692.83
445885 2	SAFETY IMPROVEMENTS TO VETS SPUR (SR 568) IN HILLSBOROUGH CNTY, MP 0-3		SAFETY PROJECT	\$ 3.02
447614 1	CYPRESS ST AT LASALLE ST FROM E OF LAKE ST TO N OF CYPRESS ST		WIDEN/RESURFACE EXISTING LANES	\$ 5,883.12
447615 1	REO STREET FROM GRAY STREET TO CYPRESS STREET		WIDEN/RESURFACE EXISTING LANES	\$ 2,893.43
450828 1	SR 60/ADAMO DR FROM W OF KELSEY LN TO W OF WAYNE PL		WIDEN/RESURFACE EXISTING LANES	\$ 678,304.60
437639 1	US 301/SR 676A FROM S OF BLOOMINGDALE AVE TO BLOOMINGDALE AVE		WIDEN/RESURFACE EXISTING LANES	\$ 0.20
450710 1	WASHINGTON ST FROM S 50 ST TO END OF WASHINGTON ST ON S 56 ST		WIDEN/RESURFACE EXISTING LANES	\$ 6,000,000.49

Appendix F: Identified Needs

ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	V/C Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
4	50th St	South of CSX S Line	North of CSX A Line	Grade Separation	Strategic Freight Plan	---	---	---	14.35	3	2	0	3	3	2	13	3	---	---
7	Brandon Blvd	Falkenburg Rd	Valrico Rd	Operations	Strategic Freight Plan	---	---	---	13.09	2	2	2	2	2	2	12	3	---	---
13	Causeway Blvd	CSX Railroad Crossing (West of US 41)	CSX Railroad Crossing (East of US 41)	Grade Separation	Strategic Freight Plan	---	---	---	14.13	3	1	0	3	3	1	11	3	---	---
94	Fowler Ave	Florida Ave	56th St	Operations	Strategic Freight Plan	---	---	---	14.04	3	2	1	2	2	1	11	3	---	---
3	Hillsborough Ave	Veterans Expy	Highlands Ave	Operations	Strategic Freight Plan	---	---	---	14.41	3	2	2	2	2	0	11	3	---	---
22	US 301	at Gibsonton Dr	Selmon Expy	Operations	Strategic Freight Plan	---	---	---	12.36	2	2	1	2	2	2	11	3	---	---
1719	Gandy Blvd	at Dale Mabry Hwy	---	Other Operational Issues	CFID	---	---	---	14.5	3	0	2	2	2	0	9	2	---	---
1663	US 41	at 16th Ave	---	Turn Radii	CFID	---	---	---	13	2	2	0	2	1	0	7	2	---	---
9	50th St/Melbourne Blvd	10th Ave	N 47th St	Operations	Strategic Freight Plan	---	---	---	16.6	3	2	1	2	2	0	10	2	---	---
21	Adamo Dr	West of US 41/CSX Railroad Crossing	East of US 41/CSX Railroad Crossing	Grade Separation	Strategic Freight Plan	---	---	---	15.75	3	0	0	3	3	1	10	2	---	---
55	Alexander St	at CSX Railroad Crossing	---	Grade Separation	Strategic Freight Plan	---	---	---	9.55	1	1	2	3	3	0	10	2	---	---
85	College Ave	at CSX	---	Grade Separation	Strategic Freight Plan	---	---	---	14	3	0	0	3	3	0	9	2	---	---
39	Dale Mabry Hwy	Hillsborough Ave	Kennedy Blvd	Operations	Strategic Freight Plan	---	---	---	15.32	3	0	1	2	2	0	8	2	---	---
61	Dale Mabry Hwy	Bearss Ave	Hillsborough Ave	Operations	Strategic Freight Plan	---	---	---	12.88	2	1	0	2	2	1	8	2	---	---
52	Dr Martin Luther King, Jr Blvd	I-275	Dale Mabry Hwy	Operations	Strategic Freight Plan	---	---	---	13.45	2	0	1	2	2	0	7	2	---	---
89	Dr Martin Luther King, Jr Blvd /Reynolds St	CR 579	SR 39	Operations	Strategic Freight Plan	---	---	---	9.82	1	2	0	2	2	1	8	2	---	---
50	Falkenburg Rd	at CSX Railroad Crossing	---	Grade Separation	Strategic Freight Plan	---	---	---	8	1	0	0	3	3	0	7	2	---	---
66	Falkenburg Rd	South of CSX S Line	North of CSX S Line	Grade Separation	Strategic Freight Plan	---	---	---	8	1	0	0	3	3	0	7	2	---	---
4A	Falkenburg Road County Facility Access Resilience Study	Study and identify improvements to enhance the resilience of Falkenburg Road between SR 60 and SR 574 to preserve access to Hillsborough County facilities (Public Safety Operations Complex (PSOC), county owned warehouses, and Sheriff's facilities) during periods of extreme inundation from severe storms [T-5]		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	11.84	2	2	2	0	0	2	8	2	---	---
		Improvements could include raised roadway profile, enhanced stormwater facilities, strengthened/enlarged bridge/culvert structures, increased permeable surfaces, etc.																	
93	Fletcher Ave	US 41	US 41B	Operations	Strategic Freight Plan	---	---	---	14.14	3	0	2	2	2	0	9	2	---	---
91	Florida Ave	Fletcher Ave	Nebraska Ave/APEX	Operations	Strategic Freight Plan	---	---	---	13.14	2	1	1	2	2	0	8	2	---	---
112	Florida Ave	Waters Ave	Fletcher Ave	Operations	Strategic Freight Plan	---	---	---	12.41	2	1	1	2	2	0	8	2	---	---
116	Florida Ave	Dr Martin Luther King, Jr Blvd	Waters Ave	Operations	Strategic Freight Plan	---	---	---	11.5	2	2	0	2	2	1	9	2	---	---
8	Hillsborough Ave	Nebraska Ave	50th St	Operations	Strategic Freight Plan	---	---	---	16.16	3	1	0	2	2	2	10	2	---	---
14	Hillsborough Ave	Orient Rd	I-4	Operations	Strategic Freight Plan	---	---	---	13.58	3	0	1	2	2	0	8	2	---	---
15	Hillsborough Ave	at CSX Railroad Crossing	---	Grade Separation	Strategic Freight Plan	---	---	---	19	3	0	0	3	3	0	9	2	---	---
27	Hillsborough Ave	George Rd	Veterans Expy	Operations	Strategic Freight Plan	---	---	---	15.89	3	0	1	2	2	0	8	2	---	---
1A	Hooker's Point Road/Rail Access Resilience Study	Study and identify improvements to enhance the resilience of road and rail infrastructure providing access to/from Hooker's Point [T-1]		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	14.85	3	2	1	0	0	1	7	2	---	---

ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	V/C Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
9A	Study Managed Lanes Infrastructure/ Policies to Enhance Access to Port	Study and identify truck specific infrastructure/policies to enhance freight access and redundancy (focusing on connections to Port Tampa Bay facilities) as well as the throughput of freight on the interstate system network [T-3] Focus should be on I-75 and I-4; A pilot project should be considered along I-75.		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	12.2	2	2	2	0	0	3	9	2	---	---
108	Nebraska Ave	Fowler Ave	Florida Ave	Operations	Strategic Freight Plan	---	---	---	13	2	1	1	2	2	0	8	2	---	---
19	Orient Rd	South of CSX A Line	North of CSX A Line	Grade Separation	Strategic Freight Plan	---	---	---	13	2	0	0	3	3	0	8	2	---	---
45	Park Rd	South of CSX A Line	North of CSX A Line	Grade Separation	Strategic Freight Plan	---	---	---	12.25	1	1	0	3	3	0	8	2	---	---
31	SR 39	SR 60	I-4	Operations	Strategic Freight Plan	---	---	---	11.04	2	2	0	2	2	0	8	2	---	---
63	SR 39	I-4	Pasco County Line	Operations	Strategic Freight Plan	---	---	---	9.78	1	2	2	2	2	0	9	2	---	---
79	SR 60	West of Valrico Sub	East of Valrico Sub	Grade Separation	Strategic Freight Plan	---	---	---	7	1	0	0	3	3	1	8	2	---	---
81	SR 60	at CSX Railroad Crossing	---	Grade Separation	Strategic Freight Plan	---	---	---	14	3	0	0	3	3	0	9	2	---	---
35	US 41	South of Rockport Lead	North of Rockport Lead	Grade Separation	Strategic Freight Plan	---	---	---	17.5	3	0	0	3	3	0	9	2	---	---
87	US 41	Florida Ave	Bearss Ave	Operations	Strategic Freight Plan	---	---	---	12.71	2	0	1	2	2	0	7	2	---	---
111	US 41	Fowler Ave	US 92/Hillsborough Ave	Operations	Strategic Freight Plan	---	---	---	14.01	3	1	0	2	2	1	9	2	---	---
8A	US 41 Corridor Road/Rail Access Resilience Study	Study and identify improvements to enhance the resilience of US 41 between Big Bend Road and SR 60 to preserve access to port area facilities (Bayside Power Station, Big Bend Power Station, and industrial activities along the corridor) during 10-Year and 25-Year inundation events within the next 20 years [T-8] Example improvements: raised roadway profile, enhanced stormwater facilities, strengthened/enlarged bridge/culvert structures, increased permeable surfaces, etc. Study and identify improvements to enhance the resilience of CSX Tampa Terminal Subdivision Rail Line parallel to US 41 between Big Bend Road and CSX Uceta Yard to preserve access to port area facilities (Bayside Power Station, Big Bend Power Station, and industrial activities along the corridor) during 10-Year and 25-Year inundation events within the next 20 years [T-9]		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	13.43	2	2	2	0	0	3	9	2	---	---
103	Florida Ave Southbound	SR 574	SR 60	Operations	Strategic Freight Plan	---	---	---	11.6	2	1	0	2	2	1	8	2	---	---
38	Waters Ave	West of Drew Spur	East of Drew Spur	Grade Separation	Strategic Freight Plan	---	---	---	9	1	0	0	3	3	0	7	2	---	---
3A	Ybor Channel Complete Street/Freight Access/Resilience Study	Conduct a combined complete street/freight access/resilience study for the Ybor Channel Area (Channelside Drive, Southern Ybor City, Palmetto Beach, etc.) to identify infrastructure improvements that address freight traffic in a pedestrian-centered neighborhood that includes areas susceptible to rainfall and sea-level rise inundation [T-4] Example improvements: truck aprons, mountable infrastructure, improved stormwater facilities, activated stormwater infrastructure, etc.		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	12.68	2	2	2	0	0	1	7	2	---	---
1343	Dr Martin Luther King, Jr Blvd	at North Blvd	---	Turn Radii	CFID	---	---	---	9.75	1	0	1	2	1	0	5	1	---	---
6A	Hillsborough County Airports Access Study: Plant City Airport	Study and identify opportunities for improved and redundant roadway access to Hillsborough County airports (Tampa Executive Airport, Tampa International Airport, and Plant City Airport). [T-2] - Prioritize Tampa Executive Airport		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	8.78	1	2	1	0	0	0	4	1	---	---
123	Henderson Blvd	Kennedy Blvd	Dale Mabry Hwy	Operations	Strategic Freight Plan	---	---	---	10.3	1	0	0	2	2	0	5	1	---	---
104	Parsons Ave	at CSX Railroad Crossing	---	Grade Separation	Strategic Freight Plan	---	---	---	---	0	0	0	3	3	0	6	1	---	---
2A	Hillsborough County Airports Access Study: Tampa Executive Airport	Study and identify opportunities for improved and redundant roadway access to Hillsborough County airports (Tampa Executive Airport, Tampa International Airport, and Plant City Airport). [T-2] Prioritize Tampa Executive Airport		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	13.9	3	2	0	0	0	1	6	1	---	---

ID	Facility Name	From	To	Description	Source(s)	FPN	Total Project Costs (2023 Dollars)	Funding Tier	Road Criticality Score (Average)	Total Road Criticality Score	Safety Score	V/C Ratio Score	Improves Safety Score	Reduces Delay Score	Comments Score	Project Impact on Truck Operations Score	Freight Operations Impact Category	Project Cost Range Category	Freight Project Impact to Cost Ratio
7A	Hillsborough County Airports Access Study: Tampa International Airport	Study and identify opportunities for improved and redundant roadway access to Hillsborough County airports (Tampa Executive Airport, Tampa International Airport, and Plant City Airport). [T-2] Prioritize Tampa Executive Airport		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	13.5	2	2	2	0	0	0	6	1	---	---
106	Florida Ave Northbound	SR 60	SR 574	Operations	Strategic Freight Plan	---	---	---	---	0	0	0	2	2	0	4	1	---	---
5A	Port Tampa Bay Road/Rail Access Resilience Study	Study and identify improvements to enhance the resilience and safety of Commerce Street/Port Tampa Drive in Port Tampa City west of Interbay Boulevard to preserve access to port area facilities during 10-Year and 25-Year inundation events within the next 20 years [T-6] Example improvements: complete street features, raised roadway profile, enhanced stormwater facilities, strengthened/enlarged bridge/culvert structures, increased permeable surfaces, etc. Study and identify improvements to enhance the resilience of CSX Port Tampa Spur Rail Line in the Port Tampa City area west of Manhattan Avenue to preserve access to port area facilities during 10-Year and 25-Year inundation events within the next 20 years [T-7]		Resilience Study	Freight Supply Chain Resilience Study	---	---	---	---	0	0	2	0	0	0	2	0	---	---