



Pasco County Metropolitan Planning Organization

MOBILITY 2040 Long Range Transportation Plan

March 11, 2015



MOBILITY 2040 Long Range Transportation Plan



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- Technical Report No. 2: Socioeconomic Forecast Development
- Technical Report No. 3: MOBILITY 2040 Plan Performance
- Technical Report No. 4: Revenue and Costs
- Technical Report No. 5: Public Outreach
- Technical Report No. 6: Socio-cultural Effects and Environmental Justice
- Technical Report No. 7: Congestion Management Process
- Technical Report No. 8: Safety and Security
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PASCO COUNTY MPO BOARD RESOLUTION

RESOLUTION 15-54

A RESOLUTION OF THE PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE MOBILITY 2040 LONG RANGE TRANSPORTATION PLAN AND CERTIFYING THE PLAN AS THE OFFICIAL LONG RANGE TRANSPORTATION PLAN FOR PASCO COUNTY, FLORIDA.

WHEREAS, the Pasco County MPO is the responsible entity for conducting a continuing, cooperative, and comprehensive transportation planning program for Pasco County, Florida; and

WHEREAS, under federal and state regulations, the Pasco County MPO has, as one of its primary duties, the responsibility for developing and adopting an updated 2040 Long Range Transportation Plan (LRTP) conforming to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21); and

WHEREAS, the MOBILITY 2040 LRTP has addressed MAP-21 requirements for transportation plans as well as the planning factors contained in MAP-21; and

WHEREAS, the MOBILITY 2040 LRTP considered the November 2012 Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs; and

WHEREAS, the MOBILITY 2040 LRTP considered the Metropolitan Planning Organization Advisory Council January 2013 document regarding Financial Guidelines for MPO 2040 Long Range Transportation Plans; and

WHEREAS, the Pasco County MPO has conducted a public involvement program throughout the MOBILITY 2040 LRTP development process that is consistent with the Pasco County MPO Public Participation Plan, including advertised public workshops, a public hearing and meetings with interested community groups, and distribution of materials (electronic media, web-based and hard copy) throughout the County; and

WHEREAS, the Pasco County MPO has considered the principles of Environmental Justice by conducting environmental justice workshops that targeted the community's underserved populations to avoid any disproportionate impacts; and

WHEREAS, the Pasco County MPO has coordinated the MOBILITY 2040 LRTP development with involved state, regional and local agencies, including consideration of locally adopted comprehensive plans and the Florida Transportation Plan; and

WHEREAS, the MOBILITY 2040 LRTP has considered multimodal and intermodal opportunities to serve the mobility of people and goods throughout Pasco County and adjacent counties; and

WHEREAS, the MOBILITY 2040 LRTP identifies short range strategies for alleviating congestion, improving safety and promoting increased system efficiency through systems management techniques and coordination with land use planning and development activity; and

WHEREAS, the MOBILITY 2040 LRTP projects costs and revenues that are anticipated to be available to fund projects to assure the MOBILITY 2040 Cost Affordable Plan; and

WHEREAS, the Pasco County MPO has fully supported the development of a transportation plan for West Central Florida through participation in the Florida Department of Transportation's Regional Transportation Analysis, the West Central Florida MPO Chairs Coordinating Committee (CCC), and the Tampa Bay Area Regional Transportation Authority (TBARTA) Regional Transportation Master Plan, thereby providing for the region's mobility needs and promoting coordinated planning for inter-county corridors.

WHEREAS, the Pasco County MPO has facilitated significant public outreach over the past year and, in October 2014 through December 11, 2014 held one public hearing, providing a thirty day comment period during which two open house workshops were facilitated prior to taking final action on the MOBILITY 2040 LRTP.

NOW, THEREFORE, BE IT RESOLVED, that the Pasco County MPO duly assembled in regular session on this 11th day of December, 2014, having fulfilled all federal and state requirements, certifies that the MOBILITY 2040 Long Range Transportation Plan, as well as associated policies, is the adopted Transportation Plan for all modes of transportation in Pasco County, Florida.

BE IT FURTHER RESOLVED, that henceforth the MOBILITY 2040 Long Range Transportation Plan, including all maps, inventories, and other related materials, shall be the basis for future plans, programs, and policies of the Pasco County MPO.

ADOPTED in regular session on the 11th day of December, 2014.

PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION



(SEAL)


Lance Smith, MPO Vice Chairman *Approved Dec 11, 2014*

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY


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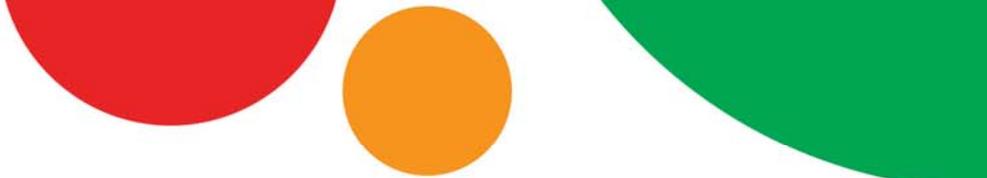
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Special Acknowledgement: Over the last two years during the preparation of the LRTP, Pasco County Commissioners **Henry Wilson and **Pat Mulieri** participated in the development of the Needs Plan and Cost Affordable Plan. Their efforts are appreciated, and their contributions are recognized in the completion of the MOBILITY 2040 Long Range Transportation Plan.*



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CHAPTER 1 Introduction

“MOBILITY 2040 is a comprehensive, multimodal transportation “blueprint” aimed at meeting the transportation needs of Pasco County over the next 25 years.”



Introduction

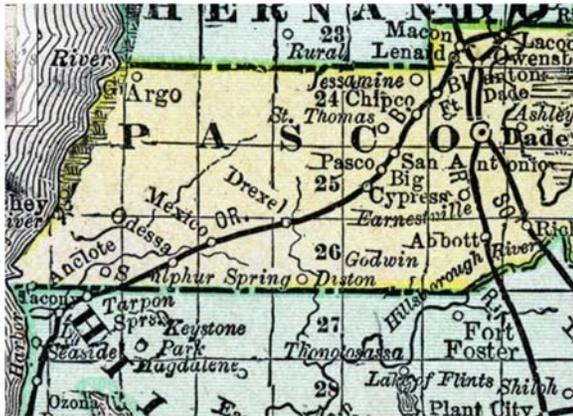
WHAT IS MOBILITY 2040?

MOBILITY 2040 is the Long Range Transportation Plan prepared by the Pasco County Metropolitan Planning Organization (MPO). It is a comprehensive, multimodal “blueprint” aimed at meeting the transportation needs of Pasco County, including the incorporated cities of Dade City, New Port Richey, Port Richey, San Antonio, and Zephyrhills over the next 25 years. MOBILITY 2040 has been developed consistent with the Comprehensive Plans of the County and five incorporated cities, which identify the goals, objectives, and policies that guide future growth in Pasco County.

As a multimodal transportation plan, MOBILITY 2040 considers not only needed road improvements, but also public transportation, bicycle, pedestrian, freight, and other transportation projects. MOBILITY 2040 relies heavily on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan. Additionally, MOBILITY 2040:

- > Recognizes the inextricable tie between land use and transportation.
- > Supports the economic development goals of Pasco County.
- > Supports regional coordination and collaboration.
- > Places emphasis on maintenance and preservation of the existing transportation system.
- > Looks to provide safe, convenient, and accessible transportation options for all.
- > Analyzes and weighs the potential social, economic, and environmental impacts and benefits of the plan.
- > Is consistent with all applicable federal and State planning requirements.
- > Is a performance-based plan that establishes metrics to monitor and evaluate the MOBILITY 2040 goals and objectives.
- > Provides a fiscally-constrained financial plan to meet future transportation needs through 2040.





1888 Rand McNally map of newly-formed Pasco County showing the many railroad corridors that once crisscrossed the county. Photo courtesy of Jeff Miller, *History of Pasco County* (www.fivay.org).



1924 Ford automobile in Dade City. Photo courtesy of Jeff Miller, *History of Pasco County* (www.fivay.org).

WHERE HAS PASCO COUNTY BEEN? A BRIEF BACKGROUND AND HISTORY OF TRANSPORTATION IN PASCO COUNTY

The history of Pasco County has played a major role in shaping the transportation system and travel behaviors we see today. Likewise, as a testament to the strong relationship between transportation, economic development, and land use, the history of how the transportation system formed has greatly influenced how Pasco County has developed and evolved over time.

Pasco County was founded on June 2, 1887, when Hernando County was split into three separate counties. Citrus County was formed from the northern third, Hernando County remained the middle third, and Pasco County was formed from the southern third.

Pasco County is approximately 868 square miles in size, with water comprising approximately 15 percent of the total land mass. It is bordered by Hernando County to the north, Sumter County to the northeast, Polk County to the southeast, Hillsborough County to the south, and Pinellas County to the southwest. The western border of Pasco County is the Gulf of Mexico. Upon incorporation, Pasco County had a modest population of approximately 4,000 people and was a very rural community.

Prior to incorporation, the county’s primary economic base was agriculture and forest products. The arrival of the Plant System Railroad in 1887 provided the ability to transport refrigerated goods and greatly transformed Pasco

County’s economy. Not only did the rail line provide a significant boost to the citrus industry, it also attracted new development in close proximity to the rail depots. Today, the western portion of Pasco County is more urbanized and heavily populated than its eastern counterpart, but this was not always the case. In the early years following incorporation, the eastern side was viewed as the county’s economic corridor. This was due largely to the presence of the railroad in east Pasco County and business that formed along US 301, the primary travel corridor. Dade City was a product of the railroad, having been formed in the mid-1880s when people from the nearby community of Fort Dade relocated several miles east to be near the railroad depot that provided both north and south rail connections.

Dade City was quickly named the temporary County Seat upon county incorporation, then was subsequently named the permanent County Seat in 1889. In east Pasco County, San Antonio was incorporated in 1891, and Zephyrhills was incorporated as a town in 1910 and reincorporated as a city in 1914. By 1920, the county’s population had more than doubled in the 33 years since its founding, to approximately 8,800 people. During this time, the vast majority of growth occurred in eastern Pasco County, primarily due to the railroad presence.

Following World War 1 (WW1), a real estate boom brought many land buyers to Florida’s west coast, including Pasco County. This growth and economic surge, as well as the new Seaboard Air Line rail service that connected Port Richey to

Tarpon Springs via Elfers, tipped the scales for growth in west Pasco County. As a result, New Port Richey was incorporated in 1924, and Port Richey was incorporated in 1925. The growth in western Pasco County was primarily residential and largely followed the two major north-south transportation corridors that were constructed in western Pasco County post-WW1; primarily US 19, located closest to the Gulf of Mexico and, to a lesser extent, US 41.

From the 1920s through the 1950s, Pasco County continued to experience modest but steady growth. This growth continued to be primarily residential, with many workers seeking employment in Pinellas and Hillsborough counties for work outside of the agriculture and citrus industries. The subsequent retirement boom of the 1960s brought significant growth to Florida's west central coast and to Pasco County. The higher cost of living, coupled with less available vacant land in Pinellas County, made Pasco County an attractive place for retirees.

The opening of Interstate 75 in the mid-1960s enhanced the attractiveness of Pasco County by allowing motorists to more easily travel between eastern Pasco County and Hillsborough and Pinellas counties, creating a more defined economic region. Although providing a new higher-speed travel option, the opening of I-75 had some negative effects on eastern Pasco County by drawing traffic away from US 301. This greatly impacted the businesses and communities that depended on pass-by traffic along the corridor.

Population growth continued at a steady pace from 1960 to 2000, primarily as a result of a steady influx of retirees and people migrating north from Pinellas and Hillsborough counties. In 2001, the opening of the Suncoast Parkway provided a second major north-south connection to Pinellas and Hillsborough counties to the south and to Hernando and Citrus counties to the north. Located west of I-75 in the center of Pasco County, the Suncoast Parkway was more easily accessible to persons in western and central Pasco County, connecting this area to the regional transportation system, with a faster travel option than US 19 into Pinellas County and US 41 into Hillsborough County.

With more regional transportation options, lower land costs, and more available land, the areas along the southern border of Pasco County were viewed as a valuable resource for affordable housing in the Tampa Bay region. Between 2000 and 2010, Pasco County's population grew by approximately 35 percent as a result of the residential construction boom between 2002–2008. These new housing developments offered more affordable housing options just over the county line for many people employed in Pinellas or Hillsborough counties. Residential growth during this period greatly strengthened Pasco County as a “bedroom community” to employment centers and businesses located outside of the county. Figure 1-1 illustrates the distribution of historical population and employment by decade from 1960–2010.

Where is Pasco County Going? A New Era of Multimodal Transportation Planning

Over time, Pasco County has grown into a community in which travel is primarily made by

single-occupant vehicles. Factors including the geographic divide of east vs. west Pasco County, low density and rural land use patterns, and, according to the 2006–2010 American Community Survey (ACS), the fact that nearly 46% of commuters travel outside the county for employment have resulted in longer trips via automobile and an overburdened road network.

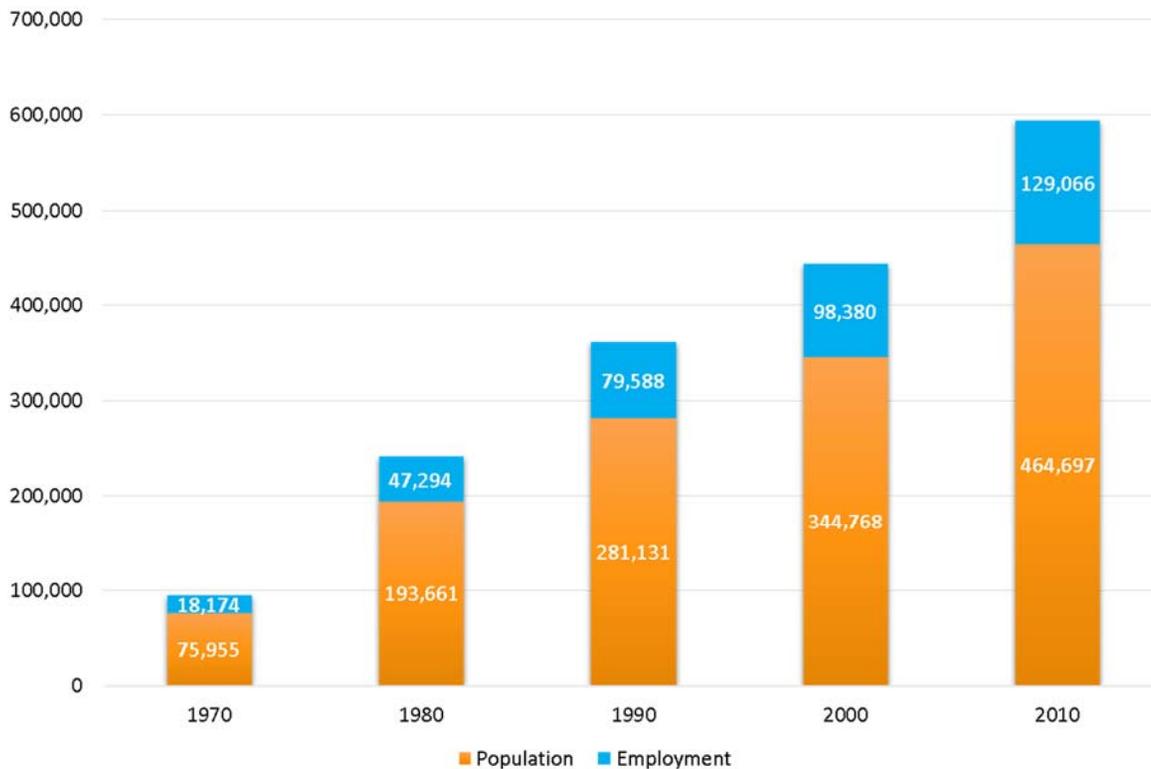
Even prior to the Great Recession of 2008, policy leaders were recognizing that the economic future of Pasco County is at a critical point. Too much reliance on a residential tax base and lack of non-residential and employment-based development continue to weaken the competitive edge of Pasco County in the Tampa Bay region.

In one of the first steps to address this issue, the Pasco County Board of County Commissioners engaged the Urban Land Institute (ULI) in 2007 to conduct a comprehensive study. The purpose of this study, titled Pasco County Florida: Planning and Organizing for Successful Economic Development, was to determine how Pasco County can better position itself to attract businesses and employers to strengthen its tax base and provide more employment options within Pasco County.

The ULI report recommended that Pasco County recognize the unique development characteristics and market potential of different sub-areas of the county. Over the last several years, Pasco County has done considerable work to identify five distinct Market Areas, each with its own specific vision, mission, and associated strategies to meet the overall goals of the County. Inextricably tied to

Figure 1-1

Historical Population and Employment by Decade (1960–2010)



Sources: U.S. Bureau of Economic Analysis; U.S. Census Bureau

each Market Area are future development and land use goals as well as complementary multimodal transportation system improvements required to support the land use and development patterns within each Market Area and countywide. This integrated land use and transportation approach will help to further support the broader economic development goals of Pasco County, as identified in the County’s 2013–2025 Economic Development Plan (adopted May 2013).

WHAT IS INCLUDED IN MOBILITY 2040?

MOBILITY 2040 includes numerous components, each vital to the development of the overall plan. In addition to this chapter, Introduction to MOBILITY 2040, the remainder of the plan consists of five major chapters, as indicated below.

Chapter 2: Setting the Stage for the MOBILITY 2040 Vision

Chapter 2 documents the historical and forecast growth of population and employment in Pasco County over the next 25 years. Land use and development trends in Market Areas of Pasco County are discussed, as are redevelopment efforts and preservation of incorporated and rural areas.

Demographic trends that will have an impact on the future transportation needs of Pasco County also are discussed, including those related to travel behavior, household characteristics, and generational differences (i.e., Millennials, Generation Y, and Baby Boomers).

Chapter 3: Guiding the MOBILITY 2040 Vision

Chapter 3 presents the overall vision for Pasco County as reflected in the County’s Strategic Plan. How transportation fits into the overall vision is presented along with broader coordination with transportation planning efforts throughout the Tampa Bay region. This chapter also documents the approach and outcomes from the significant public participation process that occurred as part of MOBILITY 2040.

Chapter 4: MOBILITY 2040 Needs Plan

Chapter 4 documents the MOBILITY 2040 Needs Plan for 2020–2040, including the following:

- > Policies, goals, and objectives that guided the plan development
- > Existing and committed transportation system funded through 2019
- > Needs for highways, transit, multiuse trails, bicycle facilities, sidewalks, safety improvements, technology investments, and other transportation-related needs

Chapter 5: MOBILITY 2040 Cost Affordable Plan

Chapter 5 presents the approaches used by the MPO to set priorities and transition to a fiscally-constrained cost affordable plan. Priorities are established through a comprehensive assessment of technical analysis, policy input, citizen input, and financial resources. The MOBILITY 2040 Cost Affordable Plan is documented, reflecting a



The arrival of the Seaboard Air Line railroad to New Port Richey signaled growth in western Pasco County. Pictured is the New Port Richey rail depot in 1915. Photo courtesy of Jeff Miller, History of Pasco County (www.fivay.org).

substantial transition from a highway-oriented plan to a multimodal plan that includes significant investments in transit, highway maintenance, and other multimodal transportation investments.

Chapter 6: Plan Performance

Chapter 6 provides an overview of how the planned MOBILITY 2040 transportation system performs when it comes to addressing the mobility and accessibility needs of Pasco County. This chapter also provides a series of performance measures related to the stated goals of the MOBILITY 2040 Plan in addressing the MAP-21 performance planning guidelines.

Chapter 7: MOBILITY 2040 Summary and Next Steps

Chapter 7 concludes the report with a summary of MOBILITY 2040 and the identification of the key next steps that must be taken to ensure that the plan transitions to implementation and that critical opportunities are pursued in the coming years. Steps including addressing the mobility needs of the SR 54/56 corridor and US 19.

HOW WAS MOBILITY 2040 DEVELOPED?

Federal Requirements

The Pasco County MPO is the federally-designated metropolitan planning organization for Pasco County. MPOs are formed in urbanized areas with populations greater than 50,000 to provide a forum for the cooperative decision-making

process. Federal funds for transportation projects and programs are channeled through this process and subsequently awarded to local agencies and jurisdictions to address planned transportation needs.

Since the population of Pasco County is greater than 200,000, Pasco County also is designated to be a Transportation Management Area (TMA). Because of this designation, the Pasco County MPO has additional roles and responsibilities for transportation planning identified within the metropolitan planning process. Under federal statutes, one of the major responsibilities of the Pasco County MPO is the preparation of the Metropolitan Long Range Transportation Plan (LRTP).

Metropolitan Transportation Plans are federally-mandated plans that must be updated every five years that identify transportation options that will best serve the county's needs over at least the next 20 years. The metropolitan planning process must be accomplished through a "continuing, cooperative, and comprehensive" transportation planning process (also known as the "3-C" process) to be eligible to receive federal funding for transportation projects, planning, and programs. This process requires the MPO to work directly with local, State, and federal agencies and the general public to develop and administer transportation programs, including the development of MOBILITY 2040.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Signed into law by President Obama on July 6, 2012, MAP-21 (Public Law 112-141) is the first long-term highway authorization enacted since the Safe, Accountable, Flexible, Efficient Transportation Equity Action: A Legacy for Users (SAFETEA-LU) act became law in 2005.

MAP-21 is a milestone for the U.S. economy and the nation's surface transportation program because it creates a streamlined and performance-based program and builds on many of the highway, transit, bike, and pedestrian programs and policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance- and outcome-based program requires states to invest financial resources in projects that collectively will make progress toward achieving national multimodal transportation goals. MOBILITY 2040 has been developed to ensure compliance with the requirements of MAP-21 and includes a performance-based approach to the transportation decision-making process.

MAP-21 also continues many of the previous requirements contained in SAFETEA-LU, including eight planning factors that illustrate the need for Metropolitan Transportation Plans to recognize and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for MOBILITY 2040 and include:

1. Support the *economic vitality* of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the *safety* of the transportation system for motorized and non-motorized users.
3. Increase the *security* of the transportation system for motorized and non-motorized users.
4. Increase *accessibility* and *mobility* of people and *freight*.
5. Protect and *enhance the environment*, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local growth and economic development patterns.
6. Enhance the *integration* and connectivity of the transportation system, across and *between modes*, for people and freight.
7. Promote efficient *system management* and operation.
8. Emphasize the *preservation* of the existing transportation system.

MAP-21 also includes additional requirements related to performance measures and targets in the metropolitan planning process. MPOs are now required to coordinate with state and public transportation providers to establish performance targets to assess the performance of the multimodal transportation system.

State Requirements

The Florida Department of Transportation (FDOT), Office of Policy Planning coordinates with Florida MPOs to publish the *MPO Program Management Handbook*. This handbook is used to provide guidance on State and federal legislation; applicable legislation on how an MPO is formed; how its membership is apportioned in metropolitan areas; the establishment of transportation planning boundaries, areas, and designations; and requirements for cooperative agreements between the FDOT and the MPOs. MOBILITY 2040 was developed consistent with the guidance provided in this handbook.

State requirements also exist for public involvement, as outlined in Chapter 339.175, Florida Statutes (F.S.), requiring that citizens, public agencies, and other known interested parties be given the opportunity to comment during development of MPO plans and programs, including the Metropolitan Transportation Plan.

Additional requirements for public access to governmental proceedings are addressed in Chapter 286, F.S., commonly referred to as the “Sunshine Law.” This law requires that meetings of boards and commissions are open to the public, reasonable notice of such meetings is given, and minutes are taken and made available to the public in a timely manner. All public outreach and documentation for MOBILITY 2040 is done in accordance with the Sunshine Law.

Consistency with Other County and Regional Plans

State and federal regulations require the MOBILITY 2040 Plan to be consistent with other County and regional transportation plans and programs, including:

- > Pasco County MPO
- > Transportation Improvement Program (TIP)
- > Congestion Management Process (CMP)
- > Public Participation Plan (PPP)
- > Comprehensive Plans of Pasco County and the incorporated cities of Dade City, New Port Richey, Port Richey, and Zephyrhills
- > Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan
- > Tampa Bay Regional Planning Council (TBRPC) Strategic Regional Policy Plan

A separately bound technical report, Technical Report No. 1, has been prepared to address the technical requirements for developing MOBILITY 2040.

ADOPTED POLICY STATEMENTS, GOALS, & OBJECTIVES

Illustrated in the remainder of this chapter are adopted policy statement, goals, and objectives that were adopted by the Pasco County MPO Board to guide the development of MOBILITY 2040. Technical Report No. 3 provides additional detail on the development of the Goals and Objectives.

Table 1-1

**Adopted Policy Statements
Pasco MOBILITY 2040 Transportation Plan
MPO Board Meeting, June 12, 2014**

1) Maximum Number of Lanes on Non-Freeway/Expressway Road

Future road improvements on non-freeway/expressway roads shall be limited to a maximum of six general purpose through-lanes. Exceptions may be made on roads that necessitate special use or auxiliary lanes.

2) Multimodal Transportation

Multimodal transportation investments will be considered for implementation along with road improvements.

3) New Roadways

New roadways may be needed for reasons other than resolving congestion and capacity issues. These reasons may include connectivity, safety, emergency evacuation and access, transit services, and others.

4) Right-of-Way Preservation

The identification, protection, and preservation of right-of-way for needed corridors, based on the MPO’s Long Range Transportation Plan and the County’s Highway Vision Map, is a critical component of meeting future multimodal transportation needs. Programs that result in protecting and preserving right-of-way are recognized as an integral part of a transportation implementation strategy that ensures that needed right-of-way for roadways, sidewalks and bicycle facilities, multi-use trails, transit, drainage, and landscaping, will be available when needed, and will minimize community disruption and enhance overall project feasibility.

5) Transportation Management and Operations/Congestion Management Process (CMP)

Transportation Systems Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation System (ITS) strategies will be considered, as appropriate, as part of the MPO’s Congestion Management Process (CMP). These considerations are included to identify opportunities to increase efficiency through transportation management and operations (intersection and traffic signal improvements and technology) and provide multimodal transportation options to the citizens and visitors of Pasco County. Funding will be set aside annually for the implementation of appropriate strategies.

6) Land Use and Transportation Connection

Transportation planning and project funding will reinforce and be consistent with County and cities’ land use policy and growth and economic development initiatives as documented in the County’s and cities’ Comprehensive Plans and Land Development Codes.

Table 1-2
MOBILITY 2040 Goals

<p>(1) Support Economic Development.</p> <p>Provide multimodal facilities and services that support economic development.</p>
<p>(2) Improve Safety and Security.</p> <p>Improve the safety and security of the multimodal transportation network for motorized and non-motorized users.</p>
<p>(3) Provide local and Regional Connectivity and Transportation Choices.</p> <p>Maximize opportunity for local and regional connectivity and modal choice for all Pasco County residents, employees, visitors, and commerce.</p>
<p>(4) Create Quality Places.</p> <p>Create quality places by coordinating transportation and land use planning with the County and cities that facilitates healthy, active living and protects the County’s natural resources through proactive environmental stewardship.</p>
<p>(5) Provide a Reliable and Efficient Multimodal Transportation System.</p> <p>Manage and provide a reliable and efficient multimodal transportation system.</p>
<p>(6) Encourage Public Participation.</p> <p>Encourage full public participation early and throughout plan adoption and ensure that the Transportation Plan and MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.</p>

Table 1-3

MOBILITY 2040 Goals and MAP-21 Planning Factors

<div style="text-align: right; padding-right: 10px;">MAP-21 Goals</div> <div style="text-align: left; padding-left: 10px;">MOBILITY 2040 Goals</div>	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration and Connectivity	System Management and Operation	System Preservation
(1) Support Economic Development.								
(2) Improve Safety and Security.								
(3) Provide local and Regional Connectivity and Transportation Choices.								
(4) Create Quality Places.								
(5) Provide a Reliable and Efficient Multimodal Transportation System.								
(6) Encourage Public Participation.								



Table 1-4
MOBILITY 2040 Goals and Objectives

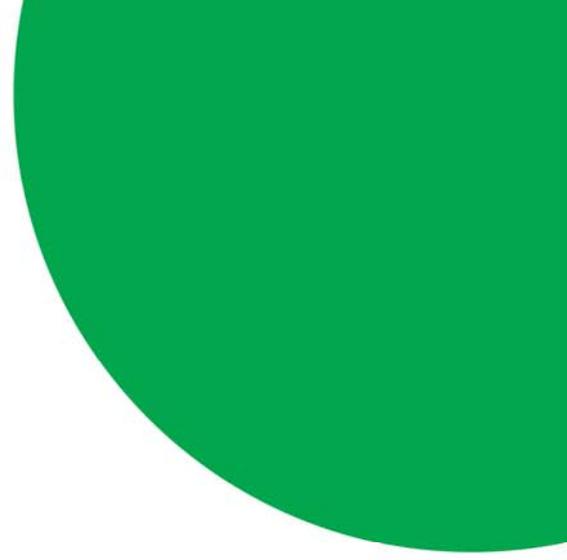
Goals	Objectives
(1) Support Economic Development.	Improve goods movement access and connections to port, rail, and airport facilities.
	Improve access and connections to major activity centers.
	Preserve corridors for future planned improvements.
	Develop transportation solutions through public-private partnerships.
	Maintain consistency with the Pasco County Economic Development Strategic Plan and other pertinent plans.
(2) Improve Safety and Security.	Reduce fatal and serious crashes for all modes of travel.
	Document and consider impacts to emergency evacuation routes during the prioritization of roadway improvements.
	Monitor and support multimodal transportation security.
(3) Provide Local and Regional Connectivity and Transportation Choices.	Plan for and design multimodal transportation facilities accessible by users of different ages and abilities.
	Improve connectivity between major activity centers in Pasco County and regionally.
	Ensure consistency with the comprehensive plans of local governments within the Pasco County MPO area and applicable regional plans.

Table 1-4

MOBILITY 2040 Goals and Objectives (continued)

Goals	Objectives
<p>(4) Create Quality Places.</p>	<p>Coordinate land use and transportation planning decisions to provide a built environment that supports transportation choices.</p>
	<p>Consider transportation investments that meet the intent of the market areas.</p>
	<p>Plan for issues related to sea level rise, energy conservation, air quality, and environmental mitigation and impacts.</p>
	<p>Support community social values by developing facilities that are user friendly, multimodal, and encourage healthy and active lifestyles.</p>
	<p>Consider the designation of scenic corridors and parkways that enhance the overall social and aesthetic values of the community.</p>
	<p>Consider impacts to roadways providing access to major activity centers.</p>
	<p>Maintain and preserve existing transportation facilities.</p>
	<p>Provide for the needs of the transportation disadvantaged (TD) population and improve the coordination of TD services with other modes of transportation.</p>
<p>(5) Provide a Reliable and Efficient Multimodal Transportation System.</p>	<p>Reduce congestion and/or provide mobility options.</p>
	<p>Protect and enhance state of good repair for the transportation system.</p>
	<p>Implement short-range congestion and mobility management strategies and technologies to optimize efficiency.</p>
<p>(6) Encourage Public Participation.</p>	<p>Promote proactive and early public involvement and provide diverse opportunities for public participation to as many people as possible.</p>
	<p>Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts on minority, low-income, and traditionally underserved populations.</p>





CHAPTER 2
**Setting the Stage
for the
MOBILITY 2040 Vision**



“The population of Pasco County is forecast to increase from 459,000 in 2010 to more than 905,000 in 2040, an increase of more than 90%. Employment is expected to grow at a rate more than twice that, reflecting the County’s established policies to encourage employment and business growth....”



Setting the Stage for the MOBILITY 2040 Vision

HOW WILL PASCO COUNTY GROW IN THE FUTURE?

As has occurred in the past, changes and shifts in demographic and socioeconomic trends will continue to impact future transportation needs throughout Pasco County. The question is, to what extent will this impact be and how best can we plan for it now? To best answer this, demographic and socioeconomic forecasts were completed during the long range transportation planning process to determine potential changes to travel needs and behavior over the next 25 years. Although not all demographics can be accurately forecast years into the future, local, regional and national trends were monitored and evaluated to determine the expected impact to transportation systems.

What Will Pasco County's Population and Employment Growth Look Like?

Socioeconomic data, such as population and employment information, are a vital component of travel demand forecasting models used in developing MOBILITY 2040. The Pasco County MPO has a long-established process for the development of forecast socioeconomic data.

Historically, much of Pasco County has developed in a scattered pattern, making it difficult to establish a Future Land Use Map, which directs growth to designated areas. As discussed in Chapter 1, Pasco County has done considerable work over the last several years to better integrate transportation and land use policy with economic development goals and has identified five distinct Market Areas, each with its own specific vision, mission, and associated strategies to meet the overall goals of the County. The population forecast completed as part of MOBILITY 2040 adheres to the County's growth policy by simulating compact growth patterns from the center of the Market Areas outward, thus discouraging the continued suburbanization of the rural areas. The employment forecasts reflect Pasco County's policies to attract businesses and employers and provide more employment opportunities within the county for residents and for commuters from other counties.

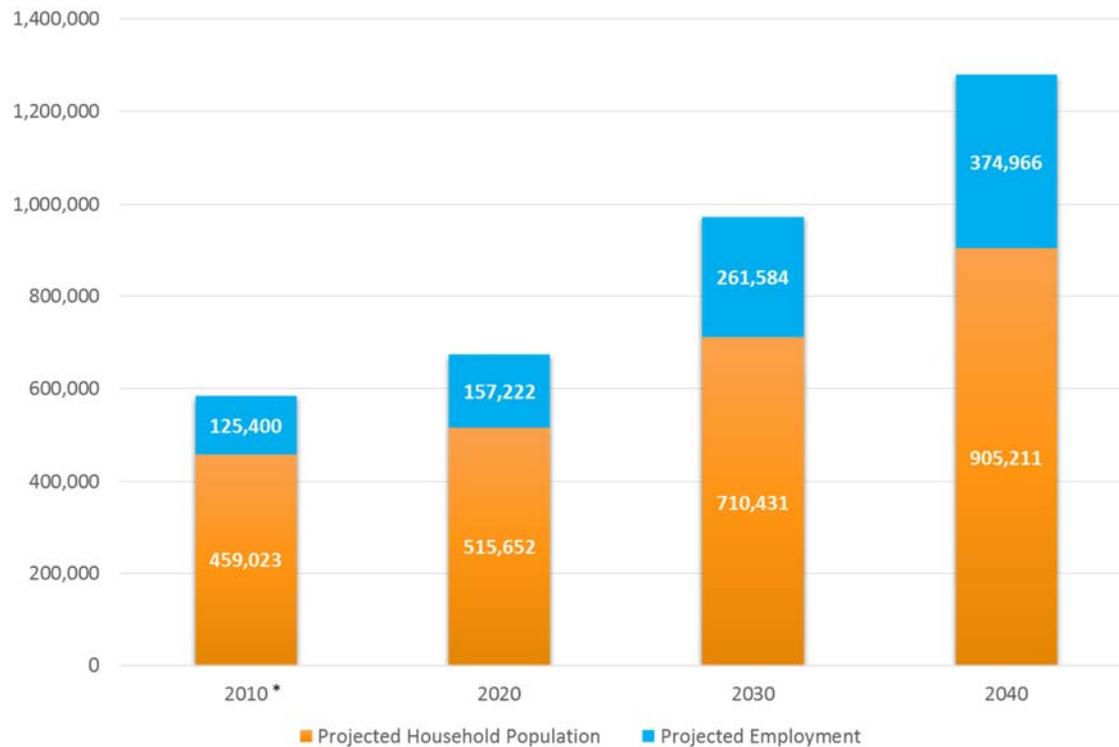
As shown in Figure 2-1, the population of Pasco County is forecast to increase from 459,000 in 2010 to more than 905,000 in 2040, an increase of more than 90%.

Employment is expected to grow at a rate more than twice that, reflecting the County's established policies to encourage employment and business growth, with the addition of approximately 250,000 to the existing 125,400 employees over the same time period.



Figure 2-1

2010 and Projected Population and Employment, Pasco County



*Historical 2010 figures shown for illustrative purposes.

A majority of new jobs is projected to be in service-related industries though the distribution of employees by sector will remain fairly consistent (see Figure 2-2). As a result of the overall employment growing at a pace higher than population, the employment-to-population ratio is projected to increase by 2040. This employment growth is due to a greater proportion of residents forecasted to remain in Pasco County for work instead of commuting to surrounding counties, as is the pattern today. This forecasted growth is also a result of increased employment-generating development that attracts commuters living in other counties.

Figure 2-3 further illustrates the evolution of Pasco County’s population and employment from a county that is characterized largely by rural and suburban “bedroom” communities to an increased emphasis on employment within the county, especially within the SR 54/56 and US 19 corridors.

This increased emphasis on these corridors is reflected in the County’s Mobility Fee program, which charges new development based on the impact of this development to the transportation infrastructure. Incentivized with lower development fees in the South and West Market Areas, growth in these areas is being coordinated with land use and transportation plans.

Figure 2-2

Distribution of Employees by Sector, Pasco County

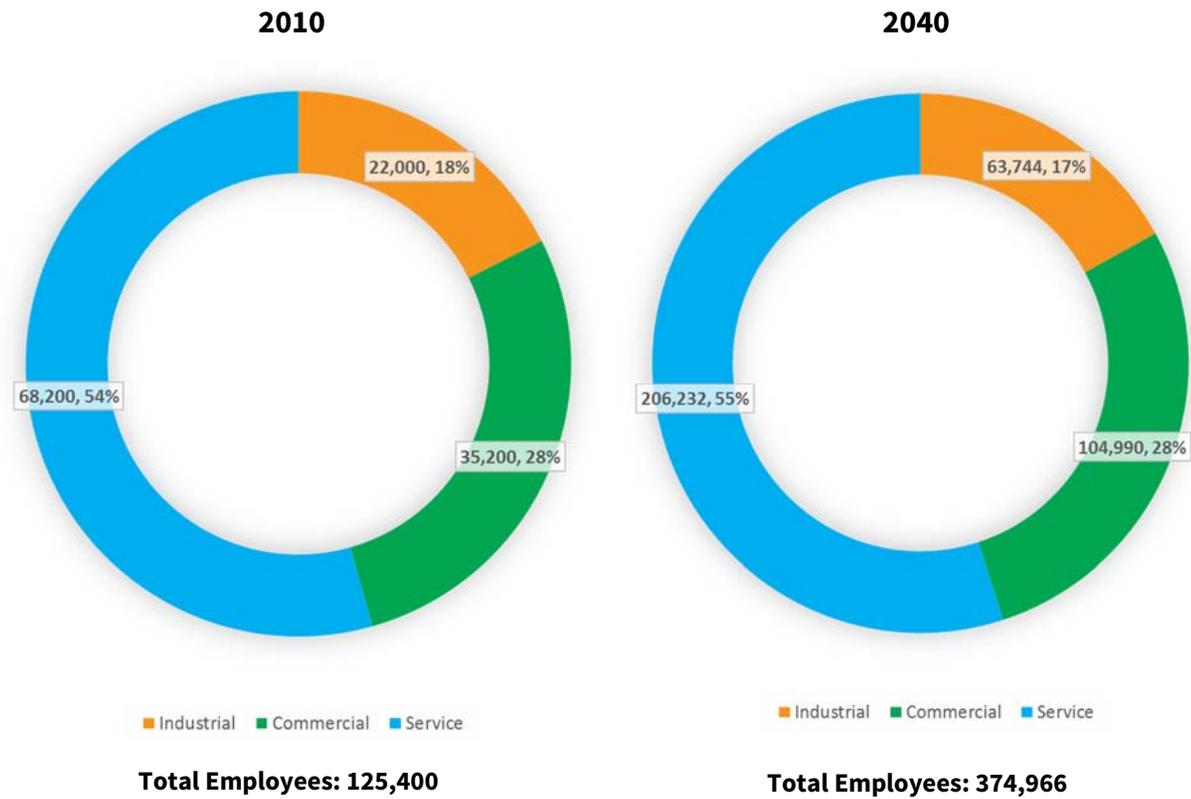
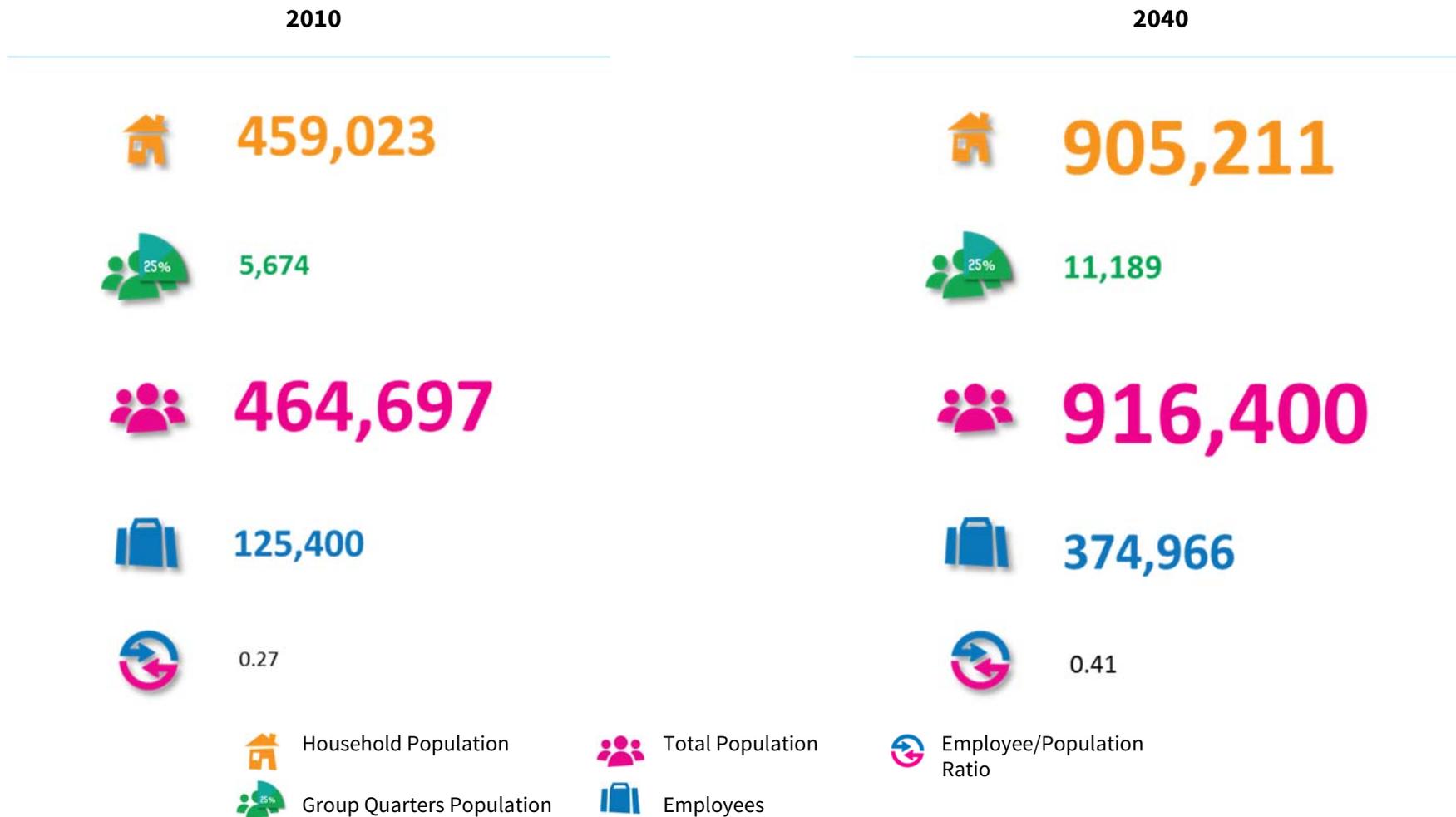


Figure 2-3

2010 vs. 2040 Population and Employment Comparisons, Pasco County



How Were the Projections Developed?

Developing Pasco County’s socioeconomic data involved a four-step process:

1. Developing countywide control totals for population, employment, school enrollment, and hotels/motels.
2. Allocating approved development based on the adopted Comprehensive Plan Future Land Use designation using the County’s database and geographic information systems (GIS).
3. Calculating vacant developable lands in Pasco County using GIS.
4. Allocating remaining growth to appropriate areas of the county using a land use allocation model and GIS.

Fueled by the construction of the Suncoast Parkway and the current expansion of I-75, Pasco County has a challenge unique in this region when it comes to addressing growth and vacant land. Most new population and employment growth will be established in greenfield or undeveloped areas. To better manage the level of growth within subareas of the county, five market areas were developed in response to the ULI report. These market areas are more fully described in Chapter 3. Development is anticipated in much of the county, particularly along the SR 54/56 corridor in the South Market Area. However, in addition to new development potential, redevelopment also was considered. The West Market Area,

along the US 19 corridor, has the highest likelihood for redevelopment as the housing and building stock ages.

What Trends Will Influence Travel Needs or Habits?

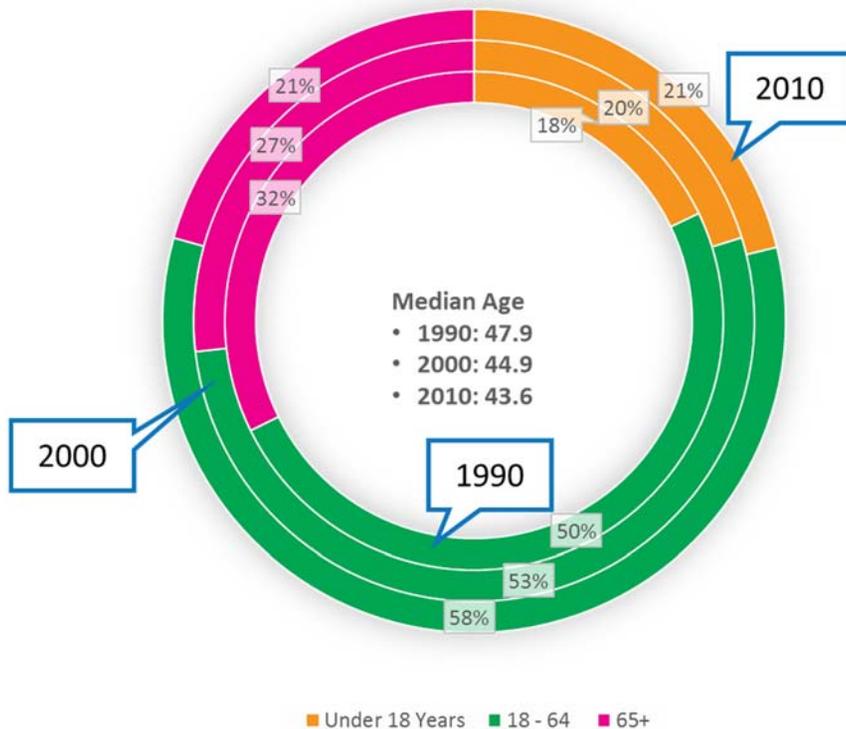
Population and employment growth typically results in increased travel and demand on all transportation systems. However, other demographic and economic factors such as age distribution, income range, housing stock, household composition, education level, and transportation costs all directly influence travel needs and behavior.

Travel behaviors often differ between various age groups. Studies have found that younger Americans are driving less than previous generations for a number of reasons, including a desire to live closer to work, affordability of using other modes vs. driving, and other factors. As the Baby Boomers continue to the shift from working age into retirement, they are also expected to travel less and with trips occurring more outside of peak travel periods. The demand for alternative modes of transportation is anticipated to increase as this age group gets older. The “working age” population, those between ages 18 and 64, tend to travel the most and are most likely to drive unless other reliable and efficient travel options are available.

Over the last several decades, the population of Pasco County has become younger, with the median age decreasing (see Figure 2-4). At the

Figure 2-4

Age Distribution and Median Age, Pasco County



Source: U.S. Census Bureau

same time, the residential housing boom, tending towards the suburban, family-oriented lifestyle, has increased both the percentage of households with children and the average household size (see Figures 2-5 and 2-6). The biggest increase came in the working age group(18–64). Growing the working force increases the need for mobility options so that every trip is not completed using an automobile. The MOBILITY 2040 plan includes a shift towards addressing the full range of mobility options as well as a growth strategy that will make this type of travel a realistic option. Including more employment opportunities in the county means automobile trips to work will be shorter. Locating convenience and retail opportunities closer to residential means shopping trips can be made without a car. Different households tend to have different travel behaviors, with travel increasing with more people in a home. However, it is recognized that these trends are subject to a variety of factors, such as fuel prices, housing affordability, and proximity of housing to services, retail, and other destinations. The MOBILITY 2040 plan seeks to address these issues and trends by having a plan to accommodate growth consistent with the County vision and a transportation plan that provides mobility options for everyone.

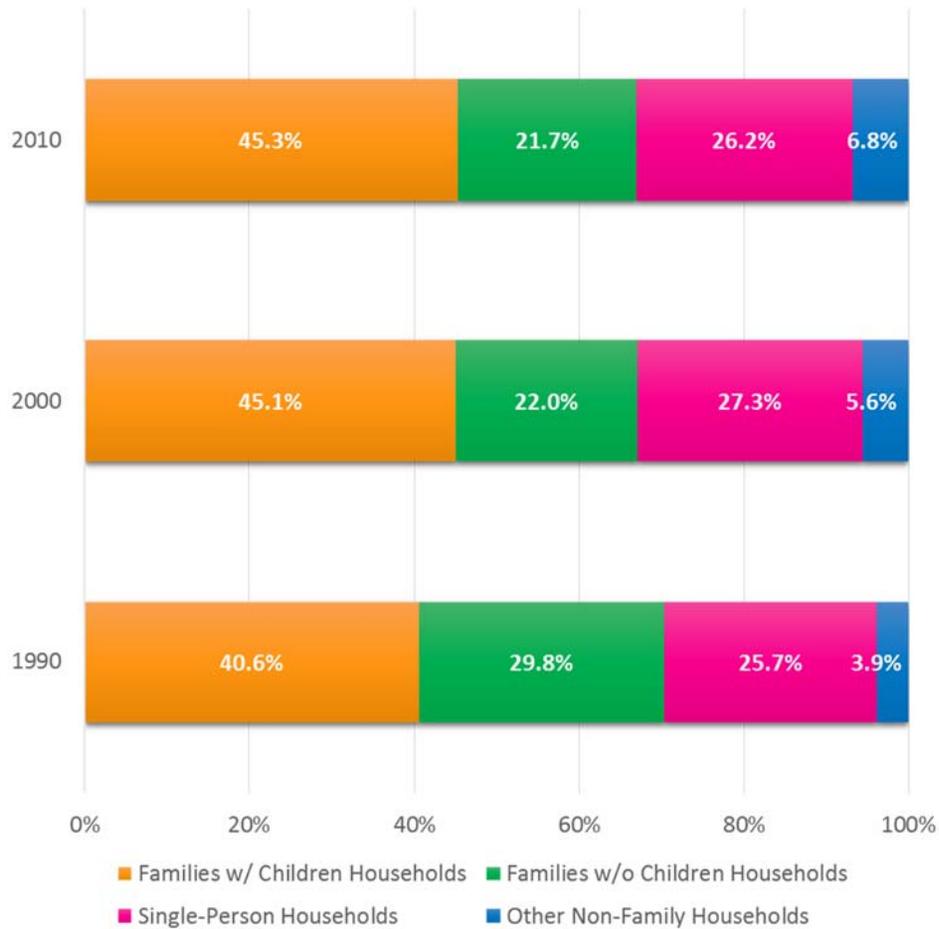
Although these demographics must continue to be monitored, it is important to note that, as previously discussed, the development and redevelopment potential within Pasco County, based on adopted land use policy, including the designation of an Urban Services Area within the South and West Market Areas, was the driving force in developing the socioeconomic forecasts for MOBILITY 2040.

Maps 2-1 through 2-6 at the conclusion of this chapter illustrate the existing (2010), forecasted (2040), and change in population and employment throughout Pasco County. These maps include the five Market Areas that guided the future growth pattern for Pasco County.

For additional information, refer to the separately-bound Technical Report, “MOBILITY 2040 Socioeconomic Forecast Development” (July 2014), available on the MOBILITY 2040 website (www.mobility2040pasco.com).

Figure 2-5

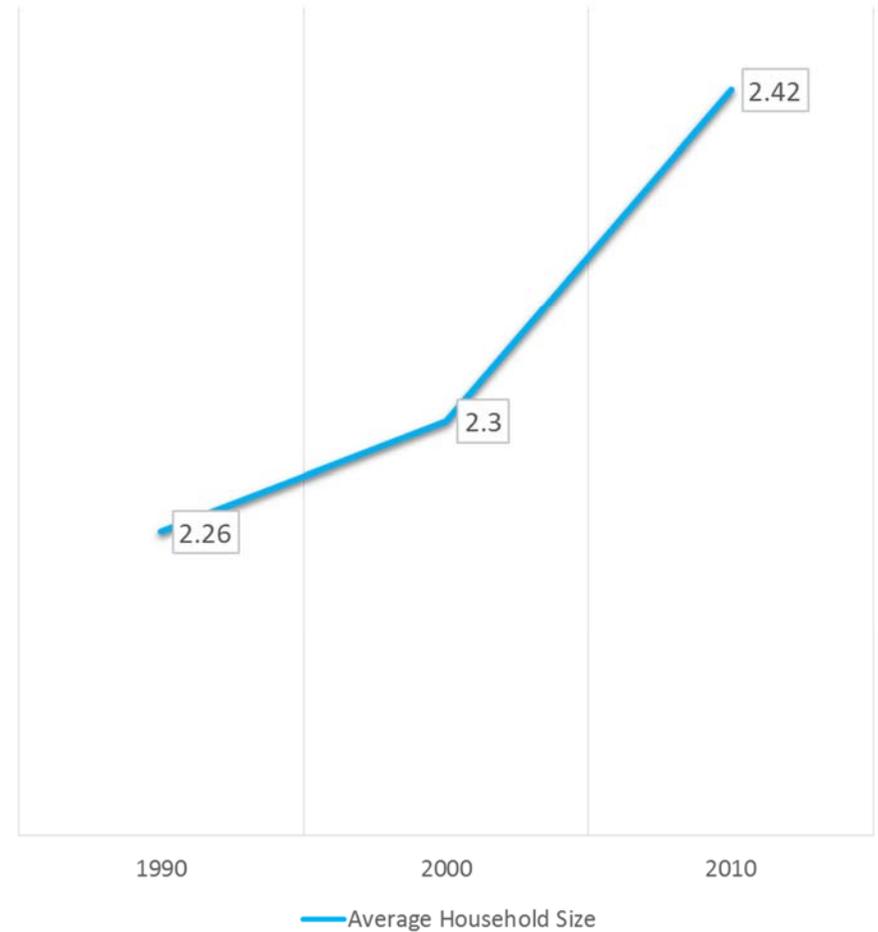
Household Composition, Pasco County



Source: U.S. Census Bureau

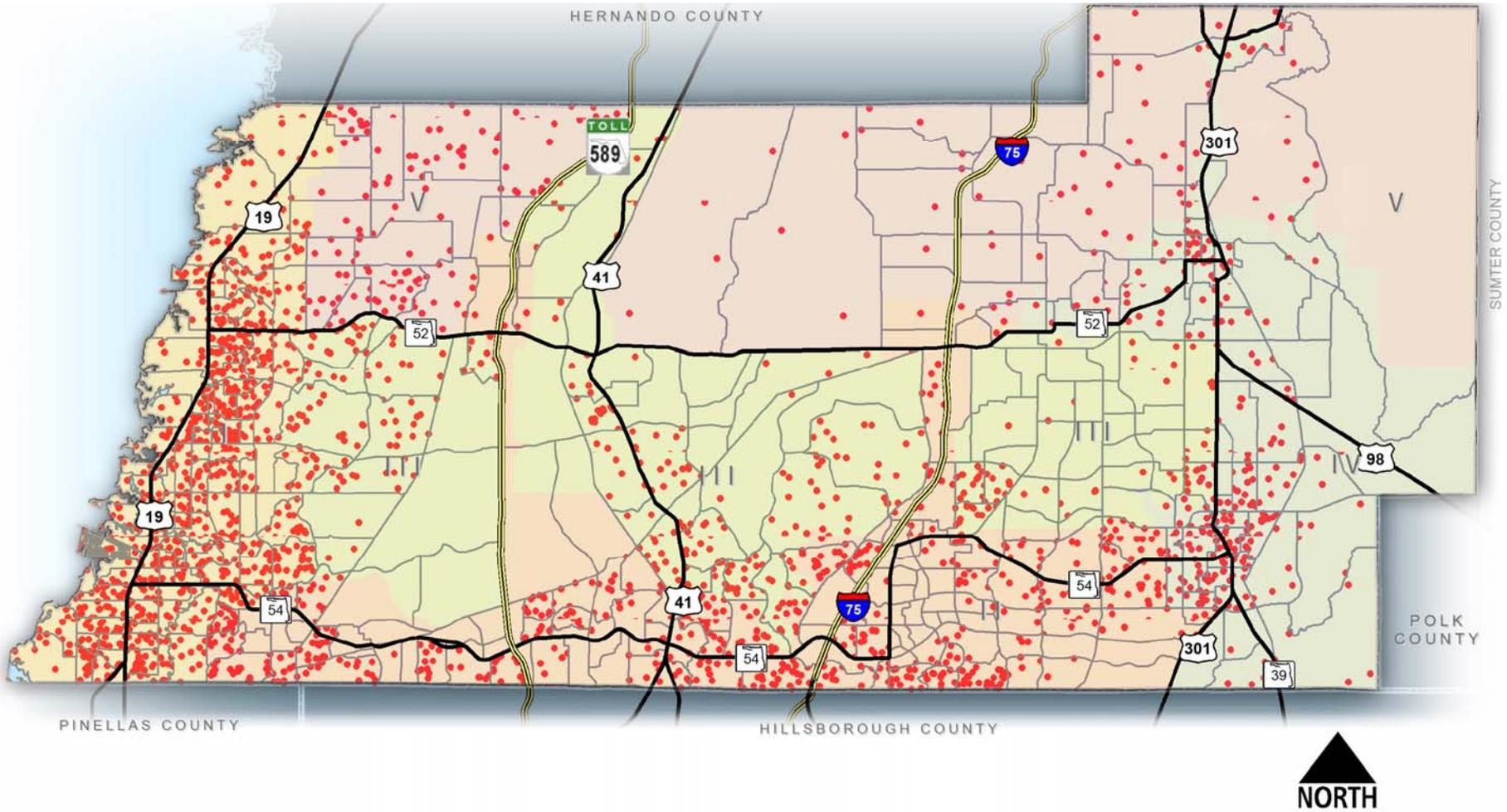
Figure 2-6

Average Household Size, Pasco County



Source: U.S. Census Bureau

Map 2-1



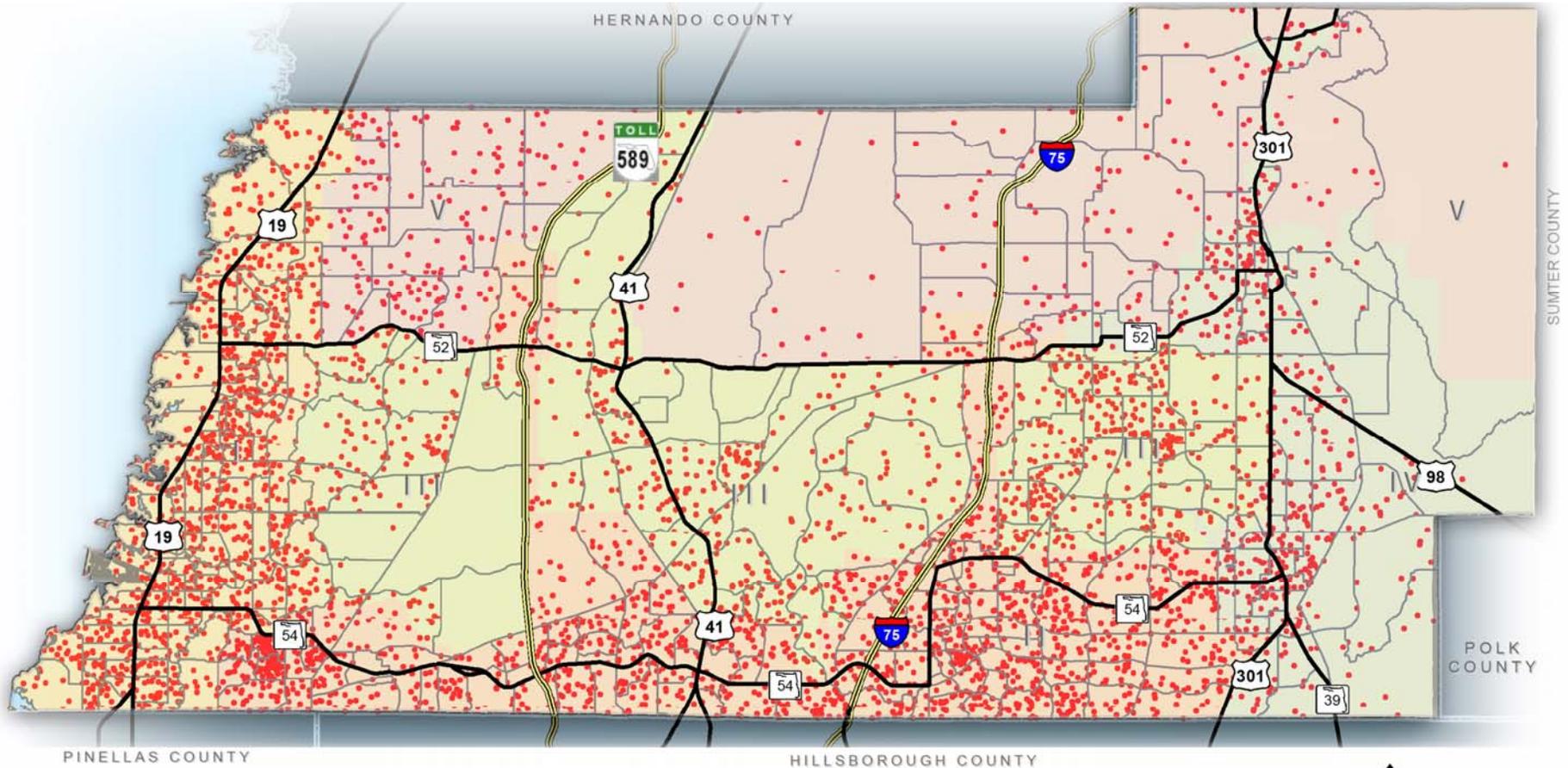
2010 Household Population (459,023)

1 Dot = 200 people

Date: 06.24.13 Source: 2010 Census, 2040 population includes the BEBR High mix. (2013 publication)

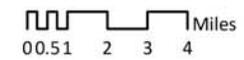


Map 2-2



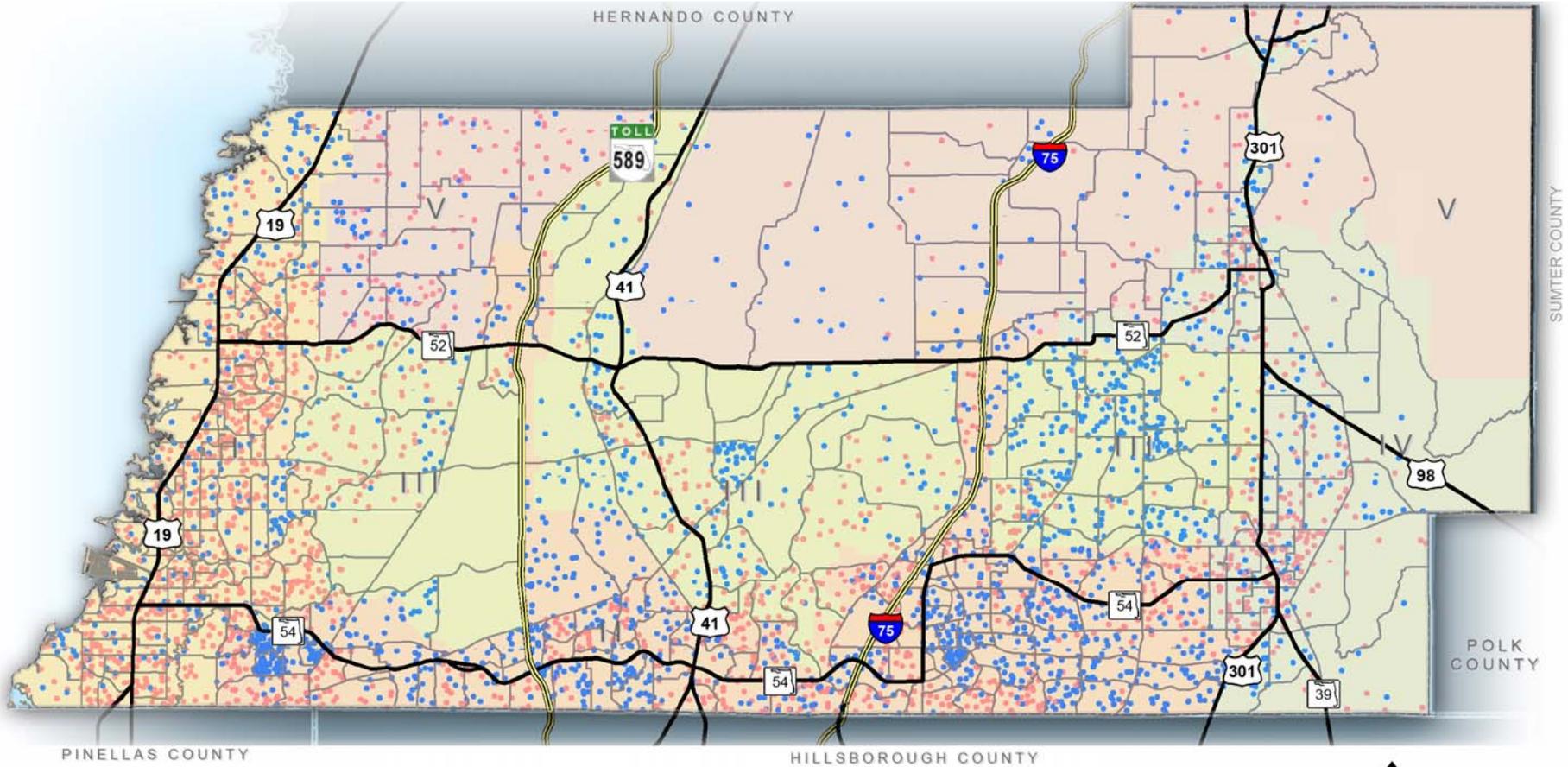
2040 Household Population (905,211)

1 Dot = 200 people



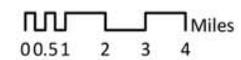
Date: 06.24.13 Source: 2010 Census, 2040 population includes the BEBR High mix. (2013 publication)

Map 2-3



2010 - 2040 Population Growth (451,703)

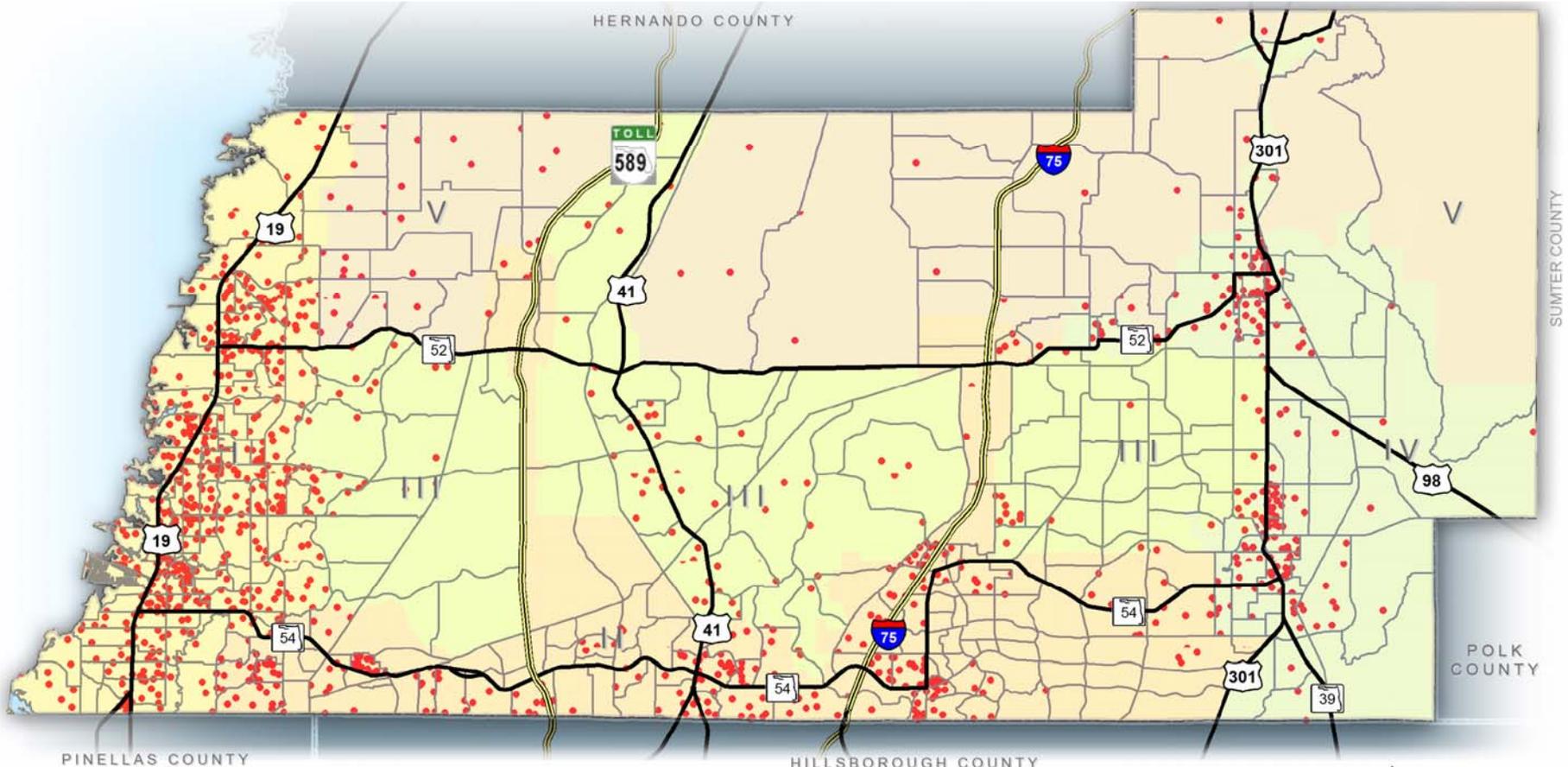
- 1 Dot = 200 people
- Population 2010
- 2010 - 2040 Growth



Date: 06.24.13 Source: 2010 Census, 2040 population includes the BEBR High mix. (2013 publication)

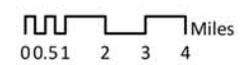


Map 2-4



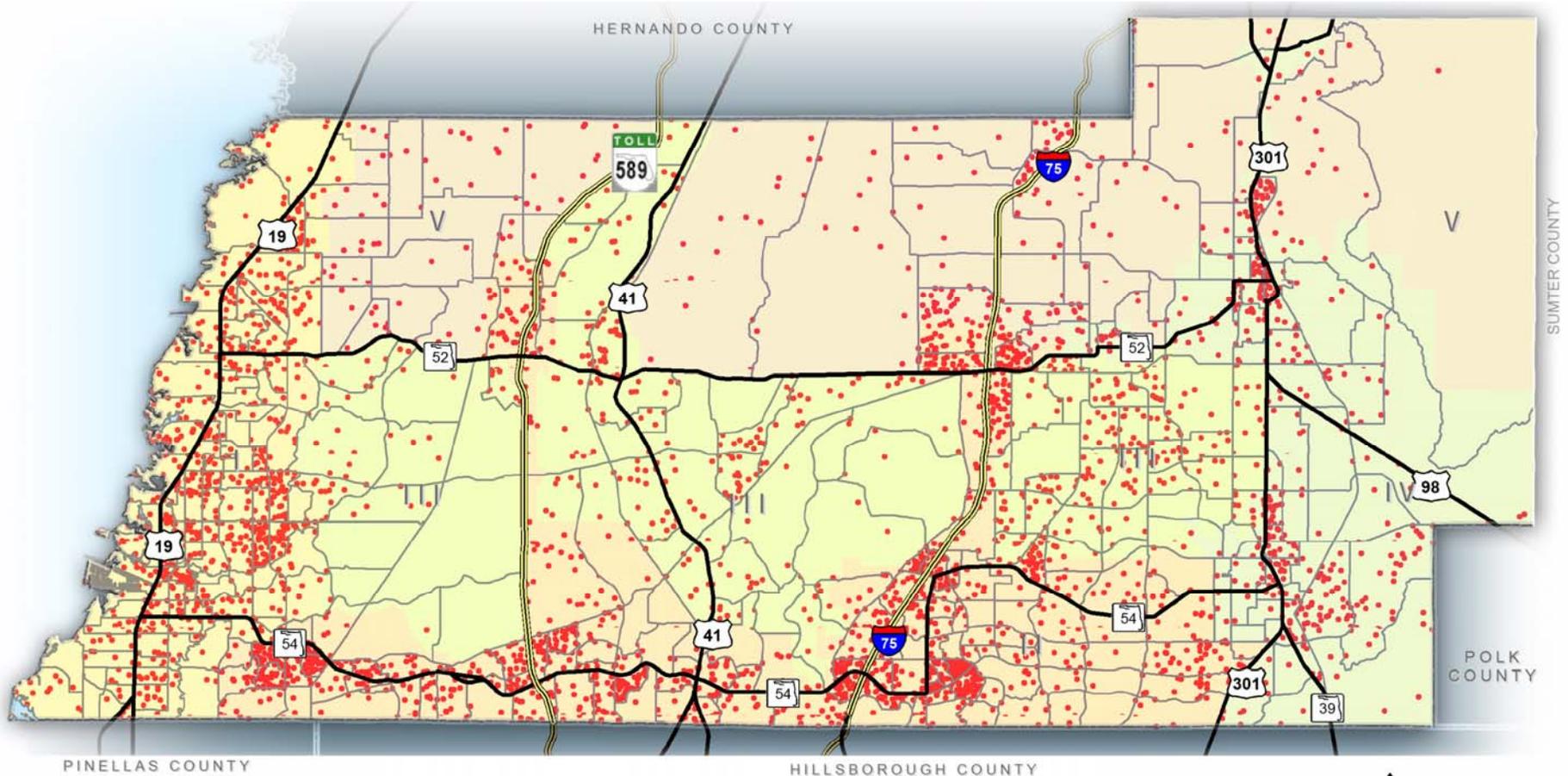
2010 Total Employees (124,400)

1 Dot = 100 employees



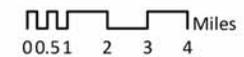
Date 06.24.13 Source: 2010 and 2040 based on population/employee ratio using BEBR high population mix. (2013 publication)

Map 2-5



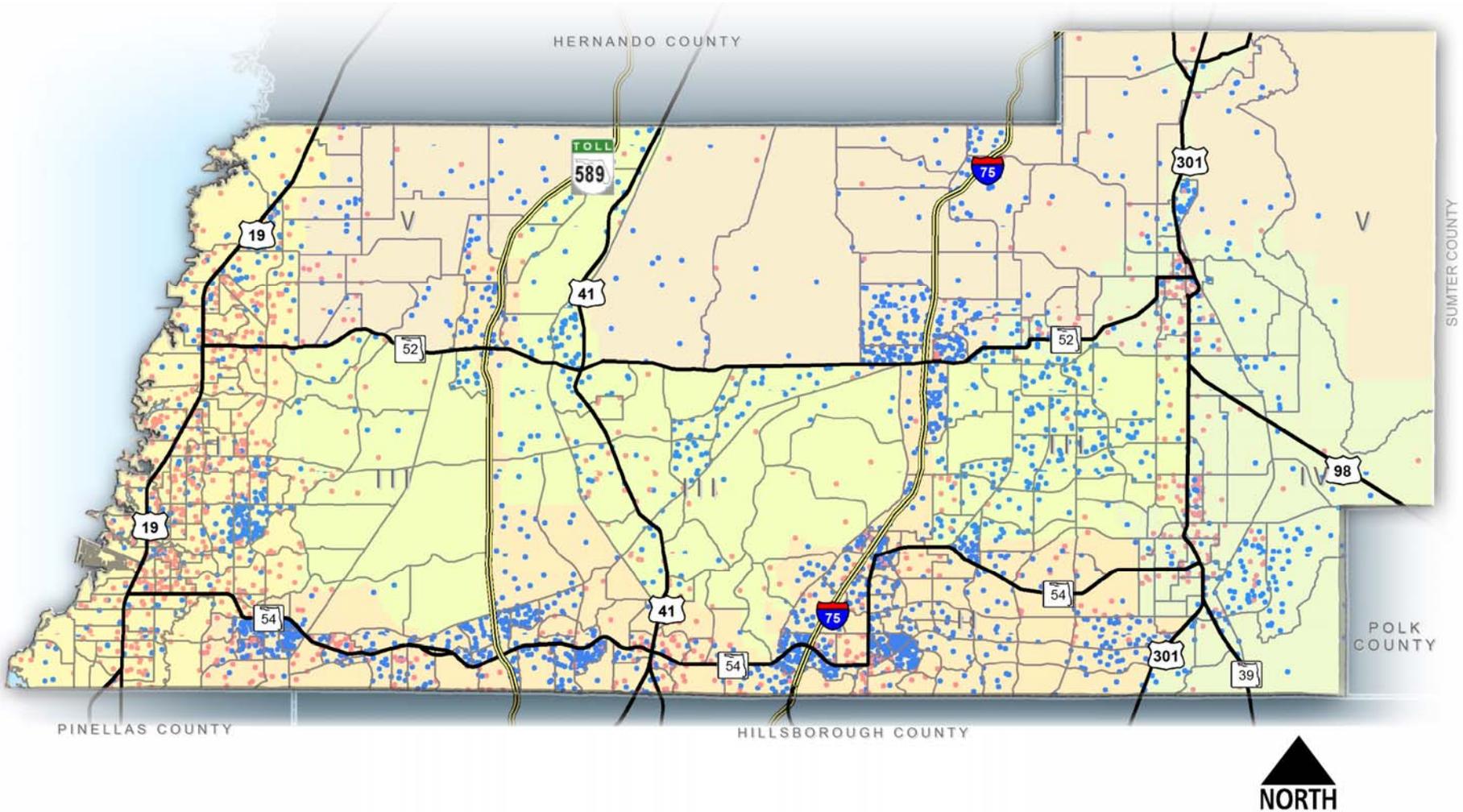
2040 Total Employees (374,966)

1 Dot = 100 employees



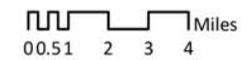
Date 06.24.13 Source: 2010 and 2040 based on population/employee ratio using BEBR high population mix. (2013 publication)

Map 2-6



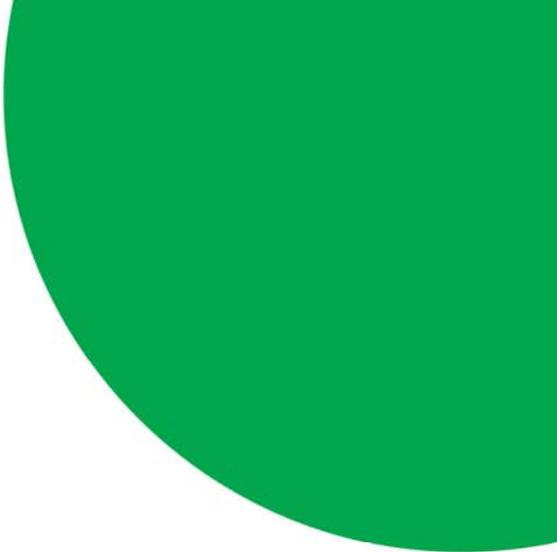
2010 - 2040 Total Employment Growth (249,566)

- 1 Dot = 100 employees
- Employment 2010
- 2010 - 2040 Employment Growth

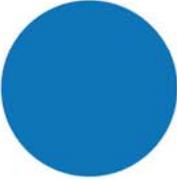


Date 06.24.13 Source: 2010 and 2040 based on population/employee ratio using BEBR high population mix. (2013 publication)





CHAPTER 3
**Guiding the
MOBILITY 2040 Vision**



The Board of County Commissioners established four strategic objectives to help achieve the vision of becoming Florida's Premier County:

- Create a thriving community.*
- Enhance quality of life.*
- Stimulate economic growth.*
- Improve organizational performance.*



Guiding the MOBILITY 2040 Vision

INTRODUCTION

Key to the development of MOBILITY 2040 was identifying and ensuring consistency with various plans and visions within Pasco County and the West Central Florida region. This chapter highlights the key elements that had a major impact in guiding the MOBILITY 2040 vision. These guiding elements include the following:

- > Pasco County vision
- > Other local vision plans (cities, corridors, and/or areas)
- > Regional vision and coordination (adjacent MPOs, counties/cities, regional agencies)
- > Public participation

Each of these elements is summarized in this chapter.

PASCO COUNTY VISION

The Board of County Commissioners (BOCC) and Pasco County staff share a vision to become “Florida’s Premier County.” To guide the pursuit of this vision, the BOCC established four strategic objectives, which are reflected in Pasco County’s Strategic Plan (2013–2017). These four strategic objectives are to:

- > Create a thriving community.
- > Enhance quality of life.
- > Stimulate economic growth.
- > Improve organizational performance.

Within each of these strategic objectives are goals, key measures, and targets that were established to help facilitate Pasco County becoming Florida’s Premier County. The MOBILITY 2040 LRTP was developed to reinforce the transportation and land use elements of the County’s Vision and Strategic Plan.





FY 2015 Business Plan



Serving Our Community
to Create a Better Future

Respect • Integrity • Innovation • Service Excellence • Quality

The FY 2015 Business Plan assigns roles, responsibilities, and timeframes for working toward Pasco County's Vision and Strategic Objectives.

KEY ELEMENTS OF THE COUNTY VISION

Additional information regarding the vision for Pasco County is reflected in several concepts, plans, and programs developed by the County as a whole or for specific geographic areas of the county.

Pasco County Market Areas and Urban Service Area

As illustrated in Map 3-1 and summarized below, Pasco County is organized into five major Market Areas to distinguish the key growth and development characteristics of each area of the community. The map also reflects the urban service area boundary, which designates the area in which significant growth and development are targeted. MOBILITY 2040 was developed to ensure that growth projections and transportation improvements are consistent with the character of each market area.

The Harbors (West Market Area Redevelopment)

The Harbors includes the coastal and inland areas along US 19 and the Little Road corridors from the North County Line to the South County Line. It is part of the County's Urban Service Area and includes Port Richey and New Port Richey.

Gateway Crossings (South Market Area)

Gateway Crossings runs primarily east/west along SR 54/56 and incorporates properties running north/south along the Suncoast Parkway and I-75. It has a distinct and dual role

as a gateway to and from Pasco County. The South Market Area is part of the County's Urban Service Area.

Midlands (Central Market Area)

The Central Market Area comprises the central portions of the county (although it is interrupted by the South Market Area, as it runs north/south along portions of the Suncoast Parkway and I-75). This Market Area is categorized primarily as supporting suburban development. The Villages of Pasadena Hills are located within the Central Market Area.

Highlands (East Market Area)

The East Market Area comprises the eastern portion of the county, running north/south along US 301. It is envisioned as an area that preserves a small-town lifestyle with a sustainable development pattern, protecting its natural resources. It includes the cities of Dade City and Zephyrhills, with conservation lands on the edge, creating a rural to suburban character.

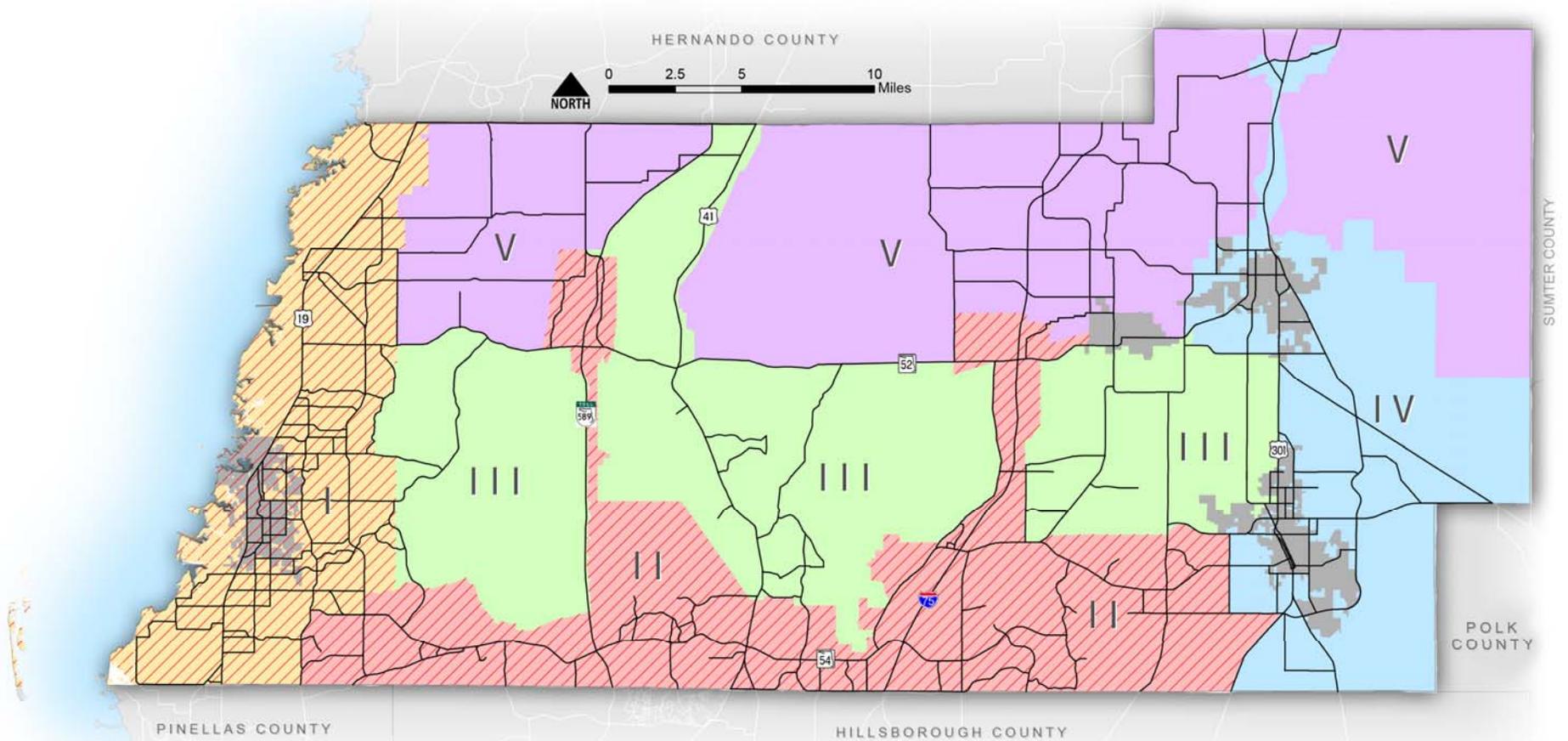
Countryside (North Market Area)

The North Market Area is a predominantly rural area, with agricultural lands and natural resources. The Comprehensive Plan calls for development patterns that concentrate in clusters or nodes with a balance of mutually supportive uses.

For additional information, refer to the Pasco County web site, Planning and Development page (www.pascocountyfl.net).

Map 3-1

Pasco County Market Areas



Legend

- | | | | |
|--------------------|---|---|--|
| Market Area | III - Suburban | Urban Service Area | Existing Major Road network |
| | I - Urban | IV - Suburban | Incorporated Municipality |
| | II - Urban | V - Rural | |

Figure 3-1

The Harbors West Market Redevelopment Plan

Transportation Vision

- Provide a safe transportation network for all users.
- Increase pedestrian and vehicular connectivity.
- Visually enhance major corridors.
- Enhance public transit service.

Key Focus Areas

- Mobility
- Pedestrian Safety
- Transit

The Harbors – West Market Area Redevelopment Plan

The West Market Area, also known as “The Harbors,” includes the coastal and inland areas along US19 and the Little Road corridors, from North County Line to South County Line. The West Market Area Plan evaluated the redevelopment and infill opportunities and defined potential land use, infrastructure, and economic development strategies, and also created an implementation mechanism for the area. The intent is to promote coastal opportunities, transforming US19 into a livable roadway, and creating an infill community structure.

Overall Objectives

- > Celebrate and enhance historic assets and neighborhood features.
- > Encourage compact, walkable, mixed-use development.
- > Encourage energy efficiency.
- > Enhance water features and eco-tourism.
- > Improve multimodal connectivity.
- > Provide post-disaster planning and management.
- > Provide employment opportunities.
- > Revitalize neighborhoods and provide quality affordable housing choices.

The Harbors West Market Redevelopment/Infill Plan (June 2013) reflects an overall visions and strategies for five major areas:

- > Economic Development
- > Community Infrastructure and Planning
- > Environment, Open Space, and Tourism
- > Transportation
- > Urban Design

The Transportation Vision and focus areas for The Harbors are illustrated in Figure 3-1.

Lacoochee/Trilby Strategic Master Plan

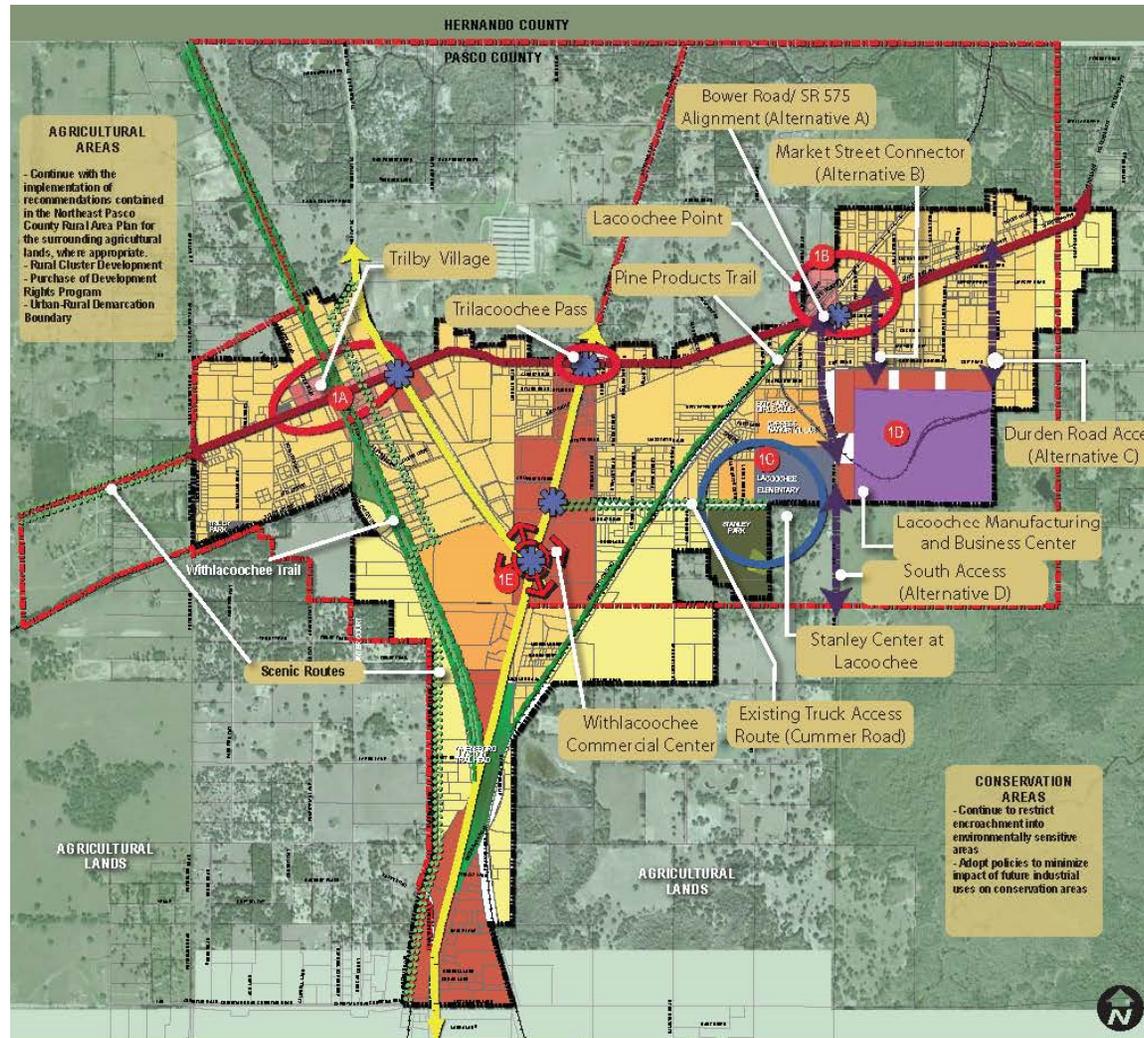
Published in November 2009, the Lacoochee/Trilby Strategic Master Plan resulted from the direction of BOCC for staff to organize and facilitate plan development for the areas of Trilby, Lacoochee, and Trilacoochee. Three primary goals were established:

- > Formulate economic development strategies.
- > Develop a long-term vision for revitalizing the neighborhoods.
- > Identify key infrastructure projects.

A key goal of the plan was to identify and implement facilities and services for the minority, low-income, and disadvantaged populations in the area. Map 3-2 illustrates the Strategic Master Plan.

Map 3-2

Lacoochee/Tribby Strategic Master Plan



US 301 Corridor/Land Use Vision and Transportation Strategy

This study was recently initiated by the MPO to assist Pasco County, the City of Zephyrhills, and the City of Dade City in preparing a unified Corridor Vision for the US 301 corridor between Dade City and Zephyrhills. The study limits extend from Kossik Road on the south (Zephyrhills area) to the US 98 Bypass at US 301 on the north (Dade City area) and includes significant existing unincorporated areas within the study limits between the two cities. The western Study Area boundary is defined as Ft. King Road and the eastern boundary is generally defined as Wire Road, a distance of about 3.5 miles. This project is considered as Phase I and is anticipated to result in the documentation of the recommended land use vision and supporting transportation strategies as developed through the public and stakeholder outreach process. The Phase I strategy will be completed in 2015 and will include recommendations for a Phase 2 and/or the necessary implementation steps.

CITY VISIONS

Dade City, New Port Richey, and Zephyrhills are each striving to revitalize their downtown areas, as reflected in their transportation and land use plans. In addition, Port Richey is seeking to provide coastal amenities, such as parks and trails, and to generally improve the sense of place for their city. The MPO is committed to supporting and reinforcing the vision of each city in Pasco County.

REGIONAL VISION AND COORDINATION

Regional Transportation Planning

Planning for successful communities within Pasco County also requires coordinating with regional partners in the Tampa Bay Area. The Tampa Bay Metropolitan Area is the 18th largest metropolitan statistical area in the country and the 2nd largest in Florida.

To coordinate the region's planning efforts with the goals of the County and the community vision within Pasco County, the MPO participates with regional planning groups at the citizen, staff, and elected official levels. Over time, these coordination efforts have progressed to now include the Tampa Bay Area Regional Transportation Authority (TBARTA), the West Central Florida Chairs Coordinating Committee (CCC), and the recently-formed Tampa Bay Transportation Management Area (TMA) Leadership Group. In a larger context, the MPO also coordinates with the State of Florida through the local District 7 office.

Tampa Bay Transportation Management Area (TMA) Leadership Group

In response to the 2010 Census, a greater emphasis has been placed on regional coordination within the three core counties (Hillsborough, Pasco, and Pinellas) of the Tampa Bay area. The Hillsborough, Pasco, and Pinellas MPOs mutually agreed to develop a three-county elected official advisory committee to inform the regional planning process with one

jointly-stated MPO position. Since this three-county region has been designated as a Transportation Management Area by the U.S. Census Bureau, joining together in this forum allows the MPO Boards to speak with one voice regarding financial priorities for Tampa Bay’s metro core.

Working with TBARTA and FDOT, the TMA Leadership Group identified a short list of projects that are a high priority and ready for funding consideration. The project list, approved in June 2014, includes several major cross-county corridors.

Tampa Bay Area Regional Transportation Authority (TBARTA)

Covering the coastal counties of Central Florida from Citrus to Sarasota, TBARTA was established by state legislation in 2007 to bring together local leaders to develop a Regional Transportation Master Plan. Last updated in 2013, the TBARTA Master Plan, A Connected Region for Our Future, identified regional transit, freight, and highway needs through the year 2050. The master plan is being updated in 2015. These transportation needs were identified based on a long-term vision for the region created in cooperation with FDOT, MPOs, transit agencies and the public.

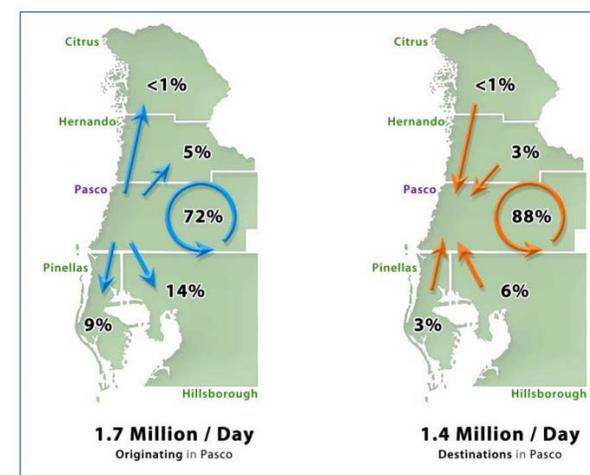
Recently, the CCC regional planning efforts for Citrus to Sarasota counties, along with Polk County, have been better integrated with those of TBARTA. Representing the MPOs, the CCC was formed to address transportation challenges on a regional, long-range basis. Comprising the

TAMPA BAY TMA LEADERSHIP GROUP PRIORITIES (June 2014)

- Howard Frankland Bridge – Bridge replacement with transit envelope and express lanes (Hillsborough/Pinellas)
- 118th Avenue Expressway – Gateway Expressway (Pinellas)
- Greenlight Pinellas – Referendum in Pinellas County for funding of more transit service and facilities (Pinellas)
- I-275 and SR 60 – Interchange modification (Hillsborough)
- I-275 from SR 60 to downtown Tampa – construct express lanes with express bus service (Hillsborough)
- Westshore Intermodal Center – Construct an intermodal center adjacent to I-275 in the Westshore area (Hillsborough)
- I-275 from Gateway Area to Howard Frankland Bridge – Construct express lanes (Pinellas)

**Pasco County projects, SR 54/56 Corridor Improvements, and the Ridge Road Extension were discussed as possible priorities but did not make the final list of regional priorities.*

Pasco County is centrally-located within West Central Florida. Evaluating inter-county travel patterns using the Tampa Bay Regional Planning Model aids planners in balancing regional and local vision strategies.



chairperson from each MPO or TPO, the CCC (now as a subcommittee to TBARTA) calls for the MPO perspective to be more integrated into the TBARTA Master Plan.

FDOT Strategic Intermodal System

As reflected on the FDOT web site, Florida's Strategic Intermodal System (SIS) is a transportation system that:

- > Is made up of facilities and services of statewide and interregional significance (strategic).
- > Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal).
- > Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system).

FDOT develops and maintains an SIS Cost Affordable Plan of multimodal transportation improvements that is integrated into MOBILITY 2040.

FDOT's New Corridors Initiative

Regional planning also requires coordination outside the Tampa Bay area with FDOT. Building upon the 2060 Florida Transportation Plan is the

Future Corridors Initiative, which seeks to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. Following a three-stage planning process of concepts and evaluations and a Project Development and Environment Study, FDOT seeks to identify existing corridors that can be transformed to serve a new function or identify study areas for new potential facilities.

A Concept report for the five corridors that FDOT is studying was completed in 2013. Two of these corridors directly impact Pasco County:

Tampa Bay to Northeast Florida

The need for this study is based on increasing safety and congestion concerns along I-75 north of Wildwood and the need to improve connectivity for people and freight between two large regions that are not connected today.

Tampa Bay to Central Florida

FDOT will explore ways to better connect Tampa Bay to Central Florida and the Space Coast as part of this corridor. This emerging "super-region" is now the 10th largest region in the United States.

To view the Concept Report and find out more information, visit the FDOT website www.flfuturecorridors.org.

PUBLIC PARTICIPATION

Consistent with federal requirements, the Pasco County MPO's Public Participation Plan supports a comprehensive and continuous public outreach process during the development of MOBILITY 2040. To collect important input from a variety of community members and stakeholders throughout the plan's development, a variety of outreach methods were used. This section is an overview of the public outreach process used during MOBILITY 2040 and highlights key findings from these activities. Additional detail concerning the MOBILITY 2040 outreach process is contained in Technical Report 5 (separately-bound and available at www.mobility2040pasco.com).

Public Involvement Plan

During the early stages of MOBILITY 2040, a Public Involvement Plan was developed to serve as a guide for the public outreach process. The Pasco County MPO's current Public Participation Plan was adopted by the MPO Board on February 13, 2014, and is a federally-required document that outlines the MPO's public outreach goals and overall process and strategies that are used to engage interested parties in the development and review of transportation plans and programs. The MOBILITY 2040 Public Involvement Plan outlines the specific strategies and activities that were used to involve the community in the development of MOBILITY 2040. These strategies and activities are consistent with the goals and

strategies of the broader Public Participation Plan.

MOBILITY 2040 Brochure

An informational brochure was developed early in the MOBILITY 2040 process to inform the community about the project, provide general information about what MOBILITY 2040 is, illustrate the overall project schedule, and provide highlights of where information can be found and how the community can be involved as the project progresses.

This MOBILITY 2040 brochure was updated at key points during the plan's development to provide the latest information to the public. Both printed and digital (email and online) copies of the brochure were made available.

Interactive Project Website

A project website was developed specifically for MOBILITY 2040 (www.mobility2040pasco.com) to provide a single source for all project information and documents and as a location to provide input using different online tools. Key functions of the project website include:

- > Project activity calendar/event notices
- > Project schedule
- > Form to join the MOBILITY 2040 mailing list
- > Form to submit a comment/question regarding MOBILITY 2040
- > Links to project resources/documents
- > Summary of public outreach activities/meetings



The Pasco County MPO's Public Participation Plan is a federally-required plan that was used to develop the Public Involvement Plan for MOBILITY 2040.

Why should I get involved with Mobility 2040?

- Long-range transportation planning lays the foundation for future transportation projects over the next 20 years or through the year 2040.
- With over 450,000 projected new residents anticipated by 2040, almost doubling Pasco County's current population, it is critical to understand how we are going to move around the county and connect to the region.

How can I become involved in shaping Mobility 2040?

- Visit the website
- Attend meetings and workshops
- Provide input. You want to help from now!

To provide a one-stop source of information for this project, the Pasco MPO had developed a Mobility 2040 website: www.mobility2040pasco.com

This website is updated frequently with project news, documents, and a calendar of events. When visiting the website, be sure to sign up to receive email notices about new project information and upcoming opportunities to provide your input.

FOR MORE INFORMATION
If you would like to learn more about Mobility 2040 or share your ideas, please contact:
Pasco County
Metropolitan Planning Organization
727.847.1140 or email at mpo@pasco.fl.gov
www.mobility2040pasco.com

- > Links to information regarding the SR 54/56 Special Initiative
- > Project Team contact information
- > Language translation function

Stakeholder Interviews

To help inform the process of updating the MOBILITY 2040 Long Range Transportation Plan, a series of stakeholder interviews was completed. These interviews were designed to obtain thoughts from MPO Board members on population growth, economic development, land use, and the type of transportation system needed to best serve the citizens of Pasco County through 2040.

During the interviews conducted on November 18 and 21, 2013, seven elected officials were interviewed. Key findings from these interviews include the following:

- > The population will continue to diversify in age, race/ethnicity, and family type.
- > More employers in targeted industries are needed to retain employees that live in Pasco County and attract commuters from surrounding counties.
- > Funding for infrastructure/services, sustainable planning, improving the overall quality of life, and providing services to growing low-income population were cited as the biggest challenges Pasco County will face as it continues to grow.

- > Short-term transportation needs include expanding existing transit service and improving cross-county bus service on SR 54/56 and SR 52, making the community more walkable and bike friendly, keeping up with road maintenance needs, and addressing key road improvements that add capacity.
- > In the long term, transit is critical to the future of Pasco County. Partnerships with the School District and major employers should be explored, and assessing the feasibility of preserving right-of-way for future premium transit facilities is important.
- > According to those interviewed, key issues that must be addressed for MOBILITY 2040 to be successful include:
 - ◇ Do a better job of maintaining and promoting services and infrastructure available today (e.g., existing transit services and other community services provided by Pasco County and its cities).
 - ◇ Provide more and better infrastructure.
 - ◇ Clarify the vision and role of transit for Pasco County through 2040.
 - ◇ Provide better connectivity between east and west Pasco County.
 - ◇ Allocate funding for trails.
 - ◇ Provide better education and awareness of the responsibilities and functions of the Pasco County MPO.

MOBILITY 2040 L RTP UPDATE

Status of Planning Activities through July 2014

- Developed Growth Projections for Countywide population and employment
- Conducted Public Outreach for Needs Plan
- Developed Mobility 2040 Goals
- Completed a primer on the regional transportation model's role in the guide decision making and timing of improvements
- Completed initial model tests on several improvement alternatives related to the SR 54/56 and US 19 corridor area.
- Completed meeting and online survey results on transportation issues and project needs identification
- Evaluated projected travel characteristics (trip origins and destinations) along the SR 54/56 and US 19 corridor
- Developed and presented LRTP Objectives and Performance Measures
- Developed Draft Policy Statements: SR 54/56 corridor and the US 19 corridor
- Presented the Transit Needs Plan, the Multi-use Trails Plan, and Local/Neighborhood Improvement Strategies

Next Steps: Mobility 2040

- Finalize Mobility 2040 Needs Plan
- Finalize Costs and Revenue
- Priority Needs
- Develop Mobility 2040 Cost Affordable Plan
- Facilitate On-Going Public Outreach

Mobility 2040 will be completed by December 2014.

WE NEED YOUR INPUT!
Pasco will host one of our upcoming public events below:

- Tuesday, August 5, 2014 5-7 pm**
Basswood College, Room 111
18600 Fernwood St., Land O' Lakes, FL 34638
- Thursday, August 7, 2014 5-7 pm**
New Port Richey Public Library, Room 1 (2nd Floor)
9339 Main St., New Port Richey, FL 34652
- Tuesday, August 12, 2014 5-7 pm**
Historic Pasco County Courthouse, Board Meeting Room (2nd Floor)
37918 Meridian Ave., Dade City, FL 33523

ENVIRONMENTAL JUSTICE WORKSHOP
This workshop is focused on exploring programs that provide transportation services to minority and low income populations:

- Wednesday, August 6, 2014 5-7 pm**
Lanoché Elementary School, Media Center
38823 Gunner Rd, Dade City, FL 33523

ALL MEETINGS ARE OPEN TO THE PUBLIC

Mobility 2040 Events	June - August 2014	September - December 2014
Website	●	●
Face Sheet	●	●
Public Workshops/Events	●	●
Environmental Justice Discussion Group	●	
Technical/Citizen Advisory Committee Meetings		●
Metropolitan Planning Organization Board Meeting - Next Meeting September 11, 2014		●
Newsletters	●	●

A newsletter for MOBILITY 2040, developed early in the planning process, provided information to the public about the project, ways to get involved, and key project milestones. The newsletter was updated as the project progressed and distributed via email and made available online and at public outreach events.

Environmental Justice Discussion Groups

Environmental Justice (EJ) prohibits discrimination based on race, color, and national origin and requires the inclusion of minority and low-income populations in the planning process in compliance with the Title VI of the Civil Rights Act of 1964, reinforced by the Executive Order on Environmental Justice (#12898).

As part of the socio-cultural/EJ assessment for MOBILITY 2040, two discussion group workshops were held, on March 19, 2014, in west Pasco County (Land O’ Lakes) and on August 6, 2014, in east Pasco County (Lacoochee).

The purpose of these workshops was to seek input from representatives of social service agencies and citizens in the county representing transportation under-served and under-represented citizens. In particular, transportation improvements that abutted or bisected minority and/or low-income communities were discussed and scored by participants in the discussion groups.

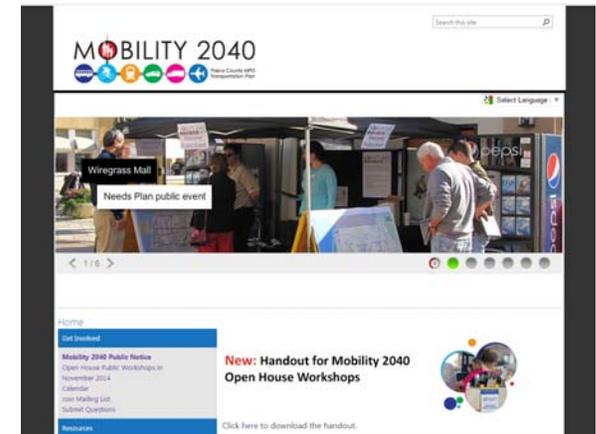
The workshops were attended by service agencies serving primarily low-income and minority populations. The focus of these discussion groups was public transportation and sidewalk needs rather than roadway projects. The consensus of these service providers was that although transit, bicycle, and pedestrian projects make up a small percentage of the total planned improvements, the ability for low-income populations to fulfill their transportation

needs is predominantly dependent on the availability of transit services and sidewalks to provide access to bus stops. The recommended transit and bicycle/sidewalk improvements resulting from these workshop activities were considered during the development of the MOBILITY 2040 Needs Plan and were further evaluated against other transportation improvements for potential inclusion in the MOBILITY 2040 Cost Affordable Plan. Input from the EJ workshops was a major factor in the increased allocation of revenues to transit, multiuse trails, sidewalks, and bicycle facilities.

Access Pasco Public Outreach

Considerable public outreach was undertaken between February and May 2013 as part of *Access Pasco*, the 10-year transit plan for Pasco County Public Transportation (PCPT). The input collected from these activities was integrated for the initial 10 years of the MOBILITY 2040 L RTP and then extended through 2040. Outreach efforts for *Access Pasco* connected with a total of 2,300 participants through various public outreach activities and included the following:

- > **Surveys** – Three types of surveys were conducted—an on-board survey, a public workshop survey, and a bus driver survey.
- > **Public workshops** – Four public workshops were held, two in February 2013 and two in April 2013. The public workshops were held in locations in both west and east Pasco County.



The MOBILITY 2040 website was a major source of information for all MOBILITY 2040 documents. It also included several ways participants could provide feedback, including submitting comments/questions, completing an online survey, and using an innovative, online project prioritization tool.



Two Environmental Justice group workshops were held with social service agency staff to gather valuable input concerning transportation needs and gaps impacting the transportation under-served and under-represented populations.

- > **Discussion group workshops** – Two discussion groups were held, one with PCPT riders and one with bus drivers.
- > **MPO committees and Board transit workshops** – Interactive workshops and presentations were facilitated with the MPO’s Citizen’s Advisory Committee, Technical Advisory Committee, and Board to obtain input and inform each group about the findings of *Access Pasco*.
- > **Email communication** – At key points during the development of *Access Pasco*, email blasts were sent to persons in the project contact database. The initial email blast was sent to introduce *Access Pasco* to the public; several other email blasts were sent at key points during the development of *Access Pasco* to keep the public informed and solicit input.
- > **Social media outreach** – *Access Pasco* Facebook and Twitter accounts were developed to provide information about the project via social media.

Public Workshops and Countywide Survey Needs Plan Workshops and Survey

A series of public workshops and community events was held to collect input from the public in developing the draft MOBILITY 2040 Needs Plan and to present the draft Needs Plan to the public for question and comments.

One of the primary methods for obtaining public input to inform the Needs Plan development process was via initial and a follow-up countywide surveys. The surveys were made available online on the project website, and paper copies were available at each public workshop and at community events.

The initial survey was to obtain feedback on top roadway, transit, bicycle, and pedestrian projects for consideration in developing the 2040 Needs Plan. Questions pertaining to funding options and considerations for improvements to the SR 54/56 corridor also were asked. A total of 162 participants completed this initial survey.

A follow-up survey was released in August during the Needs Plan workshop. Participants were asked to rank their top three roadway improvement, transit, and bicycle/pedestrian priorities from the improvements shown on the draft Needs Plan Map provided at the workshop (or online if the survey was completed via the MOBILITY 2040 website).

Numerous responses concerning priorities for each mode were received, as was input concerning other roadway, transit, and bicycle/pedestrian improvements for consideration for the MOBILITY 2040 Needs and Cost Affordable Plans.

Cost Affordable Workshops/Public Comment on MOBILITY 2040

Two open-house-style public workshops were held to solicit public comment on the draft 2040 Cost Affordable Plan. The first was on November 18, 2014, at the Pasco County Government Center in New Port Richey, and the second was on November 19, 2014, at the Alice Hall Community Center in Zephyrhills.

For both workshops, large maps were displayed to illustrate MOBILITY 2040, including:

- > Roadway Existing + Committed Network
- > Roadway Interim 2030 Network
- > Roadway 2040 Network
- > Proposed 2040 Transit Network

Several laptops were provided for workshop participants to complete the online survey, if desired.

Approximately 40 people attended the first workshop, and the majority of discussion and comments centered around the construction of Henley Road, a new two-lane undivided road identified in the 2031–2040 timeframe. Comments regarding this project cited both environmental and neighborhood traffic impacts, and there was strong opposition to this road being constructed. Citizens submitted a petition to remove the improvement from the plan, which ultimately occurred prior to the adoption of the plan.

Other comments noted the importance of the Ridge Road Extension project to the future growth of the county and the desire for a regional map illustrating proposed L RTP projects for neighboring counties to understand the context of Pasco County’s projects from a regional perspective.

Nearly 20 people attended the second workshop, with most comments/discussion centering around general interest in the plan rather than a specific project.

SR 54/56 Outreach

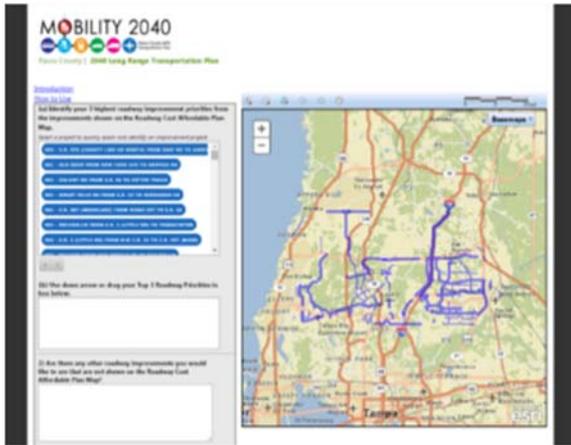
An unsolicited bid was submitted to FDOT District 7 to construct a private, elevated toll road on the SR 54/56 corridor, which led to significant discussion and controversy. Significant additional public outreach efforts were undertaken in response to the discussion of major transportation improvements within the SR 54/56 corridor. The public input and debate about this corridor resulted in MOBILITY 2040 not specifically identifying what improvements would be made to SR 54/56. As indicated in the Cost Affordable Plan in Chapter 5, future improvements to the corridor will be determined by a study to be completed following to adoption of MOBILITY 2040 and will include significant public engagement.

Online Roadway Project Prioritization Tool

As part of the 30-day public comment period, an interactive tool was provided on the MOBILITY 2040 website. Using this tool, participants could



Public outreach for Access Pasco included public workshops and social media, among other activities.



An interactive, on-line tool was made available for citizens to select their most important roadway project improvements, on-line at their convenience or on laptops at workshops.

provide feedback on the 2040 Cost Affordable Plan by selecting proposed roadway projects illustrated on a map and choosing their top three priorities. The results were used to help rank the public’s top roadway project priorities for the 2040 Cost Affordable Plan. The on-line application was not intended to achieve statistical validity but rather to obtain input of an anecdotal nature during the comment period.

Approximately 45 citizens provided feedback using this online tool as follows:

- > In total, 92 roadway projects were selected by 45 citizens in the on-line exercise; 48 distinct roadway projects were identified as being important.
- > Nine of the roadway projects were selected by three or more citizens as a top priority:
 - ◇ Ridge Road Extension from Suncoast Pkwy to US 41
 - ◇ CR 54 (Wesley Chapel Boulevard) from Hillsborough County Line Road to SR 56
 - ◇ Z. West Extension from SR 54 to Handcart
 - ◇ Collier Parkway/Hillsborough County Line from Willow Bend Parkway to CR 581 (Bruce B. Downs Boulevard)
 - ◇ CR 587 (Moonlake) from Ridge Road Extension to SR 52
 - ◇ US 41 from Ridge Road Extension to SR 52

- ◇ Trinity Boulevard from CR 1 (Little Road) to SR 54
- ◇ Lake Patience from Sunlake Drive to US 41
- ◇ SR 56 from Meadow Pointe Boulevard to US 301

- > All but one of the nine roadway projects is included in the initial phase of the MOBILITY 2040 Plan (between 2021 to 2030)
- > The one project on the list that is not funded in the interim 2030 Plan is the Collier Parkway/Hillsborough County Line project, which is a costly project that is not affordable until after 2030.
- > Henley Road, the new two-lane road extension was removed from the plan, largely due to the extensive opposition expressed at these final open house workshops.

MOBILITY 2040 Public Outreach Summary

The remainder of this section summarizes the outreach activities and the level of participation during the MOBILITY 2040 process (Tables 3-1 through 3-6). More than 3,500 people participated in MOBILITY 2040 through one of the many techniques used in the public outreach process.

Table 3-1
Stakeholder Interviews and Discussion Groups

Task	Date	Number of Participants
Stakeholders*	March 5, 2013	13
Bus Operators*	March 20, 2013	9
Environmental Justice Discussion Group	March 19, 2014	10
Environmental Justice Discussion Group	August 6, 2014	11
MOBILITY 2014 Stakeholder Interviews	November 18 and 21, 2013	7
		50



An MPO staff member discusses MOBILITY 2040 with a Pasco County citizen.

* Part of Access Pasco Transit Development Plan



Community open houses were an effective technique to obtain feedback on the progress of the MOBILITY 2040 Long Range Transportation Plan.

Table 3-2

Public Workshops and Open Houses

Task	Date	Approximate Attendance
Wesley Chapel*	February 16, 2013	67
New Port Richey*	February 19, 2013	58
Dade City*	April 12, 2013	44
New Port Richey*	April 23, 2013	37
Wiregrass Farmer’s Market	March 15, 2014	27
New Port Richey	March 25, 2014	24
Zephyrhills	March 26, 2014	28
Land O’ Lakes	March 27, 2014	33
Land O’ Lakes	August 5, 2014	22
Dade City	August 7, 2014	23
New Port Richey	November 18, 2014	41
Land O’ Lakes	November 19, 2014	17

421

* Part of Access Pasco Transit Development Plan

**Table 3-3
Various Surveys**

Task	Date	Number of Participants
On-Board Survey*	March 2013	1228
Workshop Survey*	February–April 2013	135
Operator Survey*	March 2013	33
Countywide Survey	April–August 2014	191
Open House Survey	November 2014	45
		1,632



MPO, County, and City staff greet citizens as they arrived at an open house in Zephyrhills.

**Table 3-4
E-Mail Blasts and Project Materials**

Task	Date	Number of Recipients
Access Pasco Project Initiation & Workshops*	February 2013	108 +
Access Pasco Project Update & Workshops*	April 2013	225 +
MOBILITY 2040 Project Initiation & Workshops	July 2014	89+
Access Pasco Project Update and Workshops	October 2014	75 +
		497+

* Part of Access Pasco Transit Development Plan



The MPO Citizens Advisory Committee was very active in its review and discussion of MOBILITY 2040 throughout the plan development process.

Table 3-5

MPO Committee and Board Meetings/Workshops

Group	Date	Approximate Attendance
Citizens Advisory Committee	Numerous meetings in 2013–2014	75+
Technical Advisory Committee	Numerous meetings in 2013–2014	50+
Bicycle/Pedestrian Advisory Committee	Numerous meetings in 2014	75+
MPO Board	Numerous meetings in 2013–2014	100+
		300+

Table 3-6

Website and Social Media Outreach

Task	Date	Participant Statistics
Twitter*	n/a	8 followers (13 tweets)
Facebook*	n/a	89 unique views (49 likes)
MOBILITY 2040 Website Users	April–November 2014	622+
MOBILITY 2040 Website Page Views	April–November 2014	2,496
MOBILITY 2040 Website New Visitors	April–November 2014	61.2%
MOBILITY 2040 Website Returning Visitors	April–November 2014	38.8%
		719+

**TOTAL PARTICIPANTS
3,619+**

* Part of Access Pasco Transit Development Plan





CHAPTER 4

MOBILITY 2040 Policy Constrained Needs Plan



“Understanding and prioritizing transportation needs is the starting point for developing the MOBILITY 2040 Long Range Transportation Plan.”



MOBILITY 2040 Policy Constrained Needs Plan

INTRODUCTION

Understanding and prioritizing transportation needs is the starting point for developing the MOBILITY 2040 Long Range Transportation Plan. A major step in the MOBILITY 2040 plan development process was the development of a Policy Constrained Needs Plan. Examples of policy constraints that might impact the Needs Plan include MPO Board-adopted policy statements, right-of-way limitations, and constraints resulting from other social, physical, or environmental barriers or concerns.

While the Needs Plan can be constrained by policy, it is not financially constrained, as a key benefit to the planning process is understanding the extent to which transportation needs are not financially feasible. The Needs Plan includes primarily major improvements to roads and transit. Other elements of the MOBILITY 2040 Plan are mentioned in the Needs Plan but are emphasized as key components of the MOBILITY 2040 Cost Affordable Plan provided in Chapter 5.

In 2014 dollars, the estimated cost of the MOBILITY 2040 Needs Plan is \$6.2 billion. With \$4.5 billion in projected revenues, the shortfall for funding the Needs Plan is approximately \$1.7 billion. In the event that additional funding becomes available, it is important to have major transportation needs identified so the Cost Affordable Plan can be amended to include additional projects from the Needs Plan if and when appropriate.

Highlighted in the MOBILITY 2040 Needs Plan are the following major elements:

- > Highway Needs
- > Transit Needs
- > Multi-Use Trails, Sidewalks, and Bicycle Facilities
- > Other Multimodal Transportation Program Elements

For additional information regarding Needs Plan development, refer to the technical reports available on the MOBILITY 2040 web site (mobility2040pasco.com).



Figure 4-1

Four-Step Travel Demand Modeling Process

- (1) Trip Generation (# of person trips)
- (2) Trip Distribution (Where to?)
- (3) Mode choice (Mode?)
- (4) Route Choice (Route chosen)

The regional travel demand model uses a 4-step process to project travel demand, destinations, mode choice, and the optimal path to get to these destinations.

ROADWAY NEEDS

The MOBILITY 2040 Roadway Needs Plan consists of roadway expansion, overpasses/ interchange construction or reconstruction, and road maintenance. The cost of addressing road improvement needs is projected to be \$4.2 billion (in 2014 dollars).

With an estimated \$2.7 billion in funding available for roads (in 2014 dollars), the Pasco County MPO estimates a roadway funding shortfall of \$1.5 billion (in 2014 dollars).

Whereas roadway improvements remain the most important part of the MOBILITY 2040 Plan, the reality of the road funding shortfall has contributed further to the need to transition to a more balanced and multimodal transportation system. This transition is discussed more fully in the MOBILITY 2040 Cost Affordable Plan discussed in Chapter 5.

Roadway improvements included in the MOBILITY 2040 Needs Plan are illustrated on Map 4-1 and provided in tabular format in Appendix B. The tables reflect funded road improvements in the Cost Affordable Plan, as well as unfunded needs.

Needs Plan Development

Base-Year Database Development

Early efforts included the development of a base transportation network that represents the Existing + Committed roadway improvements through 2019 (as identified in Chapter 5). Several

meetings were conducted with MPO staff to support the update and refinement of the 2019 road network.

Existing regional travel demand models were used for MOBILITY 2040 and coordinated through regularly-scheduled coordination meetings with the Technical Review Team (TRT), a regional coordinating committee that works cooperatively on the Tampa Bay Regional Transportation Analysis (RTA). Pasco County MPO staff coordinated closely with FDOT District 7 staff and its consultants with respect to the travel demand modeling efforts performed throughout the plan development process for MOBILITY 2040.

Travel Demand

The regional travel demand model is a four-step modeling process (see Figure 4-1) used to project travel demand in response to growth projections and various transportation network scenarios. Numerous scenarios were run in the model to support the development of the MOBILITY 2040 Needs Plan, including:

- > 2040 growth projections and resulting travel demand projections associated with the Existing + Committed roadway improvements through 2019
- > 2040 growth projections and resulting travel demand projections associated with numerous 2040 Needs Plan networks that were tested incrementally to ultimately identify the best scenario for 2040

Map 4-1

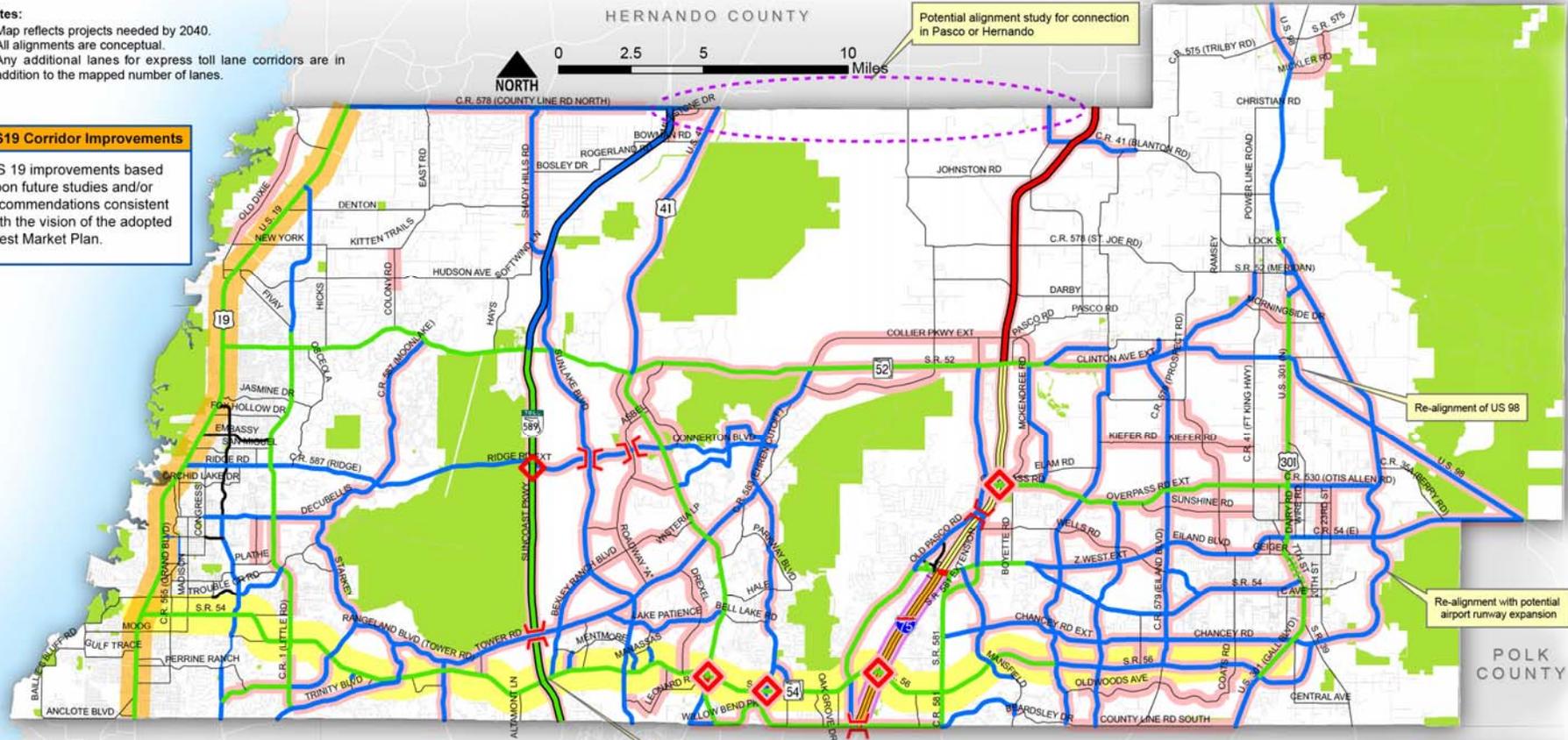
Policy Constrained Roadway Needs Plan

Notes:

- Map reflects projects needed by 2040.
- All alignments are conceptual.
- Any additional lanes for express toll lane corridors are in addition to the mapped number of lanes.

US19 Corridor Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.



SR54/56 Corridor Improvements

Alternative improvements **within** the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

Legend

- | | | | | |
|---------------------|---------------------|-------------------|----------------------------------|---|
| — 2 Lanes Undivided | — 4 Lanes Undivided | — 8 Lanes Divided | — 2020-2040 Needed Improvements | — New Overpass |
| — 2 Lanes Divided | — 4 Lanes Divided | — 8 Lane Freeway | — Express Lanes | — New Interchange/ Interchange Modification |
| — 3 Lanes One way | — 4 Lane Freeway | — 10 Lane Freeway | — US 19 Corridor Improvements | — Conservation/Parks/Public Lands |
| — 6 Lanes Divided | — 6 Lane Freeway | — 12 Lane Freeway | — SR 54/56 Corridor Improvements | |



Zephyrhills Inset Map



MOBILITY 2040 identified the need for significant expansion of roadways throughout Pasco County.

- > SR 54/56 scenarios – Various “what if” scenarios were also tested to see how various major road improvements might impact congestion on the SR 54/56 corridor. These scenarios included:
 - ◇ SR 52 (6 lanes, 4-lane elevated express from US 19 to US 301)
 - ◇ Ridge Road (6 lanes, 4-lane elevated express from US 19 to US 301)
 - ◇ Tower Road (from collector to arterial from Sunlake to US 41)
 - ◇ SR 54/56 (6/4 lanes, 4-lane elevated express toll lanes from US 19 to US 301)
 - ◇ SR 54/56 (6/8 lanes, 8 Lanes from Little Road to US 41, 4-lane elevated express toll lanes from US 41 to Meadow Pointe)

Although these scenarios are parallel to SR 54/56, the main conclusion drawn from the analysis is that these road improvements were projected to have an insignificant impact on the congestion with the SR 54/56 corridor. Congestion on SR 54/56 must be addressed with transportation improvements within the SR 54/56 corridor.

- > US 19 Scenario - A “what if” scenario was tested to see how a major road improvement might impact congestion on the US 19 corridor. This scenario included:
 - ◇ Little Road (4-lane elevated express lanes from SR 54 to US 19) – The road capacity improvement on Little Road

has an insignificant impact on US 19. Congestion on US 19 must be addressed with transportation improvements within the US 19 corridor.

The results of each model run were used to incrementally develop and refine the MOBILITY 2040 Needs Plan for Pasco County in coordination with adjacent counties in the region. Roadway improvements were selected to address congestion identified by the model without taking revenues into consideration.

In addition, significant public outreach was facilitated throughout the plan development process, including several public workshops at which preliminary versions of the Needs Plan were shared with citizens to obtain feedback on future road improvements.

Transition to Cost Affordable Plan

Numerous meetings with MPO staff were held to discuss roadway congestion and project priorities. Roadway projects were defined, reviewed, and prioritized using the following:

- > Pasco County 15-Year Work Program
- > Pasco County Vision Roadway Network
- > MPO 2035 Long Range Transportation Plan
- > Other strategic initiatives in Pasco County
- > Input from Project Team and MPO committees
- > Regional coordination (MPOs, FDOT, TBARTA, other)

- > Prioritization criteria for road and transit projects
- > Cost of projects and anticipated revenues through 2040
- > Input from public outreach process

The process of transitioning from the Needs Plan to the Cost Affordable Plan is reviewed in greater detail in Chapter 5.

TRANSIT NEEDS PLAN

As a result of continued investment in transit services, infrastructure, and passenger amenities, public transportation has become an integral component of the multimodal transportation network in Pasco County. PCPT's bus ridership has more than doubled in the last decade and has continued to grow, providing mobility options to a diverse market of riders, most accessing work (52%) and shopping (15%) every day.

The MOBILITY 2040 Transit Needs Plan was prepared to help Pasco County continue this substantial ridership growth and its goal to making transit a viable travel alternative to the automobile locally and in the Tampa Bay region. The transit needs for the next 25 years were identified based on input/analysis results from the following:

- > **Access Pasco: A Plan for Transit** – The recently-adopted 2014–2023 *Access Pasco* Transit Development Plan (TDP) is the strategic guide for public transportation in

Pasco County, which represents the PCPT's vision for public transportation in its service area during the 10-year period.

- > **Transit Markets** – Analysis of discretionary and traditional markets for transit is paramount to any meaningful transit planning exercise. The discretionary market refers to potential riders who make a “choice” to use transit as a commuting or transportation alternative; the traditional market considers demographics that are traditionally conducive to transit use, including older adults, youth, low-income households, and zero-vehicle households.
- > **Public Outreach** – Public input is another important component that needs to be considered when assessing transit needs. Needs plan alternatives should reflect the public opinions on how the existing services can be improved in the future. Public input received as part of numerous LRTP public outreach efforts were considered.
- > **Regional coordination** – Consistency with regional vision plan for public transportation is key to making Pasco's multimodal system a core player in regional connectivity. The recently-adopted TBARTA Master Plan as well as transit plans in adjacent counties were consulted.

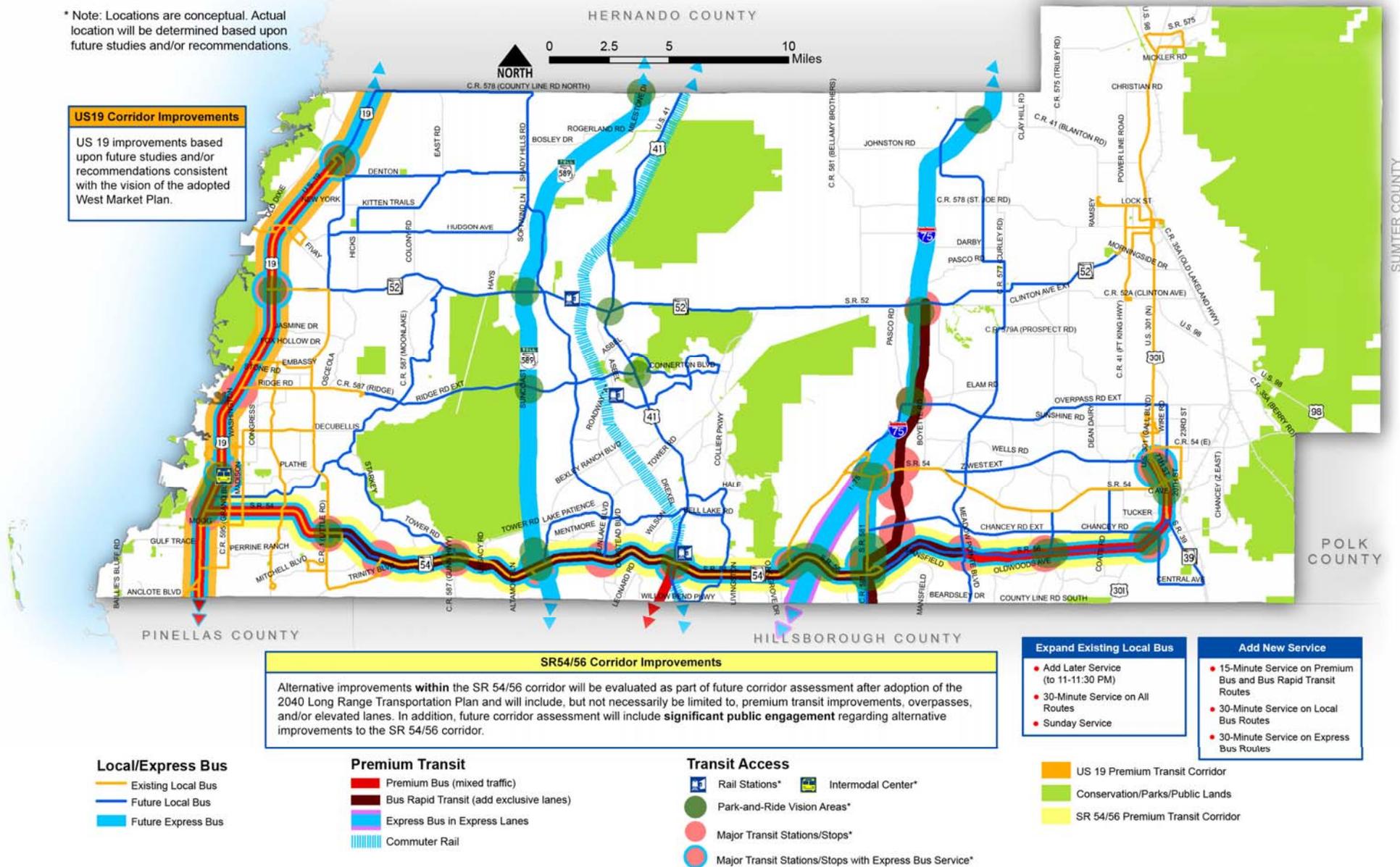
Analysis of these components resulted in a list of financially-unconstrained transit improvements through 2040, as summarized below and presented in Map 4-2.



IT'S A FACT! For every \$1 invested in public transportation, \$4 is generated in economic returns, according to the American Public Transportation Association (APTA).

Map 4-2
Transit Needs Plan

* Note: Locations are conceptual. Actual location will be determined based upon future studies and/or recommendations.



US19 Corridor Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR54/56 Corridor Improvements

Alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

- Expand Existing Local Bus**
- Add Later Service (to 11-11:30 PM)
 - 30-Minute Service on All Routes
 - Sunday Service

- Add New Service**
- 15-Minute Service on Premium Bus and Bus Rapid Transit Routes
 - 30-Minute Service on Local Bus Routes
 - 30-Minute Service on Express Bus Routes

- Local/Express Bus**
- Existing Local Bus
 - Future Local Bus
 - Future Express Bus

- Premium Transit**
- Premium Bus (mixed traffic)
 - Bus Rapid Transit (add exclusive lanes)
 - Express Bus in Express Lanes
 - Commuter Rail

- Transit Access**
- Rail Stations*
 - Intermodal Center*
 - Park-and-Ride Vision Areas*
 - Major Transit Stations/Stops*
 - Major Transit Stations/Stops with Express Bus Service*

- US 19 Premium Transit Corridor
- Conservation/Parks/Public Lands
- SR 54/56 Premium Transit Corridor

Transit Services

Improvements to Existing Service

- > **Increase service frequency to 30 minutes** on existing routes.
- > **Expand 3 hours of service at night** on existing routes.
- > **Add Sunday service** on existing routes.

New Premium Transit Service Needs

- > **SR 54 Premium Service** – 15-minute premium bus service (potentially includes BRT service in an exclusive lane from Little Road to Meadow Pointe Boulevard and in mixed-traffic from US 19 to Little Road and from Meadow Pointe Boulevard to US 301).
- > **US 19 Premium Service** – Premium bus service offering 15-minute service frequency along US 19 corridor from Little Road in Pasco County and Tarpon Springs in Pinellas County.
- > **Bruce B. Downs/Wesley Chapel BRT** – Operating in an exclusive lane, this BRT service offers 15-minute service frequency between SR 52 and Pasco-Hillsborough County Line Road in Wesley Chapel.
- > **Dale Mabry/US 41 Premium Transit B** Premium bus service operating along North Dale Mabry Highway between SR 54 and County Line Road (to be funded by HART and provided by HART’s MetroRapid service).

- > **Regional Rail on US 41** – Passenger rail service operating along the existing CSX corridor in Pasco County (also identified as part of TBARTA’s 2050 regional transit network).

New Express Service Needs

- > **SR 54 Cross County Express** – Express service that will run along SR 54 between New Port Richey and Zephyrhills.
- > **US 19 Express** – North-south express service operating along US 19 between Pasco-Hernando State College in Hernando County and Tarpon Mall in Pinellas County.
- > **Suncoast Express** – Express bus service operating along Suncoast Parkway from Pasco County to the Westshore area in Hillsborough County.
- > **Regional Express on I-75** – Express bus service operating along the full length of the I-75 corridor in Pasco County, consistent with the regional I-75 express service identified by TBARTA Master Plan.
- > **Wesley Chapel/USF Express** – Express service that operates along Bruce B. Downs Boulevard and I-75 between SR 52 in Pasco County and the University of South Florida in Hillsborough County.
- > **Spring Hill Connector Limited Express** – Limited express service operating between Hudson and Spring Hill along US 19 corridor.





According to APTA, businesses located next to public transit ways have a more reliable employee base and better access to labor pools.

- > **Wiregrass-Downtown Express** – Express bus service that connects The Shoppes at Wiregrass in Pasco County and Downtown Tampa via SR 56 and I-275.
- New Local Service Needs**
- > **Chancey Road Connector** – Local bus route connecting Zephyrhills South with Wesley Chapel via Chancey Road.
 - > **Trouble Creek/River Crossing Service** – Local bus route that connects Moon Lake with New Port Richey South via Trouble Creek Road and River Crossing Boulevard.
 - > **Land O’ Lakes-Hudson Connector** – Local fixed-route service that operates between Land O’ Lakes and Hudson via future proposed Sunlake Boulevard.
 - > **Hudson Area Circulator** – Circulator service serving the local communities in Hudson Area.
 - > **Land O’ Lakes Area Circulator** – Circulator service serving the local communities in Land O’ Lakes area.
 - > **US 41 Local Service** – Fixed-route service operating along US 41 in Pasco County.
 - > **Zephyrhills to Wesley Chapel Local Service** – Fixed-route service connecting Zephyrhills and Wesley Chapel via SR 52.
 - > **Blanton-Wiregrass Park-and-Ride Local Service** – Local service connecting future park-and-ride facility in Wiregrass to Blanton via Meadow Pointe Boulevard and CR 577.
 - > **Zephyrhills to Cypress Creek Local Service** – Fixed-route service running along Eiland Boulevard and future proposed SR 56, connecting Zephyrhills with Cypress Creek.
 - > **Zephyrhills to Bruce B. Downs** – Local service connecting Zephyrhills and Bridgewater via future proposed Overpass Road Extension.
 - > **SR 52 Cross County Connector** – Cross-county fixed-route service that operates along SR 52 between Bayonet Point in West Pasco and Dade City in East Pasco.
 - > **Ridge Road Connector** – Local service connecting Pasco-Hernando State College West Campus with US 41 at Connerton Boulevard via Ridge Road and its future east extension.
 - > **Moon Lake Connector** – Local connector service that starts at the intersection of US 19 and SR 52 and ends at Pasco-Hernando State College West Campus.
 - > **Wiregrass Circulator** – Circulator service on Bruce B. Downs Boulevard that connects the key activity centers in Wiregrass area to Grove at Wesley Chapel.
 - > **St. Leo-Dade-City Connector** – Local service providing connections between St. Leo University and Dade City via SR 52.
 - > **Starkey Connector** – Local service from the intersection of River Crossing Boulevard and Alico Pass to the intersection of SR 54 and Gunn Highway, running along Starkey

Boulevard and the proposed future Tower Road.

- > **Connerton Circulator** – Local service circulating in Connerton area.

As shown previously, Map 4-2 illustrates the premium, express, and local transit service alternatives included in the Mobility 2040 Transit Needs Plan as well as the supporting capital facilities as summarized below.

Capital Needs

- > **Multimodal transit center** on US 19
- > **21 park-and-ride vision areas** consistent with the Pasco County MPO’s December 2012 Conceptual Vision for Park-and-Ride Facilities (3 new park-and-ride areas were added to the vision as a result of MOBILITY 2040, which will require an update to the 2012 Conceptual Vision)
- > **22 major transit stations/stops** (15 associated with park-and-ride vision areas)
- > **BRT running ways**
- > **3 commuter rail stations**
- > **Signs, shelters, and transfer facilities** to accommodate new bus services in Pasco County
- > **New bus vehicles** to accommodate new bus services
- > **Dozens of possible transit accessibility improvements, such as sidewalks,**

crosswalks, ramps, ADA access, safety, etc., from the Bus Stop Accessibility and Connectivity Study (December 2012).

These capital needs include the associated transit infrastructure components in addition to rolling stock that may need to be implemented/ in place to accommodate the transit service improvements presented previously.

MULTI-USE TRAILS, SIDEWALKS, AND BICYCLE FACILITIES

The MPO has adopted a Multi-Use Trail Plan for Pasco County and has coordinated its connectivity with adjacent counties. The Multi-Use Trail Plan reflects existing trails, funded trails, and conceptual trails for when funding becomes available. The Multi-Use Trail Plan is illustrated in Chapter 5 as part of the MOBILITY 2040 Cost Affordable Plan.

In contrast, a detailed sidewalk and bicycle facility improvement plan has not been developed for MOBILITY 2040. However, the MPO is committed to developing a comprehensive Pedestrian and Bicycle Facility Master Plan.

Highlights of the proposed multi-use trail, sidewalk, and bicycle facility projects include the following:

- > Set aside funding for multi-use trails, pedestrian facilities, and bicycle facilities totaling \$94 million from 2020–2040 (specific projects to be determined)



The Starkey Park Trail exemplifies the type of recreational facility desired throughout Pasco County; more of these facilities are planned as part of MOBILITY 2040.

- > Expansion of the sidewalk network associated with new roadway construction or expansion of existing roadways in a cost-effective fashion in the urbanized area
- > Significant expansion of the bicycle network associated with new roadway construction or the expansion of existing roadways in a cost-effective fashion, especially in the central Pasco County and Wesley Chapel areas
- > Dozens of transit accessibility improvements, such as sidewalks, crosswalks, ramps, ADA access, safety, etc., from the Bus Stop Accessibility and Connectivity Study (December 2012)

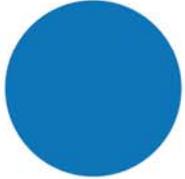
OTHER TRANSPORTATION PROGRAM ELEMENTS

Numerous other transportation program elements are critical to the balanced and multimodal transportation system in Pasco County but are reflected in the Cost Affordable Plan in Chapter 5. These other transportation program elements include:

- > Technology (Intelligent Transportation Systems)
- > Congestion Management
- > Safety and Security
- > Goods Movement
- > Sociocultural Effect and Environmental Justice
- > Environmental Mitigation and Efficient Transportation Decision Making



CHAPTER 5
MOBILITY 2040
Cost Affordable Plan



*“The MOBILITY 2040
Cost Affordable
Long Range Transportation Plan
reflects a \$7.2 billion
transportation investment
from 2020 to 2040.”*



MOBILITY 2040 Cost Affordable Plan

OVERVIEW

The MOBILITY 2040 Cost Affordable Long Range Transportation Plan reflects a \$7.2 billion transportation program from 2020 to 2040. Compared to the total cost of the 2035 Long Range Transportation Plan (adopted in 2009), the 2040 Plan represents a reduction of 26%, primarily due to lower revenues from federal/state sources and some reductions in local transportation revenue. Figure 5-1 and Table 5-1 compare the distribution of costs by transportation mode/program for the MOBILITY 2040 Plan and the 2035 Plan. Figure 5-2 and Table 5-2 indicate the share of revenues coming from federal, state, and local sources. Table 5-3 itemizes the local sources of revenue that comprise the local share of the MOBILITY 2040 Plan.

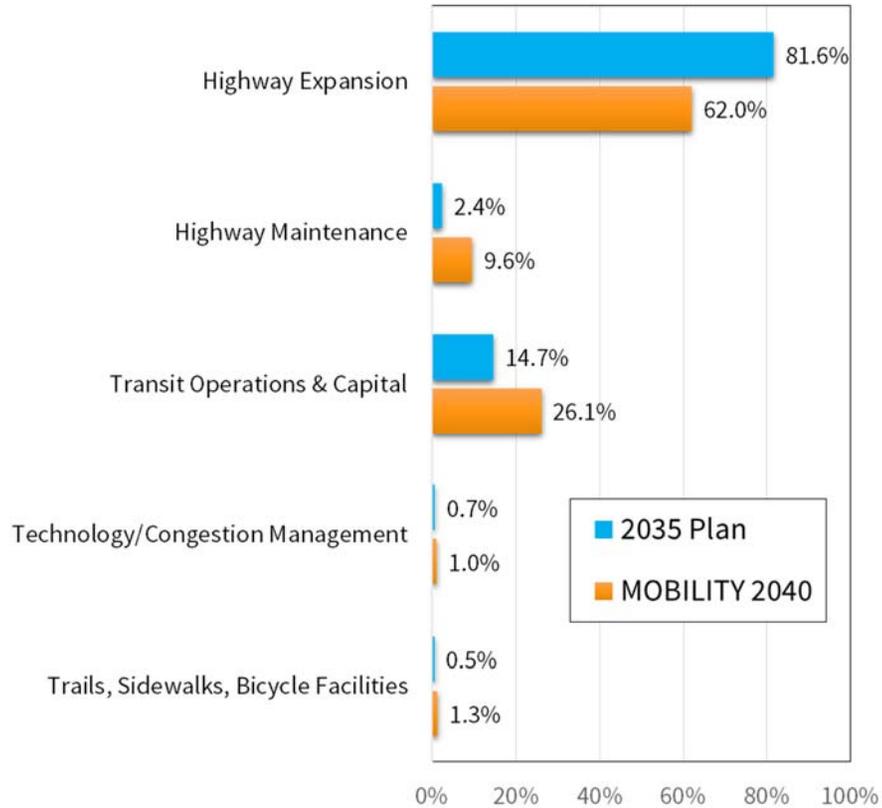
Of note are the following key observations about the MOBILITY 2040 Plan:

- > Transit investment increased significantly, from 15% in the 2035 Plan to 26% in MOBILITY 2040. This reflects a policy transition toward greater investment in multimodal solutions, especially major transit investments within the SR 54/56 and US 19 corridors. MOBILITY 2040 resulted in the ability to fund nearly all of the transit needs identified for Pasco County, with only two exceptions: (1) commuter rail on the CSX rail line running parallel to US 41 (which will be studied in cooperation with the Hillsborough County MPO), and (2) I-75 express bus north of SR 52 into Hernando County (which was not included in the Hernando County MPO's Long Range Transportation Plan).
- > Highway maintenance investment increased significantly, from 2.4% in the 2035 Plan to more than 9.6% in MOBILITY 2040 (by dedicating all of Pasco County's 1st Local Option 5-cent Fuel Tax to highway maintenance). Maintaining the existing transportation system has become increasingly important, as evidenced by this commitment.
- > Highway expansion investment declined significantly, from nearly 82% in the 2035 Plan to about 62% in MOBILITY 2040. As highway maintenance and transit investments increase, it becomes necessary to reduce the highway expansion investment.



Figure 5-1

Distribution of Costs by Transportation Mode/Program, 2020–2040 (in year of expenditure)



- > The investment in trails, sidewalks, and bicycle facilities more than doubled, from 0.5% to 1.3%, with the total investment nearly doubling, from \$48 million in the 2035 Plan to \$94 million in MOBILITY 2040. This reflects a greater policy emphasis on these alternative transportation modes and the desire for the associated recreational/tourism benefits.

Figure 5-2

Distribution of Revenues by Source, 2020–2040 (in millions and year of expenditure)

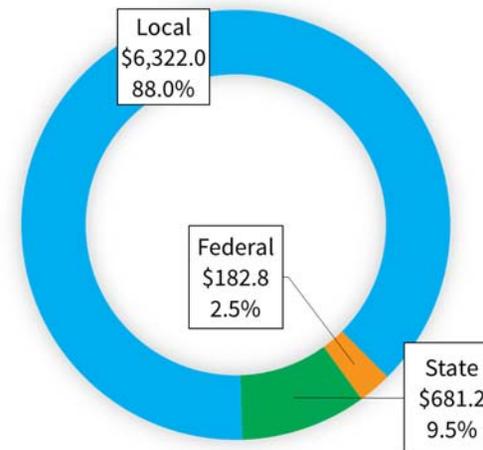


Table 5-1

**Distribution of Costs by Transportation Mode/Program,
2020–2040 vs. 2015–2035**

Mode/Program	2020–2040 Plan (adopted December 2014)			2015–2035 Plan (adopted December 2009)	
	Total Cost (in millions)		Percent Distribution	Total Cost (in millions)	Percent Distribution
	2014 dollars	Year of Expenditure dollars		Year of Expenditure dollars	
Highway Expansion ¹	\$2,510	\$4,451	62.0%	\$7,957	81.6%
Highway Maintenance ^{2,3}	\$417	\$689	9.6%	\$238	2.4%
Transit (Operations & Capital) ⁴	\$1,050	\$1,881	26.1%	\$1,437	14.7%
Technology/Congestion Management ⁵	\$42	\$71	1.0%	\$71	0.7%
Trails, Sidewalks, Bicycle Facilities ⁶	\$58	\$94	1.3%	\$48	0.5%
TOTAL	\$4,077	\$7,186	100.0%	\$9,751	100.0%

Funding Sources by Mode/Program:

¹ Highway Expansion – State Other Arterial Funds, Transportation Management Area Funds, Federal Funds for Strategic Intermodal System, Mobility Fees, Tax Increment Financing, 2nd Local Option Gas Tax, Penny for Pasco, Charter County Surtax (25%), Developer Funds.

² Highway Maintenance – 1st Local Option Gas Tax, Constitutional Fuel Tax, County Fuel Tax, 9th Cent Gas Tax, and Tax Increment Financing; for State roads, while not specifically reflected in the MOBILITY 2040 Plan, FDOT has committed to include sufficient funding in the 2040 Revenue Forecast to meet statewide objectives.

³ Highway maintenance on State Roads is not included in these costs as FDOT has directed MPOs to assume that maintenance of State Roads will be addressed consistent with FDOT policy.

⁴ Transit – State and Federal Grants, Local Match from County General Fund for State and Federal Grants, Charter County Surtax (75%), Tax Increment Financing, Penny for Pasco, Fare Revenue, Bus Advertising Revenue, Paratransit Revenue (includes some small state and federal paratransit grants).

⁵ Technology/Congestion Management – State Other Arterial Funds.

⁶ Trails, Sidewalks, Bicycle Facilities – Federal Transportation Alternatives Funding, Mobility Fees, Tax Increment Financing, Penny for Pasco.

Table 5-2

**Distribution of Revenues by Source, 2020–2040
(in millions of year of expenditure dollars)**

Revenue Source	2020–2025 ⁶	2026–2030	2031–2040	Total Revenue	Percent Distribution
Federal	\$54.46	\$42.56	\$85.82	\$182.84	2.5%
Transit ¹	\$20.44	\$14.20	\$29.08	\$63.72	
Transportation Management Area ²	\$27.71	\$23.10	\$46.21	\$97.02	
Transportation Alternatives – Urban Area ²	\$2.73	\$2.27	\$4.54	\$9.54	
Transportation Alternatives – Any Area ³	\$3.58	\$2.99	\$5.99	\$12.56	
State⁴	\$117.86	\$250.89	\$312.40	\$681.16	9.5%
Strategic Intermodal System (SIS) ⁵	\$6.27	\$162.45	\$116.6	\$285.33	
Other Arterial	\$98	\$75.7	\$165.6	\$339.3	
Transportation Regional Incentive Program (TRIP) ³	\$1.24	\$1.16	\$2.32	\$4.72	
Transit ⁶	\$12.35	\$11.58	\$27.88	\$51.81	
Local⁷	-	-	-	\$6,322.00	88.0%
TOTAL				\$7,186.00	100.0%

¹ Federal Transit Revenues are based on the Pasco TDP Table 9-7. Revenue sources include FTA section 5307 and 5311 grants.

² Revenues provided by FDOT split between MPOs in Tampa Bay TMA consistent with split of 2010 population within urbanized area. For Pasco County, a factor of 14.01% was used.

³ Revenues provided by FDOT split between the MPOs in District 7 consistent with split of 2010 population. For Pasco County, a factor of 15.89% was used.

⁴ Revenues originally provided by FDOT included a 2019–2020 and a 2021–2025 time period. FY 2019 now part of committed time period. State and Federal Revenues now shown for 2020–2025 time period and include half of 2019–2020 time period and all of 2021–2025 time period.

⁵ Project cost and revenues provided by FDOT District 7, dated 7/31/2014.

⁶ State Transit Revenues based on Access Pasco Transit Development Plan (TDP). Revenue sources include State Block Grants and Urban Corridor Grants (US 19, SR 54, Wesley Chapel/USF Express, Spring Hill Connector).

⁷ See Table 5-3 for distribution of local revenue sources.

Table 5-3

**Distribution of Local Revenues by Source, 2020–2040
(in millions of year of expenditure dollars)**

Local Revenue Source	Total Revenue	Percent Distribution
Mobility Fees	\$1,672	26.5%
Tax Increment Financing (TIF)	\$694	10.0%
Constitutional Fuel Tax ¹	\$101	1.6%
County Fuel Tax ¹	\$44	0.7%
1st Local Option Fuel Tax ¹	\$283	4.5%
2nd Local Option Fuel Tax	\$198	3.1%
Ninth Cent Fuel Tax ¹	\$51	0.8%
Penny for Pasco (2020–2024)	\$59	0.9%
Charter County Surtax (2025–2040) ²	\$1,603	25.4%
Other Transit Revenues (excludes TIF, Mobility Fees, and Charter County Surtax) ³	\$300	4.7%
Village of Pasadena Hills	\$22	0.3%
Developer Funds	\$1,295	20.5%
TOTAL	\$6,322	100.0%

¹ Dedicated to highway maintenance.

² Assumed to be enacted in 2025 by county-wide referendum following sunset of Penny for Pasco (proceeds to be allocated 75% to transit and 25% to highway expansion). Note that establishing a sunset for Charter County Surtax is an optional local decision that could be included as part of the language in the county-wide referendum.

³ Includes Local Match from County General Fund for State and Federal Grants, Fare Revenue, Bus Advertising Revenue, and Paratransit Revenue (includes some small State and federal paratransit grants).

LOCAL FUNDING SOLUTION

Based on the future growth in population and employment expected in Pasco County by 2040, existing revenues are insufficient to address the county's future mobility needs.

In 2004, voters in Pasco County voted to enact a 1-penny Local Government Infrastructure Surtax. In 2012, 70% of voters approved the continuation of this surtax, extending the effective period for 10 years, through December 2024. Although distribution of the proceeds from the revenue has shifted since the initial passage, enacting and extending this revenue source has been supported by the voters in Pasco County.

The MOBILITY 2040 Plan draws the reasonable conclusion of extending a 1-penny surtax beyond 2024 through the 2040 horizon of the plan under the provisions of the Charter County Transit Surtax. This new revenue is applied to projects at 75% for transit and 25% for roadways and is assumed to replace the existing Penny for Pasco revenue that will sunset in 2024.

As growth in Pasco County is expected to transition towards mixed land uses (especially along the SR 54/56 corridor and redevelopment along US 19), the MOBILITY 2040 plan includes increased local transit service as well as new premium transit service in these corridors.

Ultimately, the decision to extend or enact a new local revenue such as the Charter County Transit Surtax would require the action of the County Commission and then approval by the

voters via county-wide referendum. If the County Commission or the voters reject enacting the Charter County Transit Surtax, the most significant impact on the MOBILITY 2040 Cost Affordable Plan would be to the premium transit projects proposed on the most heavily traveled corridors—US 19 and SR 54/56. This would impact not only the transportation solutions that could be constructed, but also the community form envisioned in the County's Comprehensive Plan. As a result, securing this new funding source or some other funding source that generates a similar revenue stream is critical to the success and implementation of MOBILITY 2040. Also, in the event the Charter County Transit Surtax is not enacted, the Commission may choose to ask voters to extend the Penny for Pasco that exists today. While this action likely would replace the revenues assumed to be available for roadway improvements, it would not address the local funding requirements for transit expansion.

SETTING PRIORITIES

Identifying the transportation projects to include in MOBILITY 2040 requires balancing the needs, as identified through technical analysis and citizen input, with the expectations of future revenues. Both a qualitative and a quantitative approach were used in selecting the multimodal projects for the cost affordable plan.

Transportation priorities are established through the following:

- > Pasco County 15-Year Work Program
- > Pasco County Vision Roadway Network
- > MPO 2035 Long Range Transportation Plan
- > Other strategic initiatives in Pasco County

Roadway Priorities

Using the goals of MAP-21, eight measurable criteria were developed to evaluate the merit of highway expansion projects. Table 5-4 presents the evaluation criteria that were selected, along with their respective relevance to the goals of MAP-21.

Transit Priorities

The evaluation criteria used to prioritize transit improvements are summarized in Table 5-5. Prioritizing transit improvements was conducted using a blend of criteria in three major categories:

- > **Public Outreach** – Public input on transit priorities was obtained through significant public outreach performed as part of the *Access Pasco* Transit Development Plan and MOBILITY 2040. Transit improvements were rated High, Medium, or Low in terms of the level of public interest and support for a given improvement.
- > **Transit Markets** – This category evaluates three key transit markets, including:
 - ◇ *Traditional market*, characterized by demographics shown to be more conducive to transit use—older adults, youth, low-income, no automobile
 - ◇ *Discretionary market*, characterized by household and employment densities that are more likely to translate to “choice” or “discretionary” transit use
- > **Productivity/Efficiency** – This uses common industry performance measures to support a comparative evaluation of transit improvements; measures include passenger trips per hour of service and cost per passenger trip.



Rendering of a possible design for an intermodal center along the US 19 corridor, identified as a critical transit capital investment in the near future.

Table 5-4

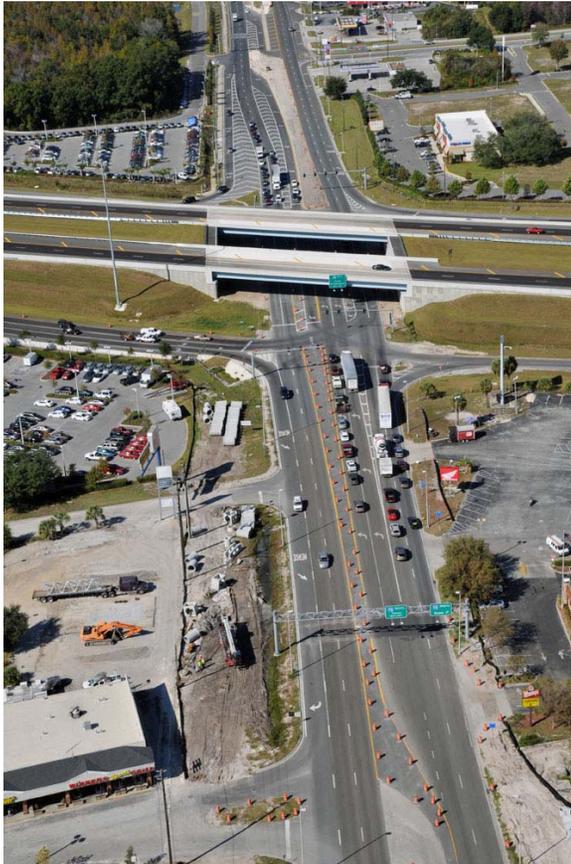
Roadway Project Evaluation Criteria, Weighting, and MAP-21 Goals

MOBILITY 2040 Evaluation Criteria	Weighting	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays
Project Status (funded for construction)	15%							
Congestion Level (roadway level of service)	15%							
Safety (crash data)	15%							
Sociocultural effects/Environmental Justice/Environmental Impact	15%							
Emergency Evacuation Routes (designated routes)	10%							
Multimodal Connectivity	10%							
Truck Route (commonly used for goods movement)	10%							
Access to Activity Centers	10%							

Table 5-5

Prioritization Criteria for Transit Improvements

Category	Criteria	Measure of Effectiveness	Relative Weighting	Overall Category Weight
Public Outreach	Public Input	Level of public interest in specific transit improvements (High, Medium, Low)	30%	30%
Transit Markets	Traditional Market	Percent of route/corridor with a high or very high transit orientation (traditional demographics)	15%	40%
	Discretionary Market	Percent of route/corridor that meets or exceeds the minimum density threshold for transit feasibility (employment and population)	15%	
	Urban/Regional Market	Connectivity to urban markets in counties adjacent to Pasco County	10%	
Productivity and Efficiency	Productivity	Projected ridership per hour of service	15%	30%
	Efficiency	Cost per passenger trip	15%	
TOTAL			100%	100%



Roadway construction within the SR 54/56 corridor (like that illustrated above) has helped alleviate many transportation needs in Pasco County, but projected growth still reflects significant traffic levels and congestion in the near future and through 2040.

Revised 5/14/2015

ROADWAY IMPROVEMENTS

Roadway projects in the MOBILITY 2040 Cost Affordable Plan are illustrated in the following maps and tables:

- > **Map 5-1: Existing and Committed Roadway Improvements, 2014–2019** – illustrates the existing roadways plus improvements that are funded for construction between 2014 and 2019.
- > **Map 5-2: Roadway Capacity Improvements and Number of Lanes, 2020–2030** – illustrates road improvements planned to occur between 2020 and 2030.
- > **Map 5-3: Roadway Capacity Improvements and Number of Lanes, 2030–2040** – illustrates road improvements planned to occur between 2030 and 2040.
- > **Map 5-4: 2040 Roadway Capacity Improvements and Number of Lanes, 2020–2040** – illustrates road improvements planned to occur between 2020 and 2040.
- > **Roadway Project Cost and Revenues, 2020–2040** – see tables in Appendix A that enumerate all roadway capacity expansion projects and projected costs and revenue sources (including the existing and committed road improvements from 2014 to 2019).

Due to the annual updates of the TIP and the FDOT Work Program, FDOT has already prepared the 5-Year Work Program that extends

to 2020. The Work Program, included as Appendix D, identifies funding for projects consistent with the LRTP. During the development of the LRTP, several projects were advanced into the Work Program and funded sooner than anticipated. A future amendment to the LRTP will reflect the funding of projects listed in the LRTP to match the Work Program.

Note that all alignments for future transportation improvements are conceptual and subject to more-detailed analysis prior to implementation. In addition, it is important to note that Maps 5-2 through 5-5 reference a substantial investment in transportation improvements to the US 19 and SR 54/56 corridors that will be identified by future studies following the adoption of the MOBILITY 2040 Long Range Transportation Plan.

The 2040 Cost Affordable Plan roadway network includes significant capacity improvements throughout Pasco County. Highlights of the proposed highway improvements are summarized below.

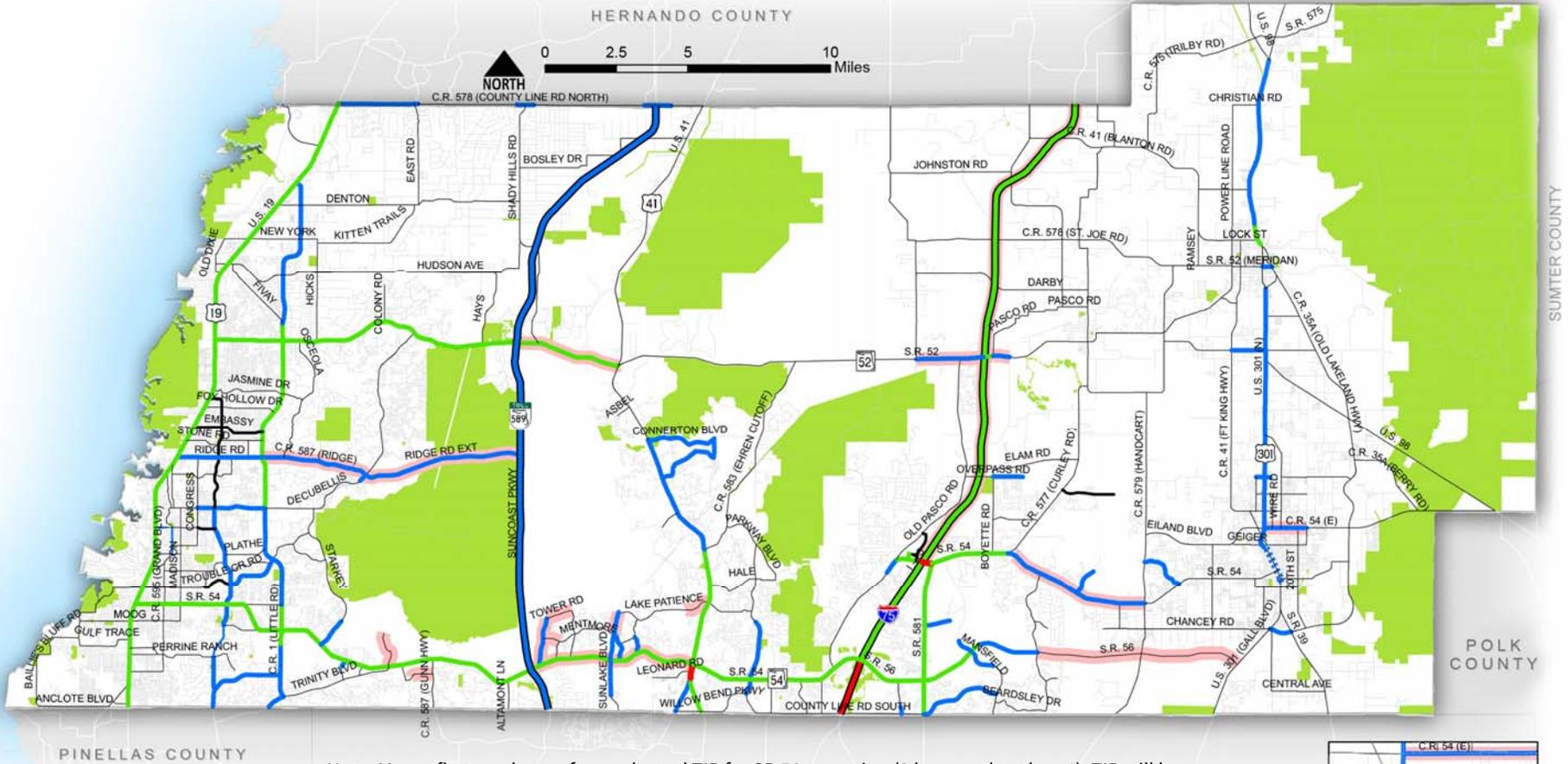
Major Roadway Capacity Projects

New East/West Connections

- > **SR 52** – widening from 2 lanes to 4 lanes from US 41 to CR 581 Bellamy Brothers and to 6 lanes from Old Pasco Road to Mckendree Road (both sides of I-75)
- > **US 301** – widening of one-way pair from 2 lanes one-way to 3 lanes one-way in

Map 5-1

Existing and Committed Roadway Capacity Improvements and Number of Lanes, 2014–2019



Note: Map reflects a change from adopted TIP for SR 56 extension (2 lanes rather than 4); TIP will be amended in 2015 to reflect this change.

Source: Pasco County MPO, Fiscal Years 2014/15 through 2018/19, Transportation Improvement Program (TIP), Final (adopted June 12, 2014)

Legend

- | | | | | |
|------------------------|-------------------|-----------------|------------------------|---------------------------------|
| Number of Lanes | 4 Lanes Undivided | 6 Lane Freeway | 2014-2019 Improvements | Conservation/Parks/Public Lands |
| | 2 Lanes Undivided | 4 Lanes Divided | 8 Lanes Divided | |
| | 2 Lanes Divided | 4 Lane Freeway | 8 Lane Freeway | |
| | 2 Lanes One way | 6 Lanes Divided | | |



City of Zephyrhills

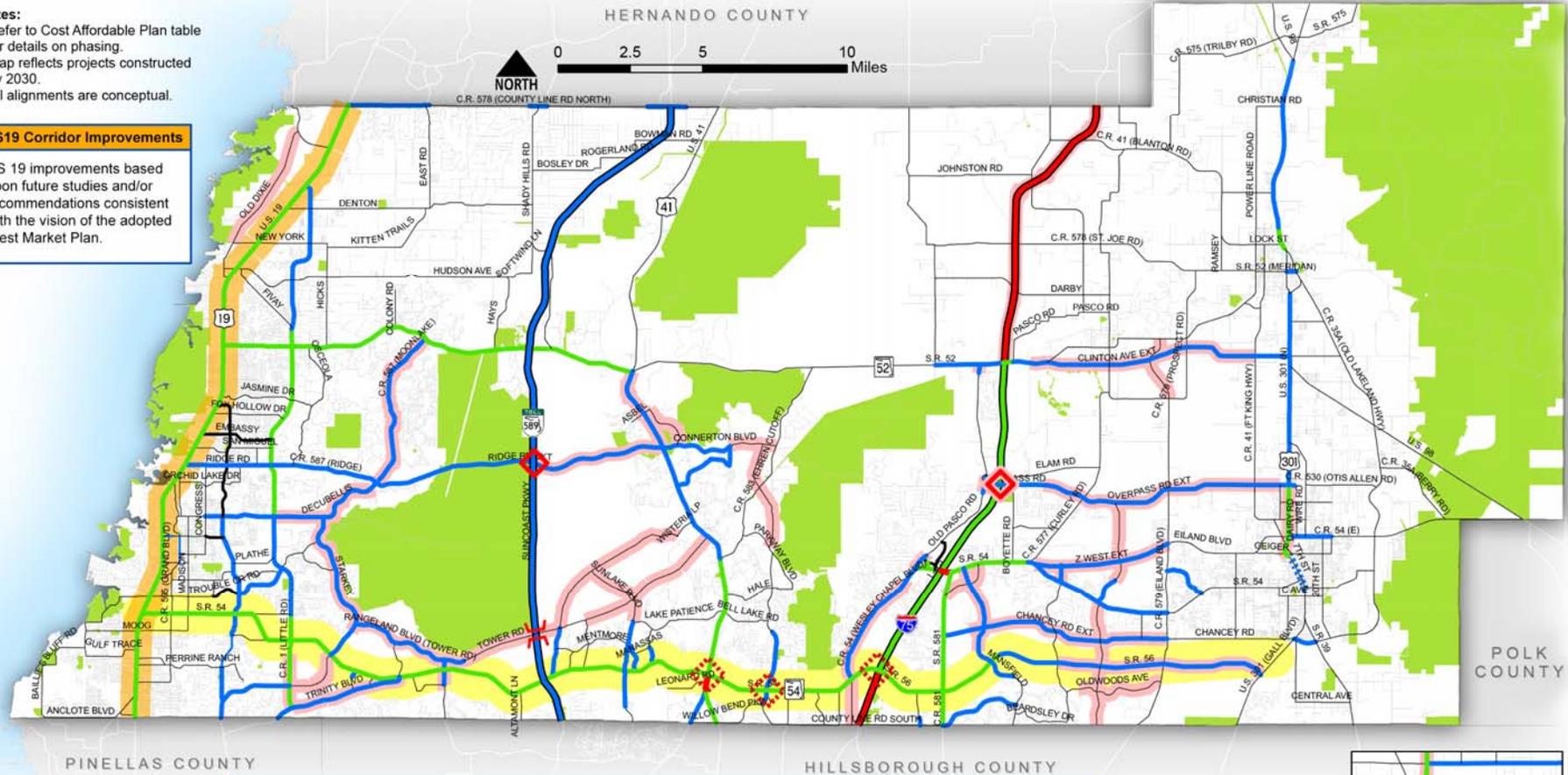
Map 5-2

Roadway Improvements and Number of Lanes, 2020-2030

- Notes:**
- Refer to Cost Affordable Plan table for details on phasing.
 - Map reflects projects constructed by 2030.
 - All alignments are conceptual.

US19 Corridor Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.



SR54/56 Corridor Improvements

Alternative improvements **within** the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

Legend

- | | | | | |
|------------------------|-------------------|------------------------|---------------------------------|--|
| Number of Lanes | 4 Lanes Undivided | 6 Lane Freeway | Conservation/Parks/Public Lands | New Overpass |
| | 4 Lanes Divided | 8 Lanes Divided | US 19 Corridor Improvements | New Interchange/ Interchange Modification |
| | 4 Lane Freeway | 8 Lane Freeway | SR 54/56 Corridor Improvements | Partially funded Interchange (See table 2-1 for details) |
| | 6 Lanes Divided | 2020-2030 Improvements | | |



City of Zephyrhills

Map 5-3

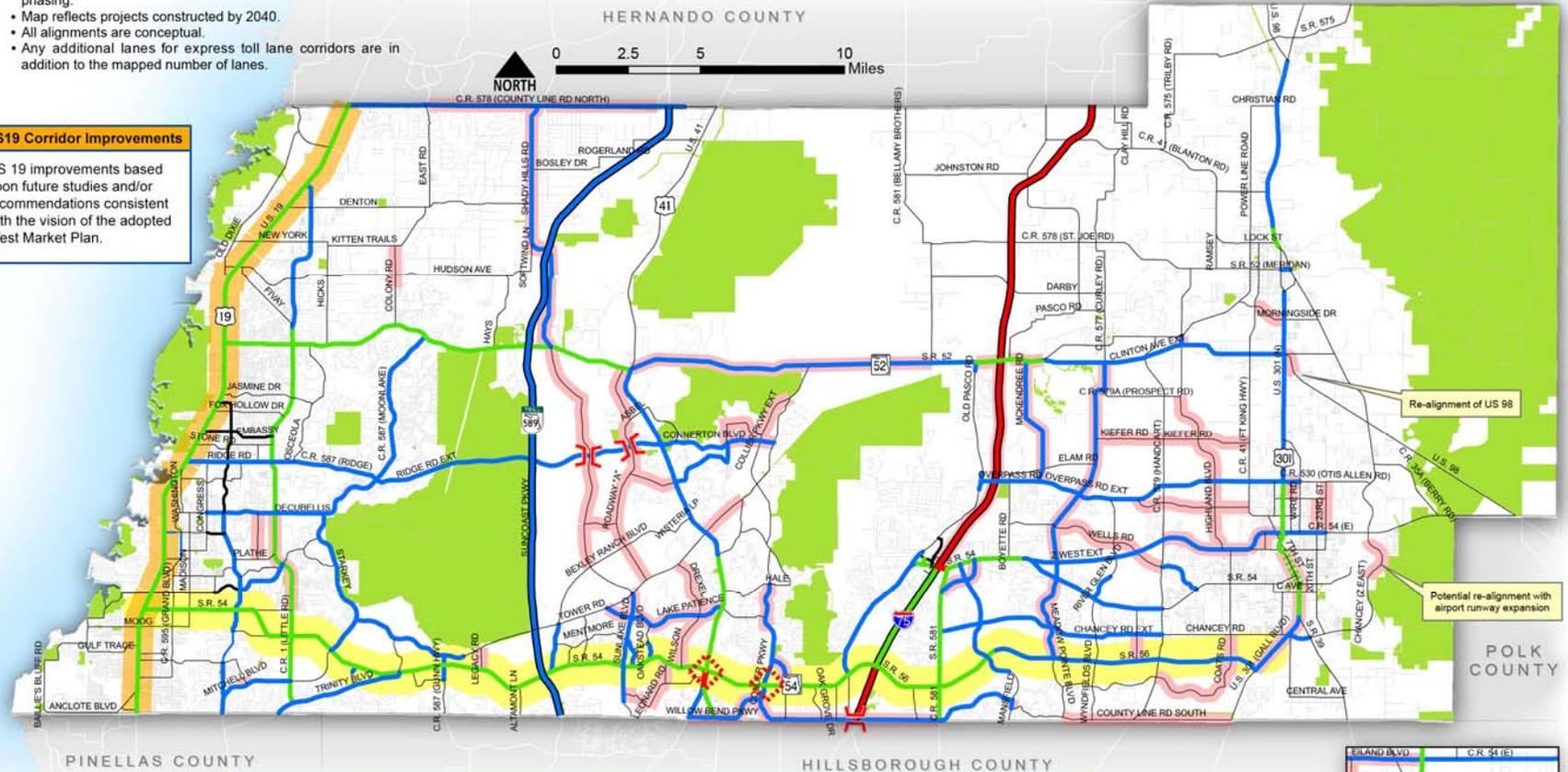
Roadway Capacity Improvements and Number of Lanes, 2030–2040

Notes:

- Refer to Cost Affordable Plan (Table 2-1) for details on phasing.
- Map reflects projects constructed by 2040.
- All alignments are conceptual.
- Any additional lanes for express toll lane corridors are in addition to the mapped number of lanes.

US19 Corridor Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.



SR54/56 Corridor Improvements

Alternative improvements **within** the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

Legend

- | | | |
|---------------------|-------------------|-----------------------------------|
| — 4 Lanes Undivided | — 6 Lane Freeway | ■ Conservation/Parks/Public Lands |
| — 2 Lanes Divided | — 4 Lanes Divided | ■ US 19 Corridor Improvements |
| — 2 Lanes Divided | — 4 Lane Freeway | ■ SR 54/56 Corridor Improvements |
| — 3 Lanes One way | — 6 Lanes Divided | ■ 2030-2040 Improvements |

- ⌘ New Overpass
- ⬠ New Interchange/Interchange Modification
- ⬠ Partially funded Interchange (See table 2-1 for details)



Zephyrhills Inset Map

Map 5-4

Roadway Capacity Improvements and Number of Lanes, 2020-2040

Notes:

- Refer to Cost Affordable Plan (Table 2-1) for details on phasing.
- Map reflects projects constructed by 2040.
- All alignments are conceptual.
- Any additional lanes for express toll lane corridors are in addition to the mapped number of lanes.

US19 Corridor Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR54/56 Corridor Improvements

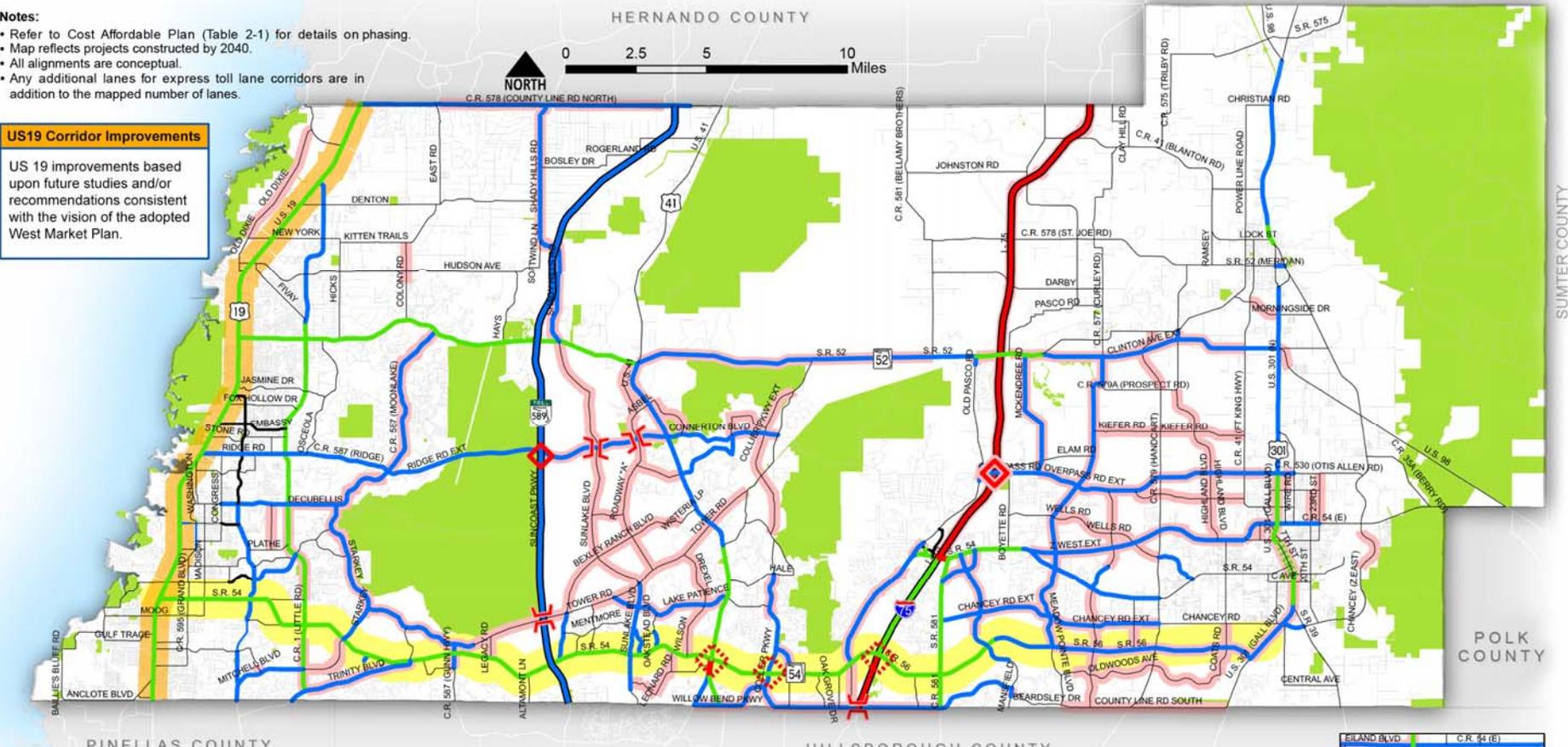
Alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include significant public engagement regarding alternative improvements to the SR 54/56 corridor.

Legend

- | | | | | |
|------------------------|-------------------|------------------------|---------------------------------|--|
| Number of Lanes | 4 Lanes Undivided | 6 Lane Freeway | Conservation/Parks/Public Lands | New Overpass |
| | 2 Lanes Undivided | 8 Lanes Divided | US 19 Corridor Improvements | New Interchange/ Interchange Modification |
| | 2 Lanes Divided | 8 Lane Freeway | SR 54/56 Corridor Improvements | Partially funded Interchange (See table 2-1 for details) |
| | 3 Lanes One way | 2020-2040 Improvements | | |



City of Zephyrhills



- Zephyrhills, as well as 4-lane to 6-lane improvements north of Zephyrhills
 - > **SR 56** – widening from 4 lanes to 6 lanes from Mansfield to Meadow Pointe Boulevard and from 2 lanes to 4 lanes from Meadow Pointe Boulevard to US 301
 - > **Willow Bend Parkway, Collier Parkway, and County Line Road** – widening from 2 lanes to 4 lanes from Dale Mabry Boulevard to Bruce B. Downs Boulevard
 - > **SR 52 Realignment (Clinton Avenue Extension)** – 4-lane improvement from east of I-75 to Fort King Highway
 - > **Overpass Road Extension** – 4-lane improvement from I-75 to US 301
 - > **Zephyrhills West Extension** – from SR 54 to US 301
 - > **County Line Road North** – widening from 2 lanes to 4 lanes from East Road to Suncoast Parkway
 - > **Ridge Road Extension** – from the Suncoast Parkway to US 41
- Construction of several developer roadways in the central and east areas of the

New North/South Connections

- > **Little Road** – widening from 4 lanes to 6 lanes from Mitchell Boulevard to DeCubellis Road (where not already 6 lanes)
- > **US 41** – widening from 2 lanes to 4 lanes from north of Connerton to SR 52

- > **Sunlake Boulevard** – north/south improvements including new 2-lane section from Lake Patience to SR 52
 - > **Shady Hills Road** – widening from 2 lanes to 4 lanes from SR 52 to County Line Road North
 - > **Wesley Chapel Boulevard** – widening from 2 lanes to 4 lanes and intersection improvements on Old Pasco Road
 - > **Starkey and CR 587 (Moonlake)** – widening from 2 lanes to 4 lanes from north of SR 54 to SR 52
- Construction of several developer roadways in the central and east areas of the county

Roadway Realignments

- > **US 98** – realigned to connect to Clinton Road Extension at US 301
- > **Chancey Road** – potential realignment in conjunction with the airport runway expansion
- > **New or Modified Interchanges** – includes partial or full funding of the following:
 - ◇ I-75 at Overpass Road (full)
 - ◇ I-75 at SR 56 (partial)
 - ◇ SR 54 at US 41 (partial)
 - ◇ SR 54 at Collier Parkway (partial)

Identification of Follow-Up Activities

- > **SR 54/56** – alternative improvements within

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the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the MOBILITY 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include significant public engagement regarding alternative improvements to the SR 54/56 corridor.

- > **US 19** – US 19 improvements will be based upon future studies and/or recommendations consistent with the vision of The Harbors West Market Redevelopment Plan.
- > **US 98** – A corridor assessment will be conducted regarding possible capacity expansion of US 98 in Pasco and Polk counties.
- > **Lacoochee area** – seek opportunities to expand transit service (included in MOBILITY 2040) and provide more supporting infrastructure including sidewalks and bus stop amenities.

Roadway Maintenance

- > **State roads** – while not specifically reflected in the MOBILITY 2040 Plan, FDOT has committed to include sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives:
 - ◇ Resurfacing Program – ensure that 80% of State Highway System pavement

meets Department standards

- ◇ Bridge Program – ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges safe
- ◇ Operations and Maintenance Program – achieve 100% of acceptable maintenance condition standard on the state highway system
- ◇ Product Support – reserve funds for Product Support required to construct improvements (funded with the forecast capacity funds) in each district and metropolitan area
- ◇ Administration – administer the State transportation program
- > **County roads** – Pasco County recognizes the importance of increasing its investment in highway maintenance by dedicating the full 5-cent Local Option Fuel Tax to ensure that additional local resources are available to address the maintenance needs of the county road network.

TRANSIT IMPROVEMENTS

The 2040 Cost Affordable Transit Plan includes significant service and facility improvements throughout Pasco County and was developed using the following:

- > *Access Pasco* Transit Development Plan, 2014 –2023 (October 2013)

- > Transit needs assessment through 2040
- > Significant input from the public, MPO committees, and the MPO Board
- > Projected transit costs and revenues

The MOBILITY 2040 plan development process resulted in the ability to fund nearly all of the transit needs identified for Pasco County, with two exceptions: (1) commuter rail on the CSX rail line running parallel to US 41 (to be studied in cooperation with the Hillsborough County MPO), and (2) the I-75 express bus north of SR 52 into Hernando County (not reflected in the Hernando County MPO Long Range Transportation Plan).

Transit improvements in the MOBILITY 2040 Cost Affordable Plan are illustrated in the following maps and tables:

- > **Map 5-5: Existing and 2030 Interim Transit Facilities and Services** – illustrates existing and future transit facilities and services through the year 2030.
- > **Map 5-6: Existing and 2040 Transit Facilities and Services** – illustrates existing and future transit facilities and services through 2040.
- > **Table 5-6: Cost Affordable Transit Plan (2020–2040)** – provides a summary of the MOBILITY 2040 transit costs and projected revenues in three time periods: 2020–2025, 2026–2030, and 2031–2040.

For additional information, refer to the separately-bound Technical Report No. 9, MOBILITY 2040 Long Range Transit Element.

Significant public outreach was conducted as part of the preparation of the Access Pasco Transit Development Plan. This input was used to guide the Transit Element of MOBILITY 2040 .

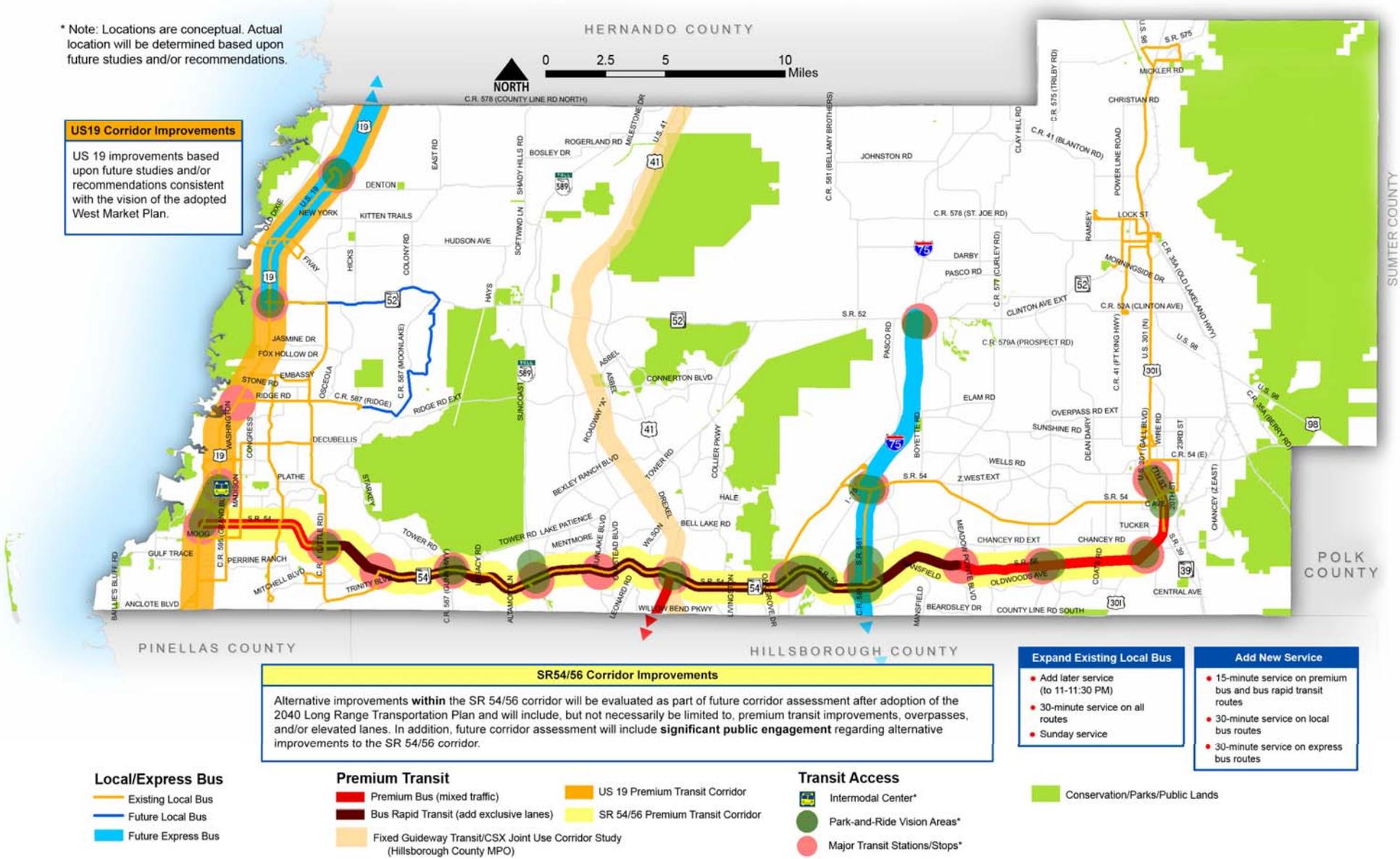


Revised 5/14/2015

Map 5-5

Existing and 2030 Transit Facilities and Services

* Note: Locations are conceptual. Actual location will be determined based upon future studies and/or recommendations.



US19 Corridor Improvements
US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR54/56 Corridor Improvements
Alternative improvements **within** the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

- Expand Existing Local Bus**
- Add later service (to 11-11:30 PM)
 - 30-minute service on all routes
 - Sunday service

- Add New Service**
- 15-minute service on premium bus and bus rapid transit routes
 - 30-minute service on local bus routes
 - 30-minute service on express bus routes

- Local/Express Bus**
- Existing Local Bus
 - Future Local Bus
 - Future Express Bus

- Premium Transit**
- Premium Bus (mixed traffic)
 - Bus Rapid Transit (add exclusive lanes)
 - Fixed Guideway Transit/CSX Joint Use Corridor Study (Hillsborough County MPO)
 - US 19 Premium Transit Corridor
 - SR 54/56 Premium Transit Corridor

- Transit Access**
- Intermodal Center*
 - Park-and-Ride Vision Areas*
 - Major Transit Stations/Stops*

Conservation/Parks/Public Lands

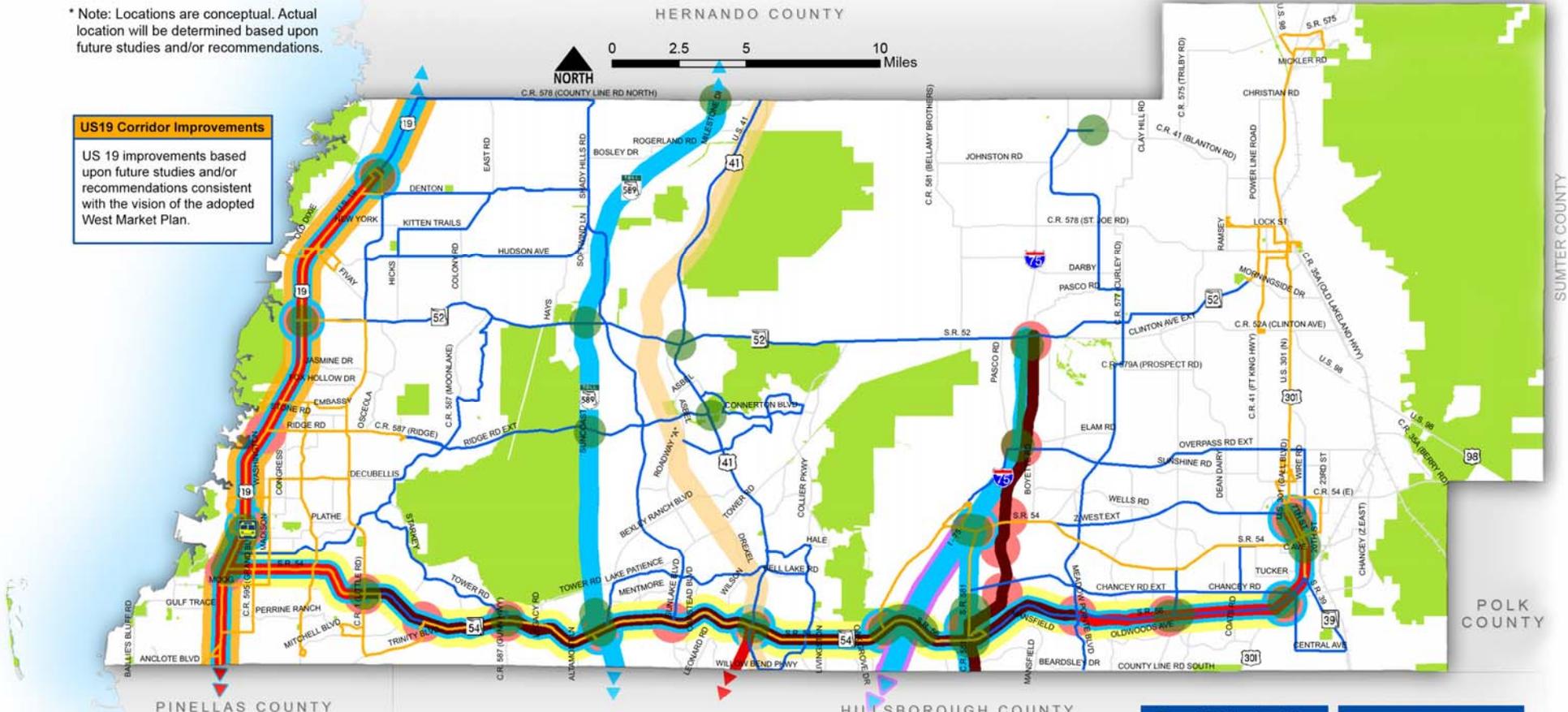
Map 5-6

Existing and 2040 Transit Facilities and Services

* Note: Locations are conceptual. Actual location will be determined based upon future studies and/or recommendations.

US19 Corridor Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.



SR54/56 Corridor Improvements

Alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

- | Expand Existing Local Bus | Add New Service |
|---|---|
| <ul style="list-style-type: none"> Add later service (to 11-11:30 PM) 30-minute service on all routes Sunday service | <ul style="list-style-type: none"> 15-minute service on premium bus and bus rapid transit routes 30-minute service on local bus routes 30-minute service on express bus routes |

- Local/Express Bus**
- Existing Local Bus
 - Future Local Bus
 - Future Express Bus

- Premium Transit**
- Premium Bus (mixed traffic)
 - Bus Rapid Transit (add exclusive lanes)
 - Express Bus in Express Lanes
 - Fixed Guideway Transit/CSX Joint Use Corridor Study (Hillsborough County MPO)
 - US 19 Premium Transit Corridor
 - SR 54/56 Premium Transit Corridor

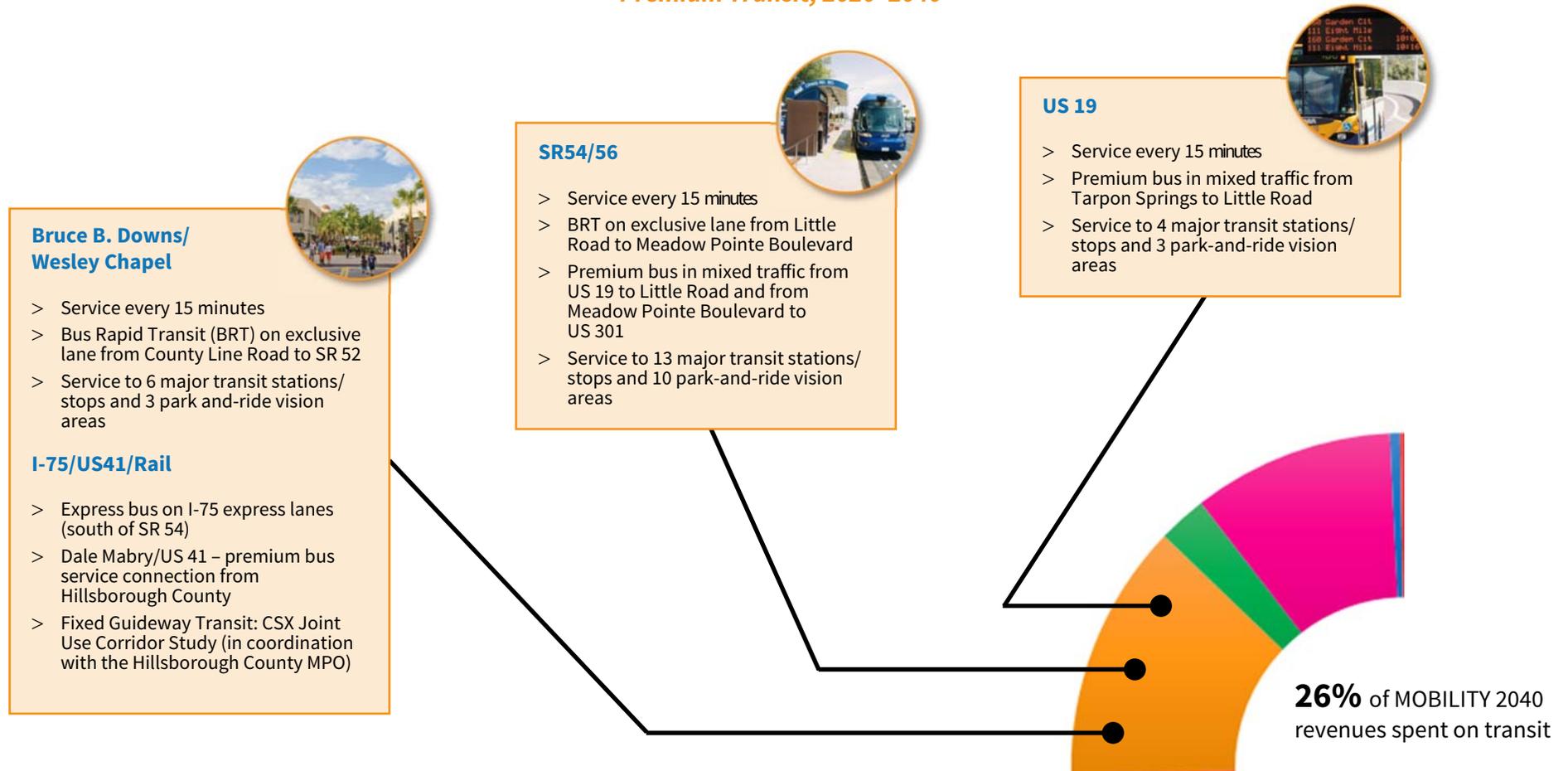
- Transit Access**
- Intermodal Center*
 - Park-and-Ride Vision Areas*
 - Major Transit Stations/Stops*
 - Major Transit Stations/Stops with Express Bus Service*

Conservation/Parks/Public Lands

Figure 5-3

Transit Improvements, 2020–2040

Premium Transit, 2020–2040



Local/Community Transit, 2020-2040

Existing Service Improvements

- > Later service to 11:00-11:30 pm
- > Increased frequency to 30-minute service
- > Sunday service

New Service

- > 18 new local bus routes throughout Pasco County, providing circulation and connections within and outside the county, including:
 - ◇ Connectors in most areas
 - ◇ Circulators in Connerton, Hudson, Wiregrass, Land-O-Lakes
 - ◇ Cross-county service on SR 52
 - ◇ Regional service on US 41
- > 30-minute service
- > Approximately 18 hours of weekday service
- > Connecting to park-and-rides and serving as feeders to proposed premium transit services

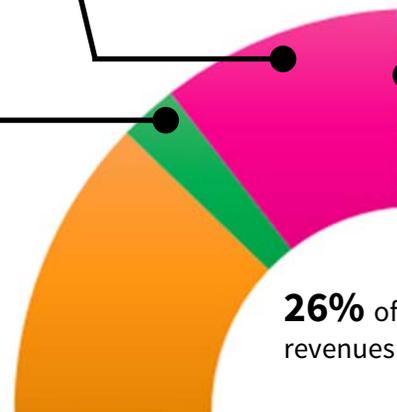
Capital/Infrastructure, 2020-2040

- > Multimodal Transit Center along US 19 corridor
- > 21 park-and-ride vision areas (consistent with the MPO's "Conceptual Vision for Park-and-Ride Facilities" (December 2012) plus 3 new park-and-ride areas added as a result of MOBILITY 2040, which will require an update to the conceptual vision published in 2012)
- > 22 major transit stations/stops (15 associated with park-and-ride vision areas)
- > Dozens of possible transit accessibility improvements, such as sidewalks, crosswalks, ramps, ADA access, safety, etc., from the "Bus Stop Accessibility and Connectivity Study" (December 2012)

Express Bus, 2020-2040

Urban/Regional

- > Wesley Chapel to USF in Tampa
- > I-75 express bus service from SR 52 south into Hillsborough County
- > US 19 express bus (Pasco Hernando State College to Tarpon Mall)
- > Suncoast Parkway express bus (connecting Hernando and Hillsborough counties)
- > SR 54/56 - cross-county express bus service from US 19 to US 301
- > 20- to 30-minute service
- > Service to 10 express stops/park-and-ride vision areas



26% of MOBILITY 2040 revenues spent on transit

Table 5-6

Transit Costs and Revenues, 2020–2040 (in year of expenditure)

	2020–2025	2026–2030	2031–2040	Total
Operating				
Costs	\$87,589,455	\$164,835,229	\$1,004,467,627	\$1,256,892,311
Revenues	\$99,208,909	\$153,215,775	\$1,004,467,627	\$1,256,892,311
Local	\$41,467,773	\$51,373,046	\$183,884,224	\$276,725,043
State	\$12,349,909	\$11,579,054	\$27,883,197	\$51,812,160
Federal	\$2,128,826	\$1,658,703	\$3,994,289	\$7,781,818
Fares	\$13,475,132	\$23,168,172	\$161,302,924	\$197,946,228
Paratransit	\$16,951,380	\$16,449,816	\$39,612,375	\$73,013,571
Charter County Surtax	\$12,835,889	\$48,986,984	\$587,790,618	\$649,613,491
Fleet Purchase/Infrastructure				
Costs	\$66,958,972	\$276,187,693	\$281,032,687	\$624,179,352
Revenues	\$66,958,972	\$276,187,693	\$282,489,024	\$625,635,689
Local	\$6,560,726	\$2,874,434	\$7,389,748	\$16,824,908
State	\$0	\$0	\$0	\$0
Federal	\$18,307,223	\$12,542,055	\$25,084,110	\$55,933,388
Charter County Surtax	\$42,091,023	\$260,771,204	\$250,015,166	\$552,877,393
Total Costs & Revenues				
Costs	\$154,548,427	\$441,022,922	\$1,285,500,314	\$1,881,071,663
Revenues	\$166,167,881	\$429,403,468	\$1,286,956,651	\$1,882,528,000
Local	\$48,028,499	\$54,247,480	\$191,273,972	\$293,549,951
State	\$12,349,909	\$11,579,054	\$27,883,197	\$51,812,160
Federal	\$20,436,049	\$14,200,758	\$29,078,399	\$63,715,206
Fares	\$13,475,132	\$23,168,172	\$161,302,924	\$197,946,228
Paratransit	\$16,951,380	\$16,449,816	\$39,612,375	\$73,013,571
Charter County Surtax	\$54,926,912	\$309,758,188	\$837,805,784	\$1,202,490,884

Notes:

1. Transit improvements funded by mixture of local, State, and Federal revenue sources. Fare revenues used only to cover operating expenses.
2. Local sources for operating include local general revenues as matching funds for Federal Section 5307 and 5311, FDOT Block grants, and Tax Increment Financing (TIF) funds.
3. For Capital, local sources include TIF, Mobility Fee, and Penny for Pasco funds.
4. State sources for operating include FDOT Block Grant, Urban Corridor, and Service Development Grants; no State funds are assumed for transit capital projects.
5. Federal Section 5307 and 5311 are assumed for funding both operating and capital improvements.
6. For purposes of this plan, assumed that Charter County Surtax does not leverage additional Federal transit funding. This likely will change once surtax is approved by referendum and available to pursue additional Federal funding.

Highlights of the proposed multi-use trail, sidewalk, and bicycle facility projects include the following:

- > Set-aside funding for multi-use trails, pedestrian facilities, and bicycle facilities totaling \$94 million from 2020 to 2040 (specific projects to be determined).
- > Expansion of sidewalk network associated with new roadway construction or expansion of existing roadways in a cost-effective fashion in the urbanized area.
- > Expansion of bicycle facilities associated with new roadway construction or the expansion of existing roadways in a cost-effective fashion, especially in central Pasco County and the Wesley Chapel area.

Map 5-7 illustrates the multi-use trail plan for Pasco County (existing, funded through construction, and unfunded conceptual trails). Table 5-7 provides a summary of revenues set aside for multi-use trails, sidewalks, and bicycle facilities.

TECHNOLOGY AND CONGESTION MANAGEMENT PROJECTS

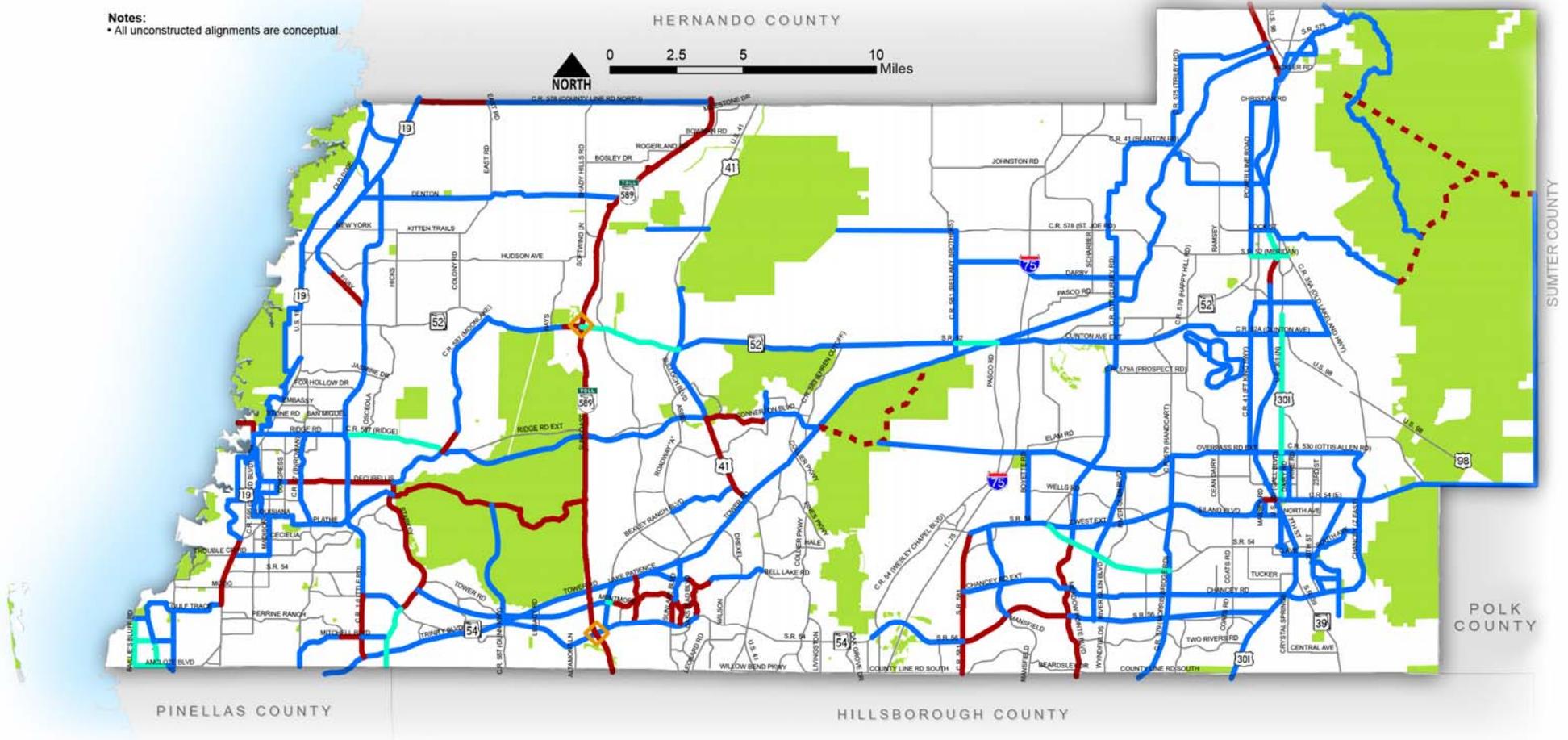
Plans for technology/ITS and congestion management (Congestion Management Process) are illustrated in Maps 5-8 and 5-9, respectively. Table 5-8 includes a list of corridors and target areas for these types of improvements. Other corridors are likely to be added as part of the MPO's ongoing planning process.

Highlights of the proposed projects include the following:

- > Continued implementation of Advanced Traffic Management Systems (ATMS) and Variable Message Signs on SR 54/56 from US 19 to US 301.
- > Continued implementation of ATMS on US 19 from the Pinellas County line to CR 1–Little Road.
- > Technology improvements on other corridors and road segments illustrated in Map 5-8.
- > Possible congestion management improvements to be considered and targeted on corridors and road segments illustrated in Map 5-9. In addition, other corridors and road segments will be identified for congestion management on an annual basis.

Map 5-7
Multi-Use Trail Plan

Notes:
• All unconstructed alignments are conceptual.



Trails Legend

- Existing
- Funded for Construction (FY 2015-FY 2019)
- Conservation/Parks/Public Lands
- Existing (unpaved)
- Conceptual
- Trail Overpass

Table 5-7

Summary of Revenues Set-Aside for Multi-Use Trails, Sidewalks, and Bicycle Facilities

Year-of-Expenditure Dollars

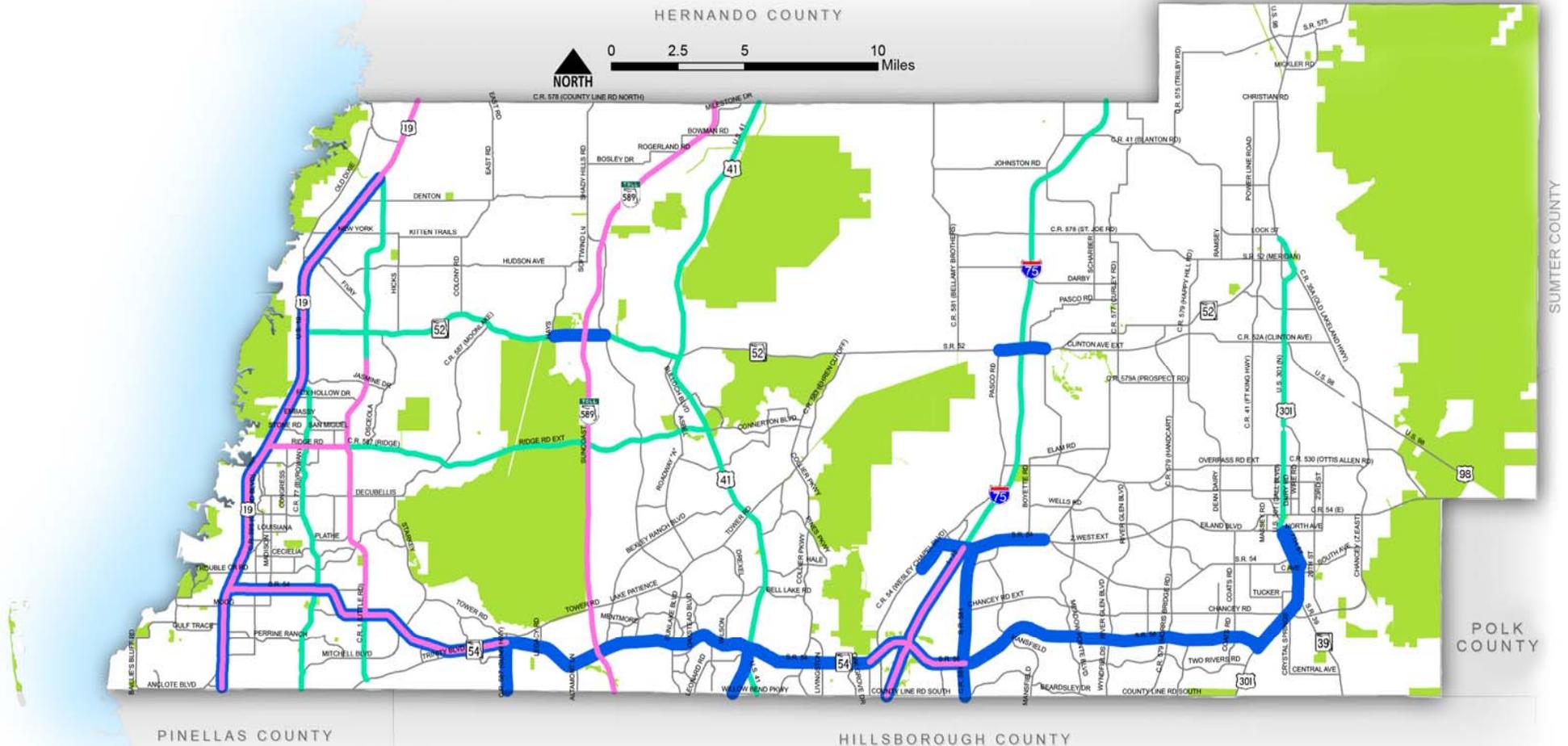
Trail Revenue Source	2020—025	2026–2030	2031–2040	TOTAL
Transportation Alternatives– Urban Area	\$2,725,891	\$2,270,408	\$4,540,817	\$9,537,116
Transportation Alternatives – Any Area	\$3,583,175	\$2,987,303	\$5,990,495	\$12,560,973
Mobility Fees	\$7,109,470	\$7,825,119	\$23,117,872	\$38,052,461
Tax Increment Financing	\$2,979,597	\$4,043,687	\$12,176,961	\$19,200,245
Penny for Pasco	\$14,442,657	\$0	\$0	\$14,442,657
TOTAL	\$30,840,790	\$17,126,517	\$45,826,145	\$93,793,452

2014 Dollars

Trail Revenue Source	2020–2025	2026–2030	2031–2040	TOTAL
Transportation Alternatives –Urban Area	\$2,112,656	\$1,475,765	\$2,315,816	\$5,904,237
Transportation Alternatives– Any Area	\$2,776,857	\$1,941,747	\$3,055,152	\$7,773,756
Mobility Fees	\$5,483,132	\$5,070,432	\$11,628,669	\$22,182,233
Tax Increment Financing	\$2,283,897	\$2,616,999	\$6,137,925	\$11,038,821
Penny for Pasco	\$11,345,166	\$0	\$0	\$11,345,166
TOTAL	\$24,001,708	\$11,104,943	\$23,137,562	\$58,244,213

Map 5-8

Corridors with Existing and/or Potential Technology/Intelligent Transportation Systems (ITS)*



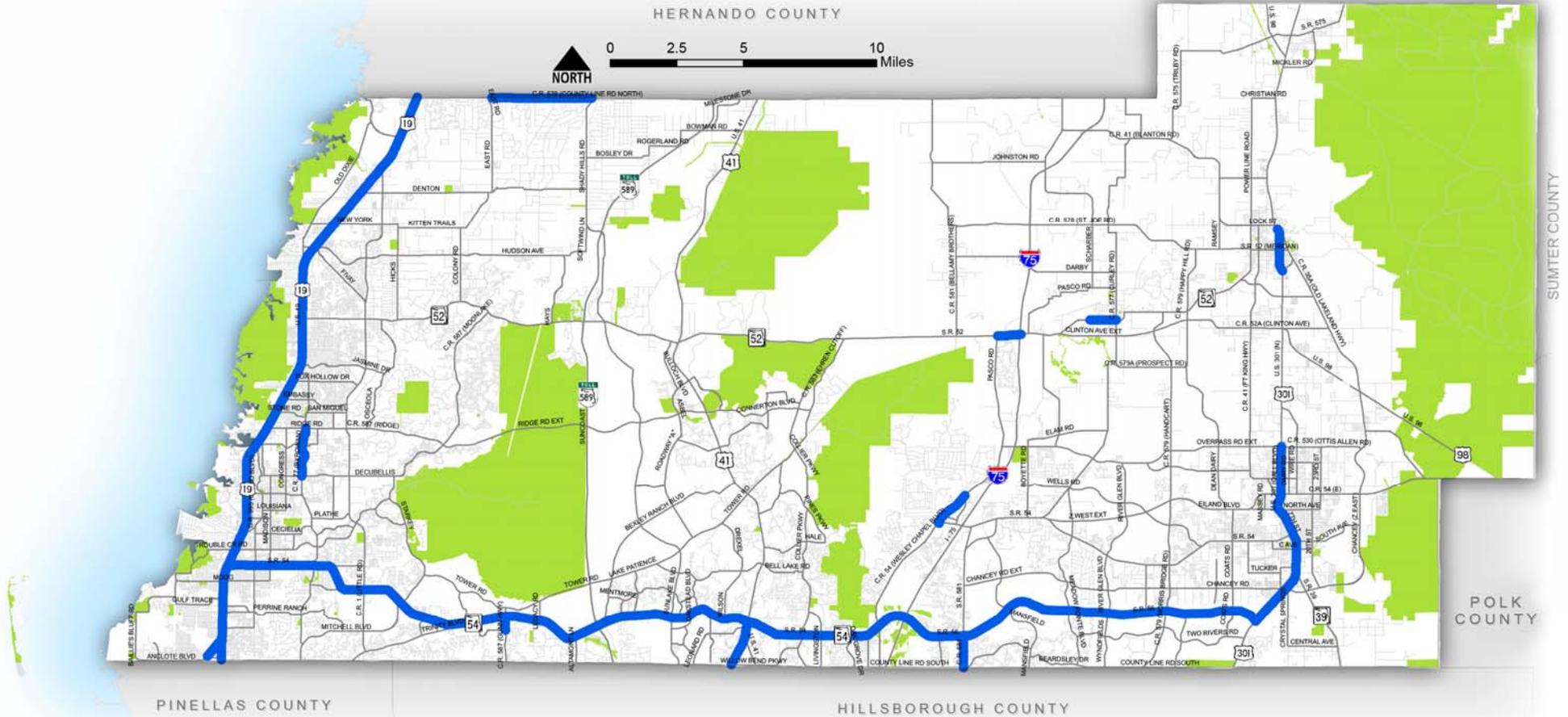
Legend

- Existing ITS Corridors
- Planned ITS (Funded Project in LRTP)
- Future ITS Corridors Pending Funding Availability
- Conservation/Parks/Public Lands

*Note: Highlighted corridors are targeted for technology and/or ITS at the time of this publication. Other corridors may be added as targets as part of the Pasco County MPO's ongoing planning process.

Map 5-9

Corridors Targeted for Congestion Management Improvements*



Legend

- Corridors/Intersections Targeted for Improvement
- Conservation/Parks/Public Lands

*Note: Highlighted corridors are targeted for congestion management improvements at the time of this publication. Other corridors may be added as targets as part of the Pasco County MPO's ongoing Congestion Management Process.

Table 5-8

Summary of Costs and Revenues Set Aside for Technology/ITS and Congestion Management Improvements

(targeted corridors subject to change as part of the ongoing planning process)

On Street/Facility		From	To	Improvement	2020-2025	2026-2030	2031-2040	Total
ITS Corridors	SR 54/56	US 19	US 301	Various possible Technology/ITS improvements: > Advanced Traffic Mgmt. Systems > Dynamic Message Signs > Variable speed limit signs > Traveler info systems > Incident mgmt. > Transit Signal Priority > Off-board fare collection > Real-time transit information > Others	Year-of-Expenditure Cost	Year-of-Expenditure Cost	Year-of-Expenditure Cost	Year-of-Expenditure Cost
	US 301	SR 56	Eiland Blvd					
	US 19	Little Rd	Pinellas Co. Line		Present-Day Cost	Present-Day Cost	Present-Day Cost	Present-Day Cost
	SR 54	Cypress Creek Rd	Gunn Hwy					
	SR 54	Bruce B Downs Blvd	Cypress Creek Rd		Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections
	SR 54/56	US 301	Bruce B Downs Blvd					
	SR 54	Gunn Hwy	US 19		Present-Day Cost	Present-Day Cost	Present-Day Cost	Present-Day Cost
	Gunn Hwy	SR 54	Hillsborough Co. Line					
	CR 54/SR 54	Bruce B Downs Blvd	Pet Ln		Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections
	SR 54	Curley Rd	Bruce B Downs Blvd					
	Bruce B Downs Blvd	SR 54	Hillsborough Co. Line		Present-Day Cost	Present-Day Cost	Present-Day Cost	Present-Day Cost
	I-75	SR 54	Hillsborough Co. Line					
	US 301	SR 56	Eiland Blvd		Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections
	SR 52	Old Pasco Rd	McKendree Rd					
SR 52	Shady Hills Rd	Hays Rd	Present-Day Cost	Present-Day Cost	Present-Day Cost	Present-Day Cost		
US 19	Little Rd	Pinellas Co. Line					\$12,000,000	\$10,000,000
Dale Mabry Blvd	SR 54	Hillsborough Co. Line	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections		
							\$15,500,000	\$15,400,000
CMP Corridors	US 19	Hernando Co. Line	Pinellas Co. Line	Congestion Management Improvements to be determined	Year-of-Expenditure Cost	Year-of-Expenditure Cost	Year-of-Expenditure Cost	Year-of-Expenditure Cost
	Isabelle Ln	Alt US 19	Pinellas Co. Line					
	Rowan Rd	Ridge Rd	Massachusetts Ave		Present-Day Cost	Present-Day Cost	Present-Day Cost	Present-Day Cost
	SR 54	US 301	US 19					
	Gunn Hwy	SR 54	Interlaken Rd		Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections
	Dale Mabry Hwy	SR 54	Hillsborough Co. Line					
	Bruce B Downs Blvd	SR 56	Hillsborough Co. Line		Present-Day Cost	Present-Day Cost	Present-Day Cost	Present-Day Cost
	Old Pasco Rd	Qua Hollow Blvd	SR 54					
	SR 52	I-75	Pasco Rd		Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections
	SR 52	Curlew Rd	San Antonio City Limits					
	US 301	Gaddis Ave	Lock St		Present-Day Cost	Present-Day Cost	Present-Day Cost	Present-Day Cost
US 301	SR 56	Overpass Rd Ext	\$12,000,000	\$10,000,000				
CR 578 (County Line Rd)	Shady Hills Rd	East Rd	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections	Transit Signal Priority included in premium transit cost projections		
							\$15,500,000	\$15,400,000
Total Revenues for Technology/ITS and Congestion Management								
State Other Arterial Revenues – Year-of-Expenditure Dollars					\$15,500,000	\$15,400,000	\$39,600,000	\$70,550,000
State Other Arterial Revenues – 2014 Dollars					\$12,000,000	\$10,000,000	\$20,000,000	\$42,000,000

CONGESTION MANAGEMENT PROCESS

The Federal Highway Administration (FHWA) defines the Congestion Management Process (CMP) as “a systematic approach collaboratively developed and implemented throughout a metropolitan region that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.” The CMP is required to be developed and implemented as an essential part of the metropolitan planning process in Transportation Management Areas (TMAs), defined as urbanized areas with a population over 200,000, or any area where designation as a TMA has been requested.

CMP Requirement

MAP-21 retains the CMP requirement introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and continued and modified by two earlier congressional transportation bills. MAP-21 focuses especially on enhanced monitoring and reporting of congestion and reliability features a new federal emphasis on performance measurement.

Maintenance of a CMP is a requirement for all MPOs under Florida law and for MPOs in TMAs under federal law. Consistent with the guidance from the Final Rule on the CMP for Transportation Management Areas (Section 450.320), the intent of the CMP Update is to “address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.”

CMP in Pasco County

The CMP is effectively integrated into the MPO’s project prioritization process, Transportation Improvement Plan (TIP), and the 20-year LRTP in Pasco County. The objectives-driven, performance-based CMP starts with the monitoring and evaluation of current conditions to identify where congestion exists in Pasco County. Based on the identified goals and objectives and the established performance measures of the CMP, this evaluation leads to the identification of potential mitigation strategies, implementation of appropriate strategies and development of a monitoring plan.

Duration of Congestion

Duration of Congestion is a concept in which the length of time that roads are congested is considered and not just the fact that a road is congested at some point during the peak travel time.

In 2014, the Pasco County MPO conducted a study of the duration of congestion as part of its ongoing Congestion Management Process.

One conclusion from the study is that PM peak-hour congestion at typically-congested Pasco locations is four times longer than congestion occurring during the AM peak hour.

The study continues to be a work in progress, with the ultimate goal of determining if the duration of congestion on certain corridors might have an impact on the selection of the best transportation improvements.

Source: MPO Duration of Congestion Analysis, 2014



Given traffic conditions and insufficient revenues to fund the transportation needs of Pasco County, shorter-range congestion and mobility management strategies continue to be critical components of MOBILITY 2040.

Framework

The flowchart in Figure 5-4 illustrates the eight steps included in the federal congestion management process. It also describes the planning activity conducted by Pasco County to address each step. CMP Steps 1–4 typically are updated only every 4–5 years with the LRTP Update, whereas other steps are updated more regularly.

Components

The Pasco County MPO’s objectives-driven, performance-based CMP includes the following components:

- > **Policy and Procedures Handbook (every 5 years)** – updated concurrently with the LRTP, this handbook outlines CMP policies and procedures for Pasco County, including CMP objectives, methodologies, and performance measures that ensure that the federal requirements are followed. It also includes safety and congestion mitigation strategy matrices that can be utilized periodically for CMP strategy screening.
- > **Annual State of the System Report (annually)** – identifies congested corridors and recommends specific improvements and actual projects that can be implemented; also summarizes the trends and conditions for various modes using CMP performance measures identified in the handbook.

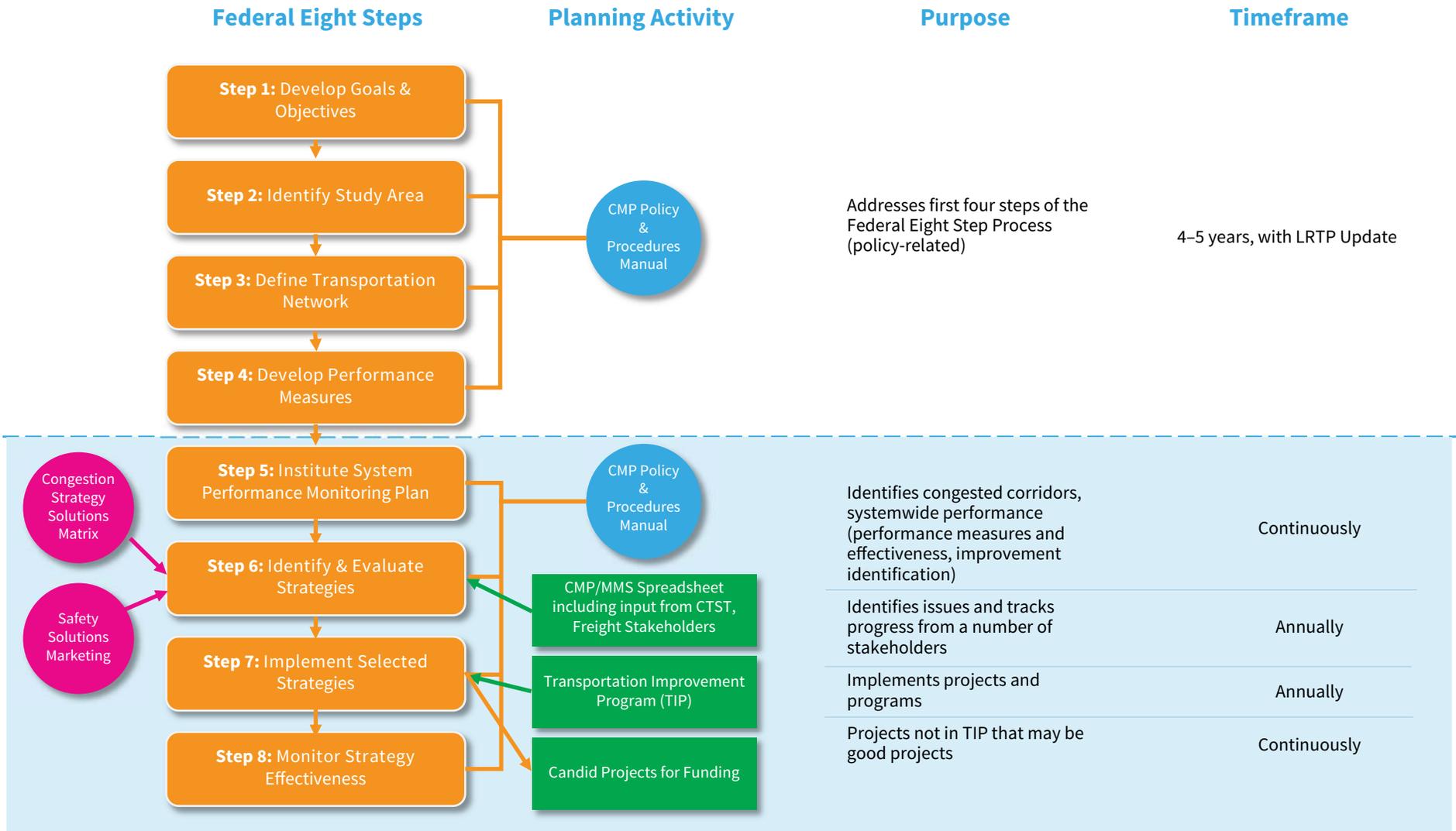
Identifying and Mitigating Congestion in Pasco County

The Pasco County CMP process involves selecting congested corridors that will undergo evaluation for identifying potential projects/ programs for implementation. This includes a three-phase process:

- > **Phase I: Identify Corridor Locations for Additional Analysis** – roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP screening process. Map 5-10 shows the 2012 Congested Corridors for Pasco County. Crash data management systems also are used to identify corridors or intersections with a high frequency of crashes that result in non-recurring congestion.
- > **Phase II: CMP and Safety Strategy Screening** – once congested corridors are selected for review, they are screened to identify mitigation strategies appropriate to reduce congestion or improve safety. The CMP uses a toolbox with multiple tiers of strategies. Following an approach used by other MPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom. The toolbox is shown in Figure 5-5. The “top-down” approach promotes the growing sentiment in today’s transportation

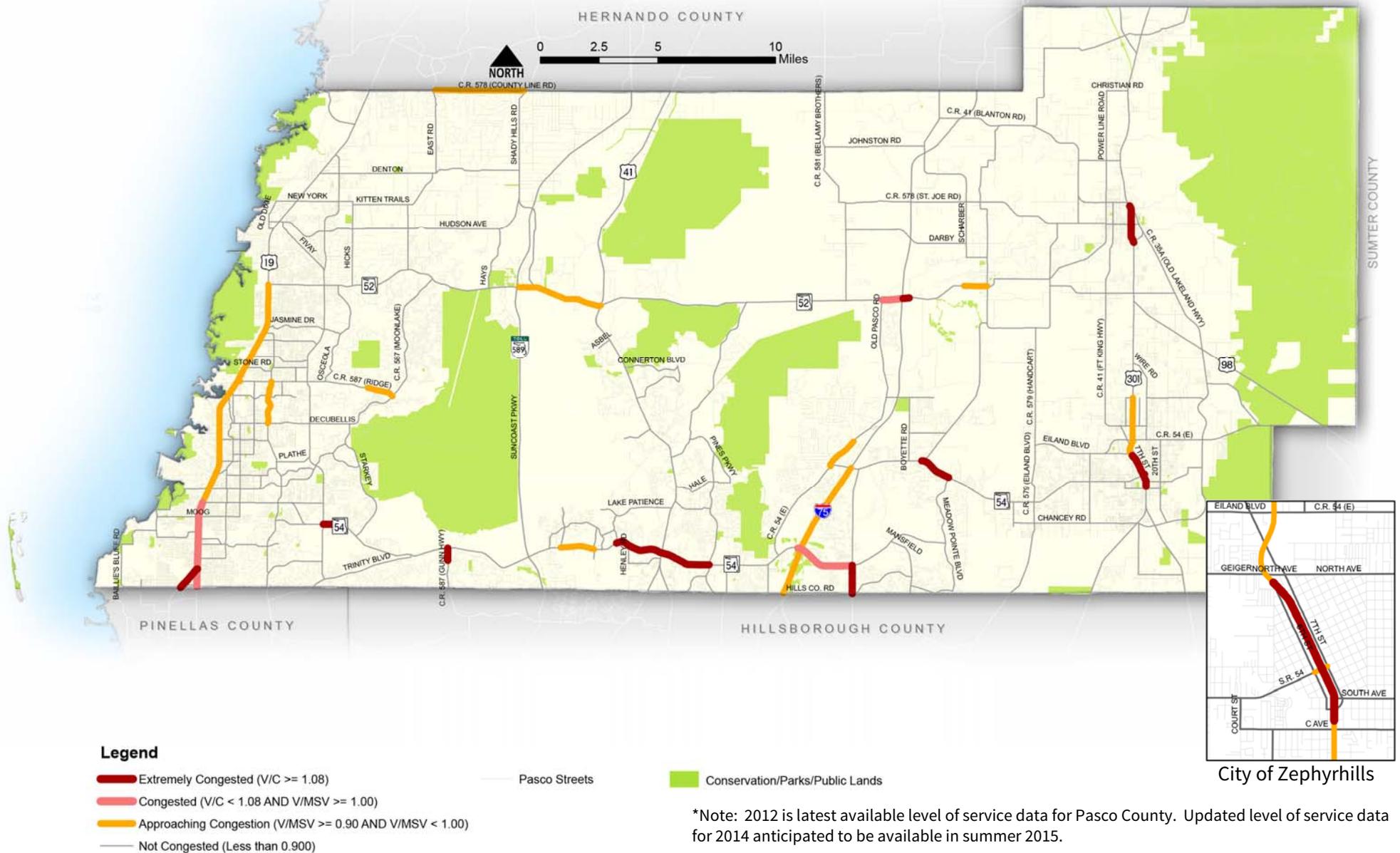
Figure 5-4

Pasco County Congestion Management Process Framework



Map 5-10

2012 Pasco County Congested Corridors*



planning arena and follows FHWA’s clear direction to consider all available solutions before recommending additional roadway capacity.

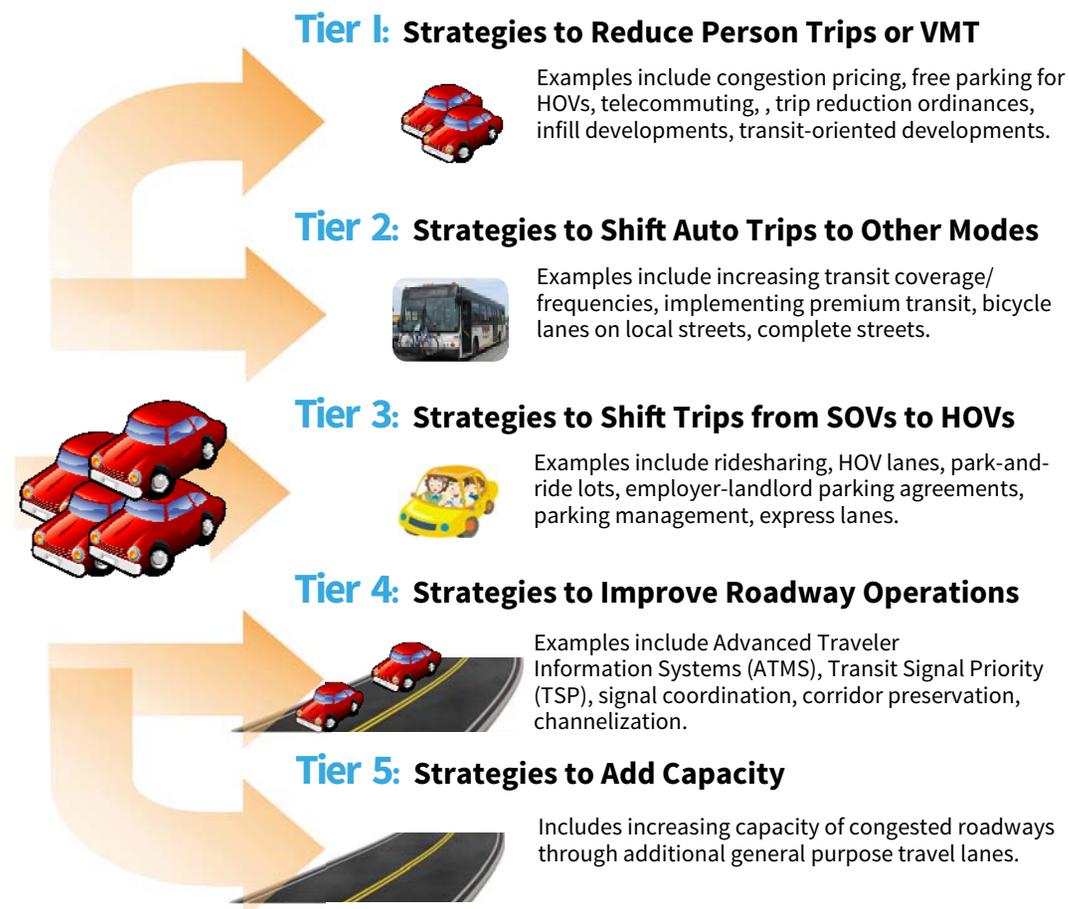
Figure 5-5

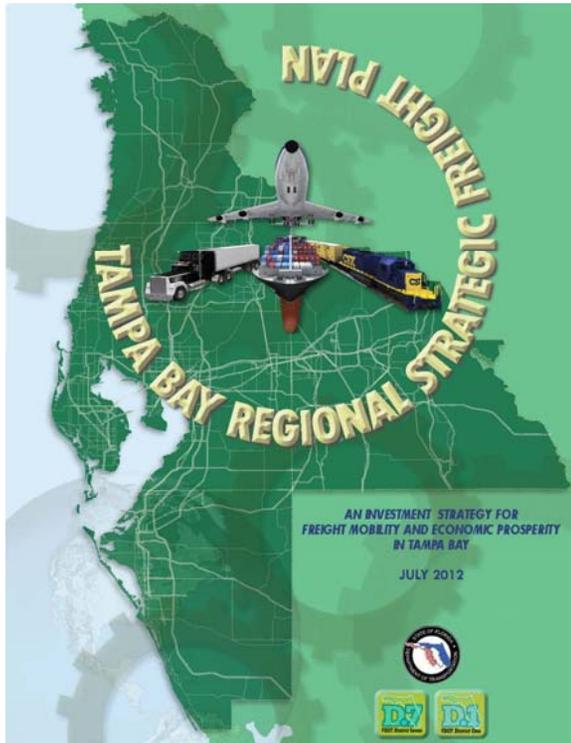
Pasco CMP Toolbox of Strategies

GOODS MOVEMENT

FDOT District 7 leads the regional planning efforts for goods movement and freight logistics in the Tampa Bay region. The Tampa Bay Regional Strategic Freight Plan (May 2012) defines an integrated and connected regional freight transportation network and identifies regional freight investment priorities needed to sustain economic growth in the Tampa Bay region.

Undertaken in response to steadily-increasing emphasis on freight mobility concerns and economic development in recent years, the plan identifies strategic transportation investments needed for better mobility and accessibility for trucks. It also identifies improvements to address the unique operational characteristics of trucks that can often be implemented at relatively low costs. In addition, guidance is provided to assist in developing freight improvement strategies that are appropriate given the freight corridor function, the land uses and activities within the corridor, and the shared uses of the corridor.





The Tampa Bay Regional Strategic Freight Plan was developed by FDOT District 7 and is used as a reference to address good movement as part of the MOBILITY 2040 Plan.

There are five areas of emphasis for the strategic freight plan:

- > Accessibility to Freight Activity Centers
- > System Mobility
- > Roadway Operating Conditions
- > Freight and Commuter Conflicts

The Pasco County MPO has coordinated with FDOT District 7 on the regional freight planning efforts and continues to do so. The MPO considers the strategic investments that are identified for Pasco County in the plan recommendations and includes goods movement considerations in its prioritization process for roadway improvements in Pasco County. In particular, the MPO works with FDOT District 7 staff to coordinate road improvements that help address “hot spots” identified in the Regional Strategic Freight Plan. Map 5-11 illustrates the freight transportation network for Pasco County.

SOCIO-CULTURAL EFFECTS AND ENVIRONMENTAL JUSTICE

This section summarizes the evaluation of socio-cultural effects and environmental justice (EJ) for the MOBILITY 2040 LRTP. Compliance with environmental justice is required by Title VI of the Civil Rights Act of 1964 and reinforced by the

Executive Order on Environmental Justice, #12898 (February 11, 1994).

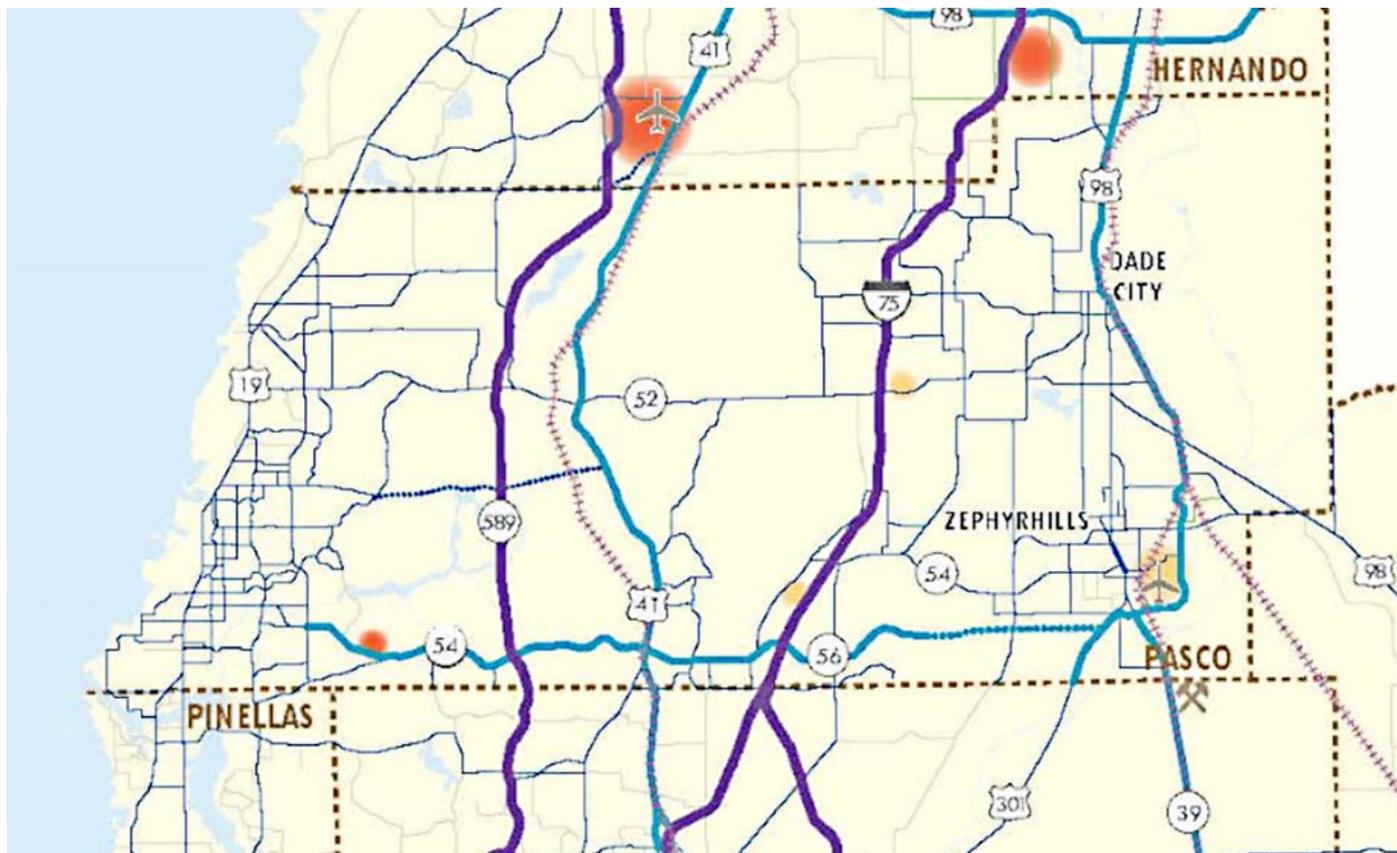
EJ prohibits discrimination based on race, color, and national origin and requires the inclusion of minority and low-income populations in the planning process. This process ensures that the following three major components are addressed in the planning process:

- > Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts, including social and economic effects, on minority and low-income populations.
- > Ensure the participation of the traditionally under-served and under-represented segments of the population in the transportation plan development process.

As required by law, the MOBILITY 2040 development process included efforts to assess the countywide performance with regard to socio-cultural effects and EJ. The potential positive and adverse impacts of proposed transportation projects were considered for transportation projects identified, including potential impact on minority, low-income, and other traditionally under-served and under-represented populations.

Map 5-11

Pasco County Freight Transportation Network, July 2012



LEGEND	Limited Access Roadways	Freight Activity Center Streets	Existing Freight Activity Intensity	Rail Intermodal Yards	Seaport	Mining
Regional Freight Mobility Corridors	Rail Network	Emerging Freight Activity Intensity	Seaport	Airport	Study Counties	
Freight Distribution Routes	Shipping Channels					

Source: FDOT District 7, Tampa Bay Regional Strategic Freight Plan, July 2012.

Socio-Cultural/Environmental Justice Assessment

A review of minority and low-income population segments in Pasco County was conducted to assist the socio-cultural effects and environmental justice assessment in the MOBILITY 2040 planning process. The review analyzed overall outlook and trends for these population segments in the county as part of the MOBILITY 2040 objective of ensuring that the LRTP is compliant with Title VI and environmental justice.

In addition, data from the American Community Survey (ACS) and the Bureau of Census were used to perform a multi-layer GIS-based analysis to identify the minority and low-income population areas in Pasco County. Map 5-12 shows the EJ areas for Pasco County, which consists of the low-income and minority areas selected based on the analysis methodology/criteria. (Refer to the separately-bound Technical Report No. 6 for the analysis methodology and criteria/thresholds used and for a series of maps developed as part of the EJ assessment.)

This analysis leads to the identification of areas with socio-cultural values/impacts in Pasco County with regard to future transportation projects. The results of this analysis, together with information on proposed improvement projects, were presented to attendees from various social service agencies through

discussion group workshops, as presented later in this section. The results of this analysis allowed these representatives of traditionally under-served and under-represented populations to evaluate the potential negative or positive impacts of a transportation projects on the identified areas.

Demographic Profile

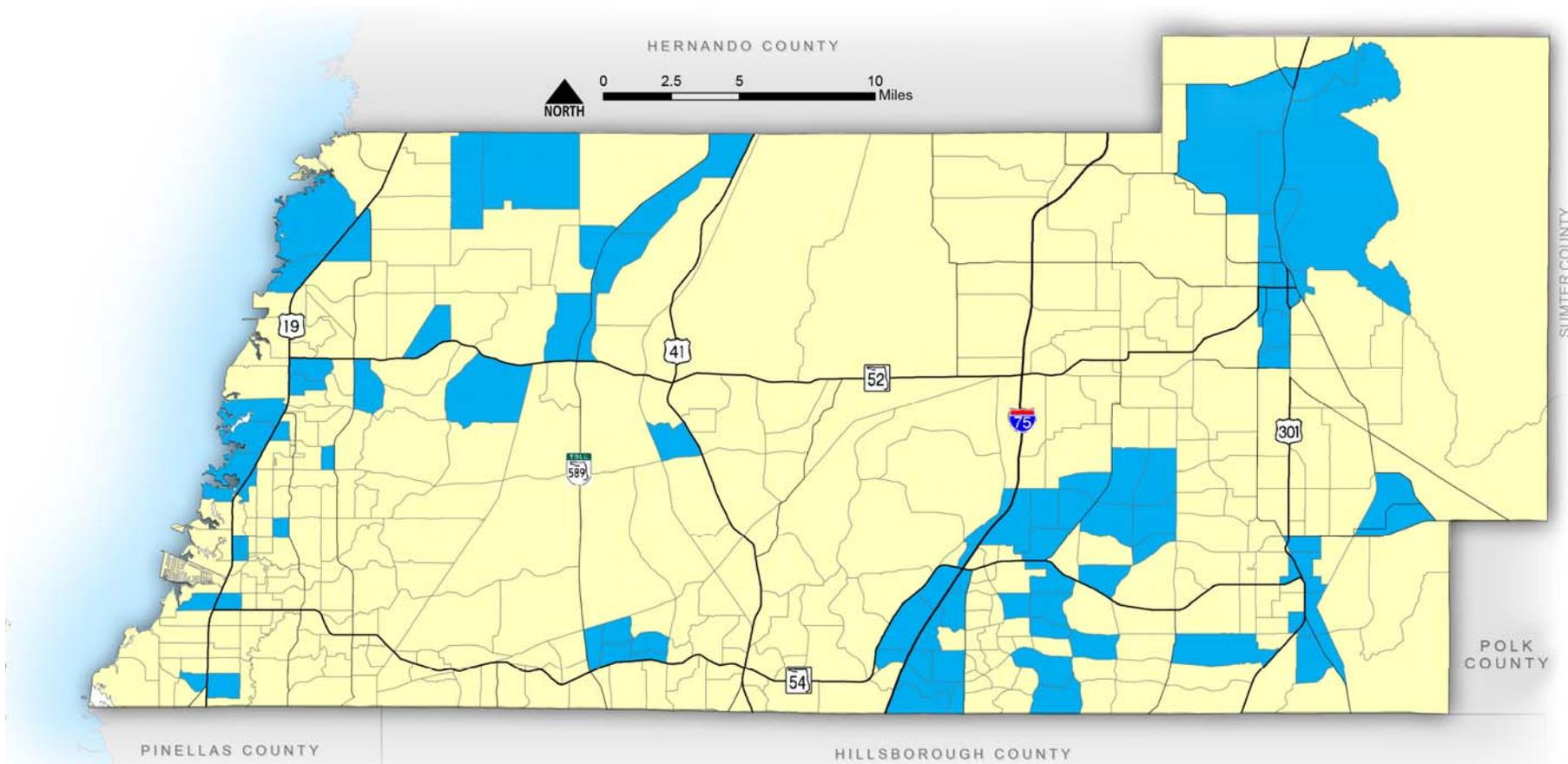
A review of relevant demographics also was conducted. Figure 5-6 shows that the county is becoming more ethnically diverse, with Hispanic or Latino populations more than doubling in size. This indicates a significant growth in minority populations over the last 13-year period, a trend that may indicate a potentially growing market of traditionally more transit-oriented populations.

As shown in Figure 5-7, poverty levels in Pasco County also have increased since 2000. However, it should also be noted that the percentage of residents with an annual household income of more than \$50,000 also has increased. For the time period 2000–2013, median annual household income also increased from \$33,000 to \$44,000.

These racial and income data portray a county that is not only becoming more ethnically diverse but also showing a population that is increasingly diverse in income, resulting in the need for a more involved and collaborative planning process that serves all communities.

Map 5-12

Pasco County Environmental Justice (EJ) Areas by TAZ

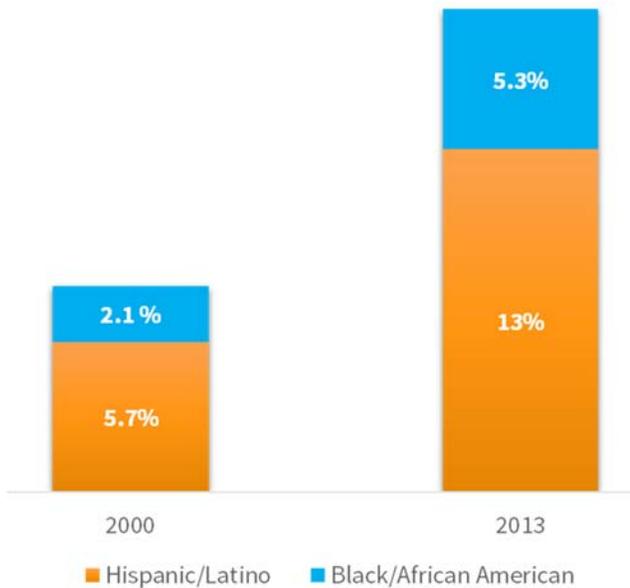


Legend

■ EJ Areas

Figure 5-6

Pasco County Minority Demographic Profile

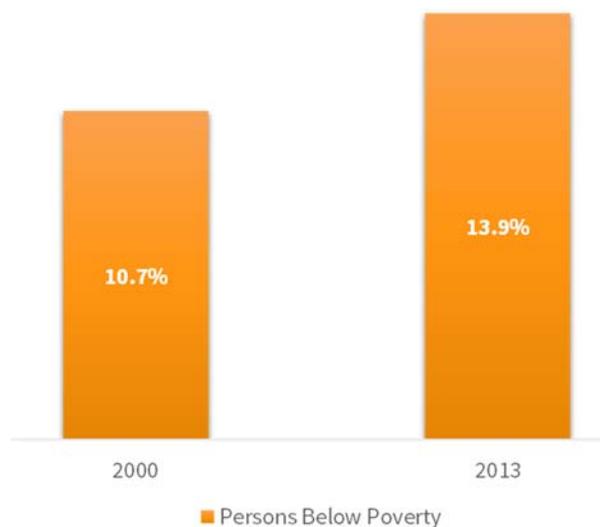


In Pasco County, nearly 1 in 5 families with children ages 5–17 live in poverty.

Source: 2012 data, Florida Office of Economic and Demographic Research, January 2015

Figure 5-7

Pasco County Poverty Levels



Public Involvement

A key element of EJ is public involvement. Concerted efforts were made to reach out to minority and low-income populations in all areas of Pasco County. The feedback and opinions received were used to help develop and prioritize future transportation improvement projects to eliminate or minimize potential negative impacts on low-income, minority, and/or other traditionally under-served population segments. Two discussion groups were held, one in Land O’ Lakes on March 10, 2014, and one in Lacoochee on August 6, 2014.

The sites were within walking distance of a county bus route. Special emphasis was placed on ensuring that social service agencies were represented at these meetings, given their likely ability to represent the targeted populations identified by EJ. Local service agency representatives provided valuable insight as to what geographic areas and modes of transportation can provide increased mobility.

At each workshop, a presentation was made to provide an overview of the MOBILITY 2040 planning process and EJ, and a series of maps was presented to show demographic trends and illustrate where potential transportation improvements, including roadway, transit, safety, bike/sidewalk improvement are proposed for the next 20

years. In addition, a survey was handed out to each participant, including four exercises with objectives to:

- > Discuss EJ and make sure the concept was understood by all participants.
- > Review and discuss maps illustrating high concentrations of minority, low-income, and older adult populations.
- > Review and discuss maps illustrating existing and future road widening improvements, bus routes, bicycle facilities, and sidewalks.
- > Identify and discuss potential positive impacts of future transportation improvements on specific communities.
- > Identify and discuss potential negative impacts of future transportation improvements on specific communities.
- > Identify and discuss transportation improvements that are needed by specific communities but are not currently reflected in the maps.

The focus of the discussion at these workshops ended up being largely about transit and sidewalk needs. Key improvements identified in the discussion included the following:

- > Transit access to jobs and services
- > More frequent bus services and connections from main roads to/from neighborhoods
- > More regional transit connections between Pasco/Hillsborough and Pasco/Pinellas counties
- > Safe, connected sidewalks and more sidewalks in rural areas
- > Safe crosswalks over major roadways, especially SR 54/56 and US 19

The consensus of the participants was that although public transportation and bicycle/pedestrian projects make up a small percentage of the total planned improvements, the ability for low-income/minority populations to fulfill their transportation needs is predominantly dependent on the availability of reliable fixed-route bus services and accessible sidewalks.

Impact of MOBILITY 2040 on EJ Areas

MOBILITY 2040 transportation projects in areas identified in Pasco County with high minority and low-income populations (EJ areas) focus on access to transit, bike/sidewalk improvements, and intersection/safety improvements. Although the public outreach activities that engaged minority and low-income populations and their representatives did not result in identifying any major adverse impacts from MOBILITY 2040 projects, they did highlight transit as the most



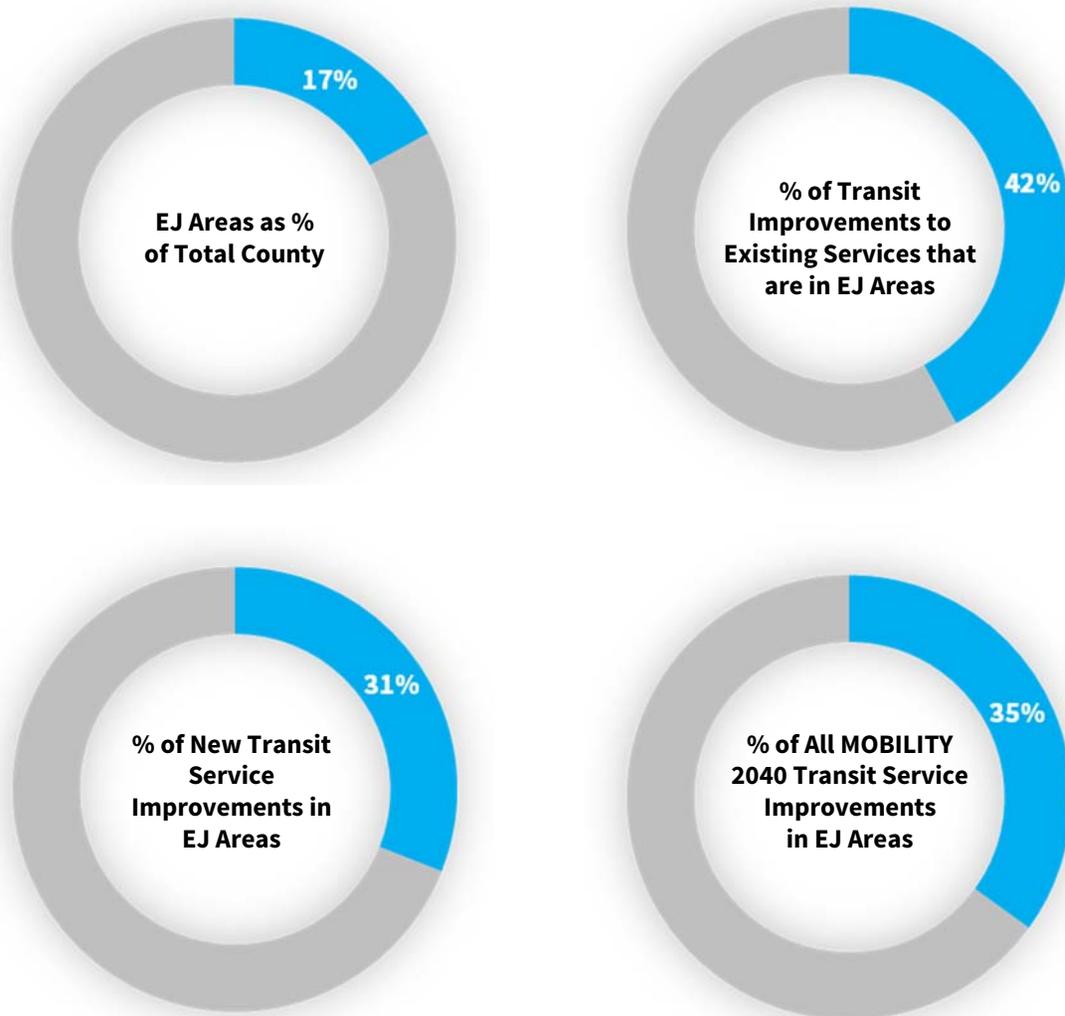
One of the Environmental Justice discussion group workshops was facilitated in Lacoochee, a community in northeast Pasco County.



A discussion group workshop participant reviews materials that review transportation improvements in relation to minority, low-income, and older adult populations in Pasco County.

Figure 5-8

Transit Improvements in EJ Areas



important category of MOBILITY 2040 improvement for this group. In responding to being asked where the County should spend its revenues for transportation improvements, an overwhelming majority of participants selected transit as the best investment for the betterment of the low-income and minority populations in Pasco County.

MOBILITY 2040 includes significant transportation improvements in areas with high concentrations of low-income and minority populations, including roadways, transit, safety, and bicycle/pedestrian accessibility projects.

Input from the EJ workshops contributed to the increased investment in transit throughout Pasco County, including the Lacochee area. Figure 5-8 illustrates the extent of transit improvements included in the EJ areas of Pasco County.

TRANSPORTATION SAFETY & SECURITY

Transportation Safety

Enhancing safety of the multimodal transportation network is critical to the health and well-being of all residents and visitors in Pasco County and the region. Although a necessity locally and regionally, it also is federally-required that safety be a key part of the metropolitan transportation planning process. This section summarizes the safety element of the MOBILITY 2040 LRTP, including the safety emphasis in federal MAP-21 transportation legislation.

Federal Emphasis

MAP-21 creates a streamlined, performance-based, multimodal program to address the many challenges

to the nation’s existing multimodal transportation network. Building on and refining the highway, transit, bicycle, and pedestrian programs/policies, MAP-21 supports an aggressive safety agenda by identifying safety as a national goal “to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.”

The performance-based approach in MAP-21 identifies three key areas to set performance goals, including the following:

- > Serious injuries and fatalities per vehicle miles of travel (VMT)
- > Number of serious injuries and fatalities

USDOT is in the process of establishing measures/targets to achieve these goals at this time, and once the targets are set, Florida and other states will be required to set their own targets within a year, adjusting targets for urban or rural areas.

FDOT Strategic Highway Safety Plan

The 2012 Strategic Highway Safety Plan (SHSP) is the statewide plan that addresses the “4 E’s” of safety in Florida—Engineering, Enforcement, Education, and Emergency Response.

The plan has identified core emphasis areas for reducing fatalities and serious injuries on roadways throughout Florida, including in Pasco County. The SHSP identifies eight

emphasis areas, increasing its focus from the four emphasis areas identified in the 2006 SHSP. The emphasis areas for the 2012 SHSP update include the following:

- > Aggressive Driving
- > Intersection Crashes
- > Vulnerable Road Users, including Pedestrians, Bicyclists, and Motorcyclists
- > Lane Departure Crashes
- > Impaired Driving (*new in 2012*)
- > At-Risk Drivers, including Aging Road Users and Teens (*new in 2012*)
- > Distracted Driving (*new in 2012*)

Pasco County’s Emphasis on Safety

Performance of each of these emphasis areas was analyzed for Pasco County as part of the safety component for MOBILITY 2040. Figures 5-9 and 5-10 show all crashes and fatal crashes from 2010 to 2012 for these emphasis areas, excluding the newly-added Distracted Driving area. Although distracted driving such as texting and use of cell phones while driving is identified as a major problem across Florida, specific data currently are not available. With new revisions to crash record forms, data are expected to be available in the future as law enforcement agencies start collecting this information.

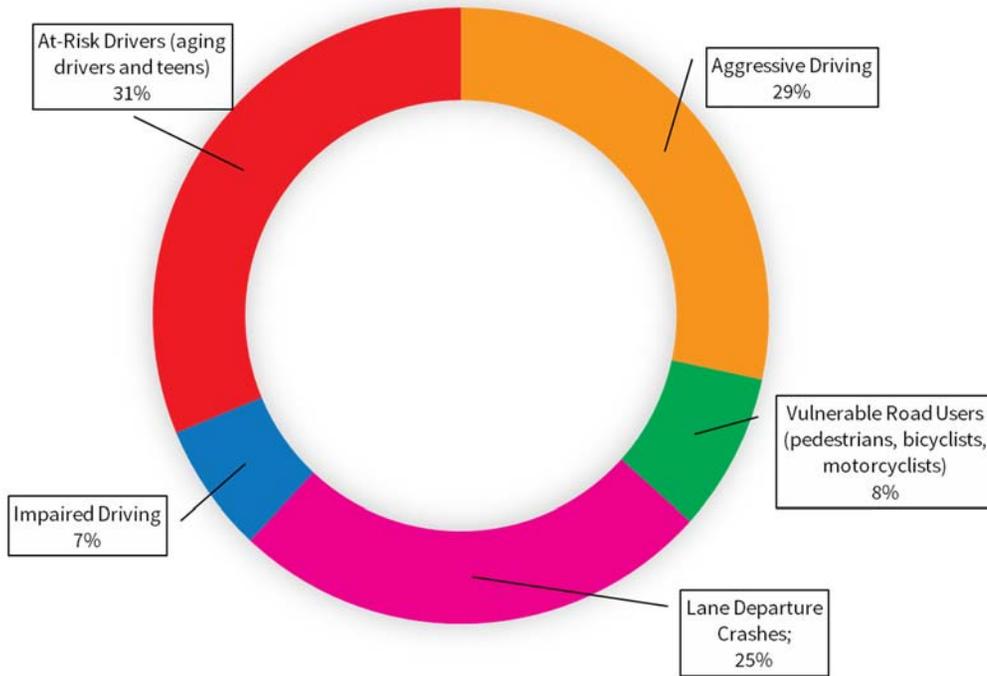


Figure 5-10
Fatal Crashes in Pasco County, 2010–2012

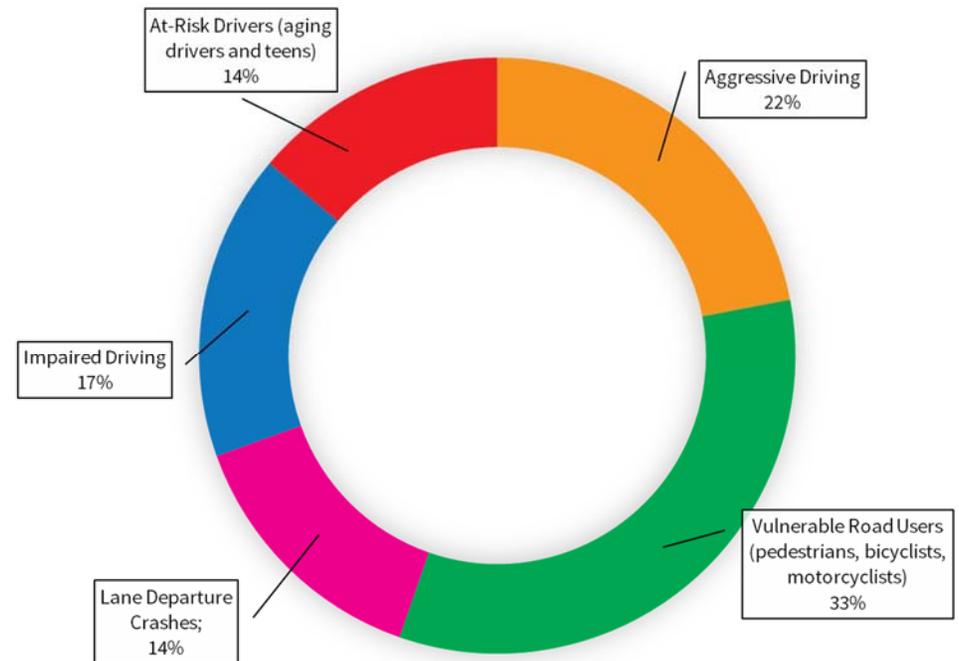


Figure 5-9
All Crashes in Pasco County, 2010–2012

Crashes involving vulnerable users, including pedestrians, bicyclists, and motorcyclists, account for only 8% of total crashes, but they account for 33% of all traffic fatalities, highlighting the need for extra focus on mitigation measures in this area. The crashes by SHSP emphasis area also reveal that measures are needed to minimize crashes corresponding to aggressive driving and aging and teenage drivers (at-risk drivers).

Understanding the extent of SHSP emphasis area crashes within total crashes also can help prioritize programs and safety countermeasures to improve the county's safety performance. Using the eight areas also ensures that MOBILITY 2040 integrates and promotes the State's efforts to focus funding and other resources strategically on the problem areas in which the opportunity for improvement is greatest.

Crash locations on the major roadway network also were geographically located for Pasco County. Using the state-of-the-art crash data management system maintained by Pasco County, the location of crashes were mapped for the SHSP safety emphasis areas.

Map 5-13 shows the crashes with the highest percent of fatalities in all emphasis areas, which involves vulnerable users. In addition, Technical Report No. 8 presents a series of similar maps developed for MOBILITY 2040 pinpointing crash locations in each safety emphasis area. Roadway corridors with the highest frequency of crashes in each emphasis area were identified. This information was then used in the

prioritization of projects on the basis of safety in the MOBILITY 2040 Cost Affordable Plan.

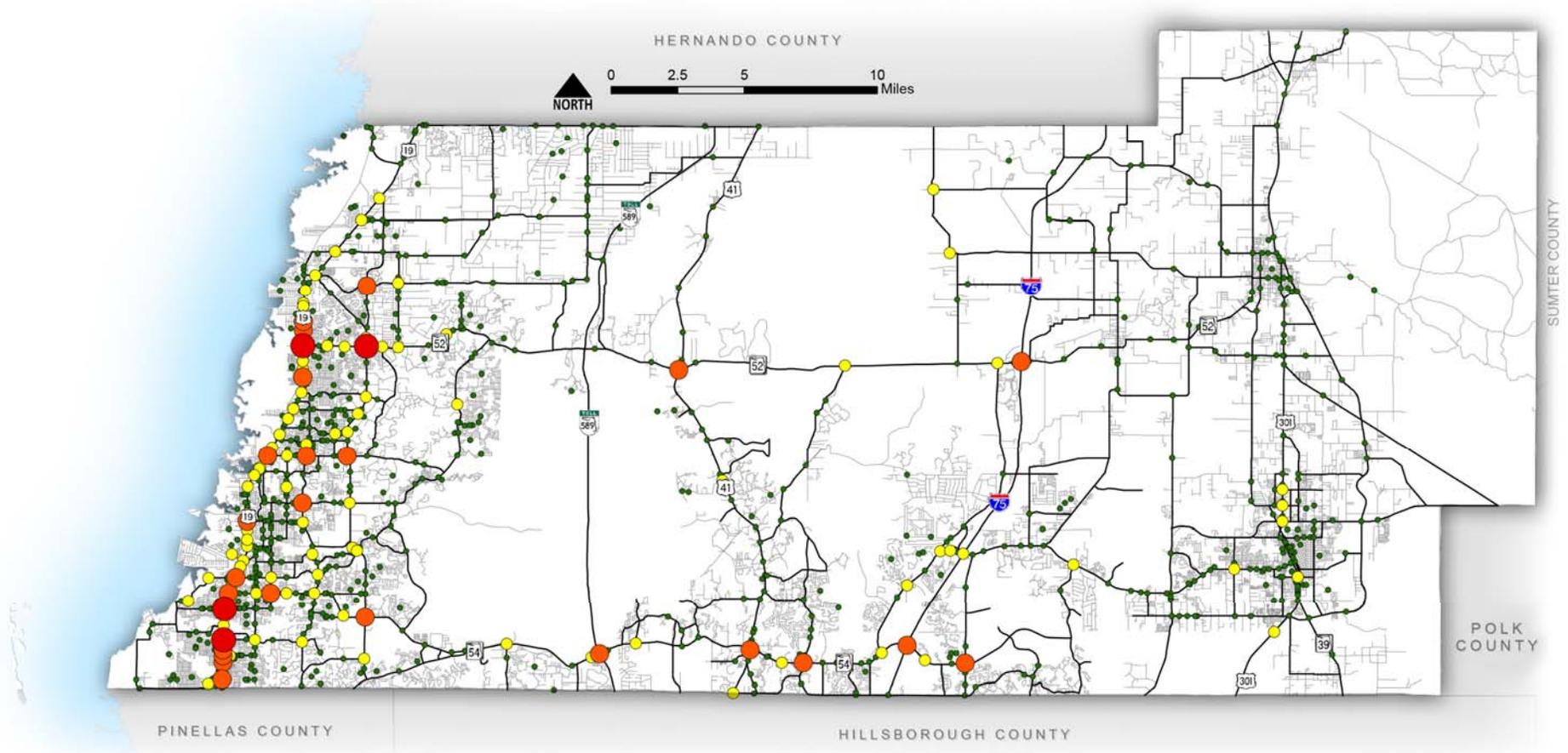
Safety Initiatives in Pasco County

Currently, several regional and local agencies work in collaboration to improve safety in the multimodal transportation network in Pasco County. Several key local agencies described below.

- > **County Emergency Management** – Pasco County's Office of Emergency Management (OEM) functions that serve transportation safety include emergency and incident responses, ambulance transportation, paramedic response, hazardous materials (HAZMAT) and hazardous incident teams. The County also has a Community Emergency Response Team (CERT), including a team with special training to recognize, respond to and recover from a major emergency or disaster situation.
- > **Community Traffic Safety Team** – The MPO is standing member of the Community Traffic Safety Team (CTST), which was established to collaborate on opportunities to reduce the number of traffic crashes that occur on Florida roadways (managed by FDOT District 7). The Pasco County CTST undertakes traffic safety-related projects and activities and serves as a resource to local communities, agencies, and roadway users to assist in the reduction of traffic crashes and the related injuries and fatalities on roadways in Pasco County.

Map 5 - 13

Intersections with High Crash Frequency Due to Vulnerable Users, 2010–2012



Crashes

- Red circle: > 10
- Orange circle: 6 - 10
- Yellow circle: 3 - 5
- Green circle: 1 - 2
- Thick black line: Major Roads
- Thin grey line: Local Roads

- > **School Traffic Safety Team** – The MPO also is a standing member of the Pasco County School Traffic Safety Team (STST). The purpose of the STST is to review traffic safety concerns brought to the attention of the county by school administrators, teachers, students, citizens, or county staff, for both on-campus and off-campus areas. The issues are retained from meeting to meeting until they are resolved. The STST also reviews and makes recommendations on MPO’s Transportation Alternatives projects, with a particular emphasis on Safe Routes to School projects. The STST consists of members from the Pasco County Schools, Sheriff’s Department, Safe Routes to School Program staff, County Traffic Operations, MPO, and FDOT District 7.
- > **County Traffic Operations** – The Traffic Operations Division in Pasco County is responsible for the operation and maintenance of all traffic signals, signal systems, flashing beacons, and school flashers in the county. It also operates the US 19 Advanced Traffic Management System (ATMS) and 16 closed-loop signal systems. The division is working on expansions of ATMS and other traffic control systems to other Pasco roadways.
- > **Pasco County Pedestrian Safety Action Plan** – Developed by the Pasco County MPO in coordination with FDOT, the Pasco Countywide Pedestrian Safety Action Plan

(PSAP) addresses pedestrian safety issues in Pasco County. The plan clarifies the nature of the pedestrian crash problem in Pasco County and identifies an action plan to reduce pedestrian crashes, with an emphasis on reducing fatal and incapacitating injury crashes (severe injury crashes). The Pedestrian Safety Action Plan is scheduled for an update in FY 2015/16.

In addition to these programs/initiatives/efforts, the Pasco County MPO and other local agencies continue to collaborate with various regional and state agencies such as TBARTA and FDOT on various initiatives, strategies, and studies that focuses on improving the safety of the multimodal transportation network.

Transit Safety

A safe transit system is a key component of a more accessible and efficient transportation system. As the local transit agency, PCPT recognizes safety as a fundamental element to the success of its program and services.

With its System Safety Program Plan (SSPP), PCPT maintains an ongoing safety program that contains procedures and guidelines to provide its passengers and employees with a safe environment to use its services or work.

PCPT and the Pasco County MPO have made transit safety a priority, as reflected in the transit improvements included in MOBILITY 2040 over the next 25 years. Examples of these improvements include improved accessibility at



Community Traffic Safety Team
 of Pasco County

bus stops to exclusive bus lanes with enhanced, well illuminated state-of-the-art bus stations.

Recommended Safety Strategies

The MOBILITY 2040 LRTP has identified several recommended strategies for incorporating safety into the transportation planning process and promoting the implementation effort to meet the safety goals set by Pasco County and FDOT. These strategies include the following:

- > Identify and implement operational improvements/ engineering initiatives that minimize aggressive driving and make roadways safer for vulnerable users, including pedestrians, bicyclists, and motorcyclists.
- > Continue to establish partnerships between local and regional agencies such as TBARTA to incorporate the “4E” approach to safety into existing and future plans.
- > Evaluate high crash-rate locations in more detail to determine specific counter-measures to address the specific crash types associated with safety emphasis areas.
- > Use SHSP emphasis areas in the LRTP project prioritization criteria and consider safety performance of roadway facilities as a key aspect of the LRTP needs plan project identification process.
- > Cross-reference planned long-range and short-range capital projects with emphasis area problem locations and institutionalize project development procedures to ensure safety issues are analyzed and addressed as part of planned project. This should be addressed through the FDOT District 7 project development and the Pasco County CTST and CMP.
- > Consider existing safety issues as key components of CMP planning and use SHSP emphasis areas in the CMP project selection and prioritization process.
- > Maintain a database of potential safety projects that could not be constructed with Highway Safety Improvement Program funds due to right-of-way, environmental, or benefit/cost issues and consider these projects as CMP candidates based on the combined merit of congestion and safety mitigation benefits.
- > Incorporate aging user- and motorcycle-friendly policies and practices into roadway design and operations.
- > Improve engineering practices to reduce lane-departure crashes.
- > Use signage and DMS facilities to assist safety driving education and awareness programs to educate the public on the dangers of distracted and/or impaired driving (e.g., “Put It Down” or “Stay Alive ... Just Drive” distracted driving public awareness campaigns or “Stay Sober or Get Pulled Over” impaired driving campaigns).

Safety Strategies/Projects in MOBILITY 2040

MOBILITY 2040 includes numerous facility improvements geared toward safety, including intersection/interchange improvements, intelligent transportation system improvements, road resurfacing/maintenance, and bridge repairs as well as improvements that help improve safety for alternative modes of transportation, including bus stop accessibility, bicycle facility, and sidewalk improvements.

All of the measures taken to improve the safety of Pasco County's multimodal transportation network supports the national safety goals as well as goals and strategies identified in the Florida SHSP, including the reduction of fatalities and serious injuries.

Transportation Security

Federal requirements for metropolitan planning include considering security as a factor in LRTPs. The planning process should provide for consideration and implementation of projects, strategies, and services that will increase the security of the transportation system for motorized and non-motorized users. Security goes beyond safety and includes the planning to prevent, manage, or respond to threats of a region and its transportation system and users.

USDOT defines transportation system security as the freedom from intentional harm and tampering that affects both motorized and non-motorized travelers, and may also include natural disasters. In addition to the possibility of

man-made security issues, Pasco County identifies itself as being highly vulnerable to hurricanes, wildfires, floods, and tornadoes/severe weather.

Homeland Security

Attention for man-made security concerns and security concerns from natural disasters has increased in recent years due to events such as September 11, 2001, and Hurricane Katrina. The vulnerability of the transportation system and its use in emergency evacuations have become key concerns for the Department of Homeland Security (DHS), created after 2001. Established by DHS, the Urban Areas Security Initiative (UASI) focuses on enhancing regional preparedness in major metropolitan areas. The Tampa UASI, which includes Pasco County and seven neighboring counties, has been established to coordinate with the Florida Division of Emergency Management on expanding regional collaboration and developing integrated regional systems for prevention, protection, response, and recovery. In addition, other DHS initiatives related to Pasco address security at transit facilities and vehicles.

Local Emergency Preparedness

Hazardous materials spills present the next major vulnerability along Pasco County's major transportation corridors. Based on information from Pasco County's OEM, Dade City, New Port Richey, Port Richey, and the western portions of



unincorporated Pasco County have the highest probability of an industrial chemical incident. The volume of truck traffic moving through the county in other populated areas also increases this vulnerability to transportation accidents involving hazardous materials.

To ensure emergency preparedness for such man-made emergencies or any natural disasters, a local disaster mitigation plan is a federal requirement by both the Federal Emergency Management Agency (FEMA) and DHS under 44 CFR Part 201. Pasco County recently updated its local mitigation plan for implementing pre-disaster mitigation and post-disaster recovery initiatives, including guidelines for evacuations and shelter assistance. The County has continued to actively coordinate its responses to emergencies with local, regional, and federal agencies, and it operates the 9-1-1 system to assist in this coordination and to serve local communities/agencies with emergency communication services. The County also coordinates with the statewide emergency management’s “all-hazards” preparedness program on domestic security as well as natural and technological hazards.

Emergency Operations Center

The Pasco County MPO is a part of the Pasco County Emergency Operations Center, serving as the Transportation Coordinator for emergency events.

Role of Transit

With an established route network and facilities, PCPT plays a critical role in emergency evacuations in Pasco County, primarily for evacuating citizens without access to a private vehicle or with special needs. In addition to providing secure bus facilities, PCPT works with the Pasco County Emergency Operations Center (EOC) to assist with such evacuations by providing transportation to designated shelters.

Recommended Security Strategies

A number of strategies are recommended for integrating security aspects into the transportation planning process in Pasco County, including the following:

- > Identify and implement transportation projects that add alternate routes and connections.
- > Coordinate with the Pasco County Hazard Mitigation Committee and the OEM on implementing mitigation actions related to the multimodal transportation network.
- > Coordinate/partner with local and regional agencies to incorporate transportation security into regional and local projects and plans.
- > Identify and implement ITS and other technologies, including signage/wayfinding, ATMS, Automatic Vehicle Location (AVL), and other traffic and transit technologies to improve communications during hazards/ events.

Safety/Security Considerations in MOBILITY 2040

MOBILITY 2040 has identified improving security and safety as key planning goals for Pasco County. In addition, safety and security also were incorporated into establishing project priorities for the MOBILITY 2040 improvements. Examples of safety/security-related projects included in MOBILITY 2040 include the following:

- > Intersection capacity/safety/operational improvements on major evacuation routes
- > ITS improvements in highway and transit modes
- > Capacity additions, including widening and interchange improvement projects on major evacuation routes

More information on safety and security components is presented in the separately-bound Technical Report 8.

ENVIRONMENTAL RESOURCES

There is constant competition between the natural and built environments. The transportation system’s interaction with natural systems is no different. The transportation system moves people and goods, and the natural system moves animals, water, and energy. In the exploration of the potential conflict between these two systems in Pasco County, the MPO strives to answer two fundamental questions:

- > How is the environment vulnerable to the transportation system?
- > How is the transportation system vulnerable to the environment?

How is the Environment Vulnerable to the Transportation System?

The environment typically is thought of as being in peril because of increasing development. In some instances, this has certainly been the case. When the transportation system grows, increased development follows. Often, this is at the expense of the natural environment as roads are paved through forests and over wetlands, habitats are fragmented, and water quality is degraded. These negative impacts reduce overall biodiversity, which cause many physical and economic effects.

Poor water quality detracts from potential tourism dollars being spent in natural areas as visitors travel elsewhere. Increased impervious surfaces create more stormwater runoff that swells rivers beyond their capacity, carving more sediment from upland areas and dumping them into estuaries and bays. Degraded water quality stresses aquatic habitats, resulting in problems such as low fish stocks at fisheries. Roads that cut through forests reduce and fragment habitat, forcing a wide variety of organisms to share less resources and requiring them to learn how to cross roads without being injured or killed. Car emissions pollute the air, and uncontained hazardous materials contaminate groundwater used for drinking water supply.



How is the Transportation System Vulnerable to the Environment?

The transportation system also is affected by the environment. Florida is under constant threat of storm surge and high winds from hurricanes and tropical storms from June through November. As a coastal county, Pasco County must take extra precautions to ensure that the transportation system can adequately handle the evacuation needs of its residents in the event of a hurricane or other major coastal storm.

In addition to major storms, sea-level rise threatens to slowly but surely flood coastal areas. Groundwater movement through the subsurface creates sinkholes that can swallow entire sections of roads. Storms often bring down traffic signs and signals, flood roads, weather away infrastructure, and destroy cultural and historic resources.

Conflicts

Conflicts associated with environmental resources can be organized into three categories: 1) Land-Based Conflicts, 2) Water-Based Conflicts, and 3) Ocean-Based Conflicts.

Coordination Meeting

On August 25, 2014, a meeting was held with staff from the Southwest Florida Water Management District to review the MOBILITY 2040 Cost Affordable Plan and to discuss possible concerns from an environmental and water resource perspective. No issues or concerns were expressed during this meeting.

Conclusion

The transportation infrastructure decisions made today directly affect the transportation system of tomorrow. There is an opportunity and responsibility when planning for new transportation infrastructure to identify current issues and offer cost-effective solutions to mitigate conflicts between the environment and transportation systems. Time spent preparing for both short- and long-term problems will ensure an efficient, uninterrupted, and resilient movement of people and goods throughout Pasco County.

For additional information on the Environmental Resources Element of MOBILITY 2040, refer to the separately-bound Technical Report 10.

SUMMARY

As indicated previously and illustrated throughout this chapter, the MOBILITY 2040 Cost Affordable Long Range Transportation Plan reflects a \$7.2 billion transportation program from 2020 to 2040. The transportation program is indicative of a transformation in philosophy that now reflects a much greater commitment to a truly multimodal transportation system. MOBILITY 2040 continues to provide significant investments in roadway expansion but now reflects a transition to a more balanced investment in transit, sidewalks, bicycle facilities, and shorter-range improvements to maximize safety and optimize the use of the existing transportation system.



CHAPTER 6
MOBILITY 2040
Plan Performance

“Numerous scenario planning alternatives were developed and evaluated throughout the MOBILITY 2040 plan development process. Various alternatives were evaluated using growth scenarios, roadway and transit network scenarios, and with and without major projects.”



Fact Sheet

What is PCPT?

Pasco County Public Transportation (PCPT) provides bus services in east and west Pasco County and along State Road 54/56. Regular service includes 30 routes - 3 in East Pasco, 6 in West Pasco, and 5 in Pasco County. Services are also available for persons unable to access transit because of a disability or distance from a route. Most routes operate 5 am - 8 PM on weekdays and Saturdays with 30- to 120 minute frequency. The regular cash fare is \$4.50, with discounts offered for students, older adults, individuals with disabilities, and Medicare and VA beneficiaries card holders. PCPT's ridership has grown during the last seven years, with steady increases since 2010.



What is Access Pasco?

Access Pasco: A Plan for Transit is being developed by PCPT in coordination with the Pasco County Metropolitan Planning Organization (MPO) to serve as a guide for the future of public transportation in Pasco County from 2018 to 2032. It will represent the transit agency's vision to promote transit growth and improvements over the next decade.

Why Do We Need Your Input?

Public participation is an important part of developing Access Pasco, and numerous public outreach activities will support the plan, including discussion groups, a focus on board surveys, and MPO board workshops. From public workshops, and a transit summit, your participation and input are needed so we can learn about the public transportation needs and issues of the people and organizations you represent in Pasco County and the region.

For more information, visit www.pascompo.org or contact PCPT at (727) 836-6100.

MOBILITY 2040 Plan Performance

INTRODUCTION

This chapter includes a summary of performance for the MOBILITY 2040 Long Range Transportation Plan. Plan performance supports the comparative evaluation of scenario planning alternatives and helps determine the extent to which major goals and objectives are being strived for and achieved.

Performance measures are presented and summarized to illustrate the change in performance between existing conditions and 2040, the planning horizon for MOBILITY 2040. Plan performance is organized into two major areas.

- (1) Goals and Objectives – Performance measures were established for each goal and objective adopted as part of MOBILITY 2040. These measures move the Pasco County MPO toward a more performance-based planning process. This approach will be developed further once final direction is provided by FHWA, FTA, and FDOT regarding performance-based planning and target thresholds.
- (2) Network Performance – Numerous scenario planning alternatives were developed and evaluated throughout the MOBILITY 2040 plan development process. Various alternatives were evaluated using growth scenarios, roadway and transit network scenarios, and with and without major projects. While performance measures are available for every scenario, the measures were compiled in a formal way for existing conditions and three final scenarios, as listed below:
 - > 2014 Existing Conditions
 - > 2030 Interim Cost Affordable Plan
 - > 2040 Cost Affordable Plan
 - > 2040 Needs Plan

For additional information, refer to Technical Report No. 3: MOBILITY 2040 Plan Performance.



GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Performance measures were established to track the extent to which objectives are being achieved as a result of MOBILITY 2040. Tables 6-1 through 6-6 present each goal, the objectives associated with the goal, and the corresponding performance measure for each objective. Although specific thresholds for each performance measure will be established in the future, for now the trend in which the measure is moving is set as the target by the Pasco County MPO. The measurements recorded for each objective indicate the performance that can be expected from the transportation solutions identified to in the vision for MOBILITY 2040.

Note the following observations:

- > For each measure, the results column in these tables is color coded as follows:

	N/A (data not available)
	Trend Supported
	Trend Not Supported
	No Change

- > The performance assessment of MOBILITY 2040 concludes that progress is being made toward the desired trend for a majority of the performance measures established for MOBILITY 2040 (as shown by the green shading in the results column).
- > The measures for which the result is shaded in red are mostly related to increased congestion associated with significant population and growth projections for Pasco County. This occurs for 2 major reasons:
 - ◇ Maintaining or reducing congestion levels is not affordable with the funding sources assumed to be available between now and 2040.
 - ◇ The MPO’s commitment to transforming into a more comprehensive multimodal transportation system comes with the expectation of some increases in congestion levels.
- > With MOBILITY 2040, the Pasco County MPO has made tremendous progress toward a more performance-based planning approach. The next step for the MPO is to work towards defining specific thresholds for performance measures that can subsequently be tracked to monitor the progress and performance of the transportation system in Pasco County.

Table 6-1

Goal 1: Support Economic Development

Objectives	Performance Measure	Target	2014	2040	Result
Improve goods movement access and connections to port, rail, and airport facilities.	Percent of truck route roadway centerline miles that are congested	Decrease	11.4%	26.4%	Increase
	Percent of roadway centerline miles providing access to intermodal facilities that are congested	Decrease	13.2%	29.1%	Increase
	Freight travel time reliability	Increase	79%*	N/A*	N/A*
	Truck hours of delay (in vehicle hours)	Decrease	2,300*	N/A*	N/A*
Improve access and connections to major activity centers.	Percent of population within ¼-mile of bus route	Increase	32.4%	42.1%	Increase
	Percent of employment within ¼-mile of bus route	Increase	50.48%	50.50%	No Change
	Frequency of bus service (headways)	Increase	1 bus/hour	2 buses/hour	Increase
	Percent of roadway centerline miles that are congested	Decrease	5.1%	14.2%	Increase
Preserve corridors for future planned improvements.	Consistency with Pasco County's Highway Vision Map and Corridor Preservation Program	Policy consistency	—	Yes	Yes
Develop transportation solutions through public-private partnerships.	MPO Board adoption of this objective to reflect the commitment to pursuing public-private partnerships.	Yes or No	—	Yes	Yes
Maintain consistency with the Pasco County Economic Development Strategic Plan and other pertinent plans.	Coordinate with Pasco County staff to ensure consistency with the Economic Development Strategic Plan and other plans as appropriate.	Yes or No	—	Yes	Yes

*FDOT Transportation Statistics Office, "2014 Florida Multimodal Mobility Performance Measures: Source Book." Freight travel time reliability (freeways only) and truck hours of delay (State Highway System only) are for all urbanized areas in Florida excluding the 7 largest counties. Latest data are available for 2013 and there are no future projections at this time.

Table 6-2

Goal 2: Improve Safety and Security

Objectives	Performance Measure	Target	2014	2040	Result
Reduce fatal and serious crashes for all modes of travel.	Fatal and injury crashes per million VMT	Decrease	695.7*	N/A*	N/A
	Vulnerable user crashes per million VMT	Decrease	66.2*	N/A*	N/A
Document and consider impacts to emergency evacuation routes during the prioritization of roadway improvements.	Percent of emergency evacuation route roadway centerline miles that are congested during peak travel periods	Decrease	11.4%	26.6%	Increase
Monitor and support multimodal transportation security.	Development of a System Safety Program Plan by Pasco County Public Transportation	Yes or No	Yes	Yes	Yes
	Average age of bus fleet	Maintain at 5-7 years	6.1	5-7	Yes

*Fatal and injury crashes for 2013 are from the Florida Department of Highway Safety and Motor Vehicles (DHSMV) web site and Vehicles Miles of Travel (VMT) are from the 2010 base year in the Tampa Bay Regional Transportation Analysis (regional travel demand model). Also, crash data projections are not available for 2040.

Table 6-3

Goal 3: Provide Local and Regional Connectivity and Transportation Choices

Objectives	Performance Measure	Target	2014	2040	Result
Plan for and design multimodal transportation facilities accessible by users of different ages and abilities.	Percent of major road network with bicycle facilities	Increase	33.5%*	Significant increase (exact number unknown)*	Increase
	Percent of major road network with sidewalks	Increase	30.4%*		Increase
	Percent of major road network served by local bus routes	Increase	22.5%	51.8%	Increase
	Number of transit routes providing regional service (across county boundary or connections between west and east Pasco County)	Increase	4	16	Increase
	Miles of multi-use trails	Increase	76.3	102.7	Increase
Improve connectivity between major activity centers in Pasco County and regionally.	Percent of roadway centerline miles providing access to major activity centers that are congested	Decrease	6.5%	23.2%	Increase
	Daily weekday vehicle hours of delay in Pasco County	Decrease	48,577	188,952	Increase
	Number of transit routes providing regional service (across county boundary or connections between west and east Pasco County)	Increase	4	16	Increase
Ensure consistency with the comprehensive plans of local governments within the Pasco County MPO area and applicable regional plans.	Consistency with local and regional transportation and land use plans	Policy consistency	—	Yes	Yes

*The best available data were used to reflect the availability of existing sidewalks and bicycle facilities (Pasco Comprehensive Plan). As part of the MOBILITY 2040 plan development process, MPO staff identified the need to develop a Pedestrian/Bicycle Master Plan, which will include an updated database of existing and planned bicycle facilities and sidewalks. These performance measures will be updated when this new data become available. State and County policies that include considerations for bicycle facilities and sidewalks as part of future road improvements ensures that this performance measure will increase but the magnitude of this increase is unknown at this time.

Table 6-4

Goal 4: Create Quality Places

Objectives	Performance Measure	Target	2014	2040	Result
Coordinate land use and transportation planning decisions to provide a built environment that supports transportation choices.	Consistency of growth projections with Pasco County growth strategy	Policy consistency	—	Yes	Yes
Consider transportation investments that meet the intent of the market areas.	Coordinate with Pasco County staff to ensure consistency with the Economic Development Strategic Plan and other plans as appropriate.	Policy consistency	—	Yes	Yes
Plan for issues related to sea-level rise, energy conservation, air quality, and environmental mitigation and impacts.	Policy commitment of long range transportation plan to evaluate and mitigate environmental impacts	Policy consistency	—	Yes	Yes
Support community social values by developing facilities that are user friendly, multimodal, and encourage healthy and active lifestyles.	Percent of major road network with bicycle facilities	Increase	33.5%*	Significant increase (exact number unknown)*	Increase
	Percent of major road network with sidewalks	Increase	30.4%*		Increase
	Percent of major road network served by local bus routes	Increase	22.5%	51.8%	Increase
	Percent of population within 1/4-mile of bus route	Increase	32.4%	42.1%	Increase
	Percent of population within 1 mile of a multi-use trail (including conceptual trails in 2040)	Increase	40.1%	83.9%	Increase
Consider the designation of scenic corridors and parkways that enhance the overall social and aesthetic values of the community.	Number of roadway centerline miles designated as scenic corridors (Suncoast Parkway and Strauber Memorial)	Increase	23.6	23.6	No change
Consider impacts to roadways providing access to major activity centers.	Percent of roadway centerline miles providing access to major activity centers that are congested	Decrease	6.5%	23.2%	Increase
Maintain and preserve existing transportation facilities.	Percent of total investment allocated to preserving the existing roadway network	Increase	2.4% (2035 LRTP)	9.6%	Increase
Provide for the needs of the transportation disadvantaged (TD) population and improve the coordination of TD services with other modes of transportation.	Transportation disadvantaged/paratransit door-to-door passenger trips	Increase	240,148 passenger trips	est. 377,741 passenger trips (2% annual growth rate)	Increase

*The best available data were used to reflect the availability of existing sidewalks and bicycle facilities (2035 LRTP). As part of the MOBILITY 2040 plan development process, MPO staff identified the need to develop a Pedestrian/Bicycle Master Plan, which will include an updated database of existing and planned bicycle facilities and sidewalks. These performance measures will be updated when this new data become available. State and County policies that include considerations for bicycle facilities and sidewalks as part of future road improvements ensures that this performance measure will increase but the magnitude of this increase is unknown at this time.

Table 6-5

Goal 5: Provide a Reliable and Efficient Multimodal Transportation System

Objectives	Performance Measure	Target	2014	2040	Result
Reduce congestion and/or provide mobility options.	Percent of roadway centerline miles that are congested	Decrease	5.1%	14.2%	Increase
	Transit revenue hours of service per capita	Increase	0.15	1.0	Increase
	Transit ridership (passenger trips) per capita	Increase	2.1	8.4	Increase
	Percent of major road network with sidewalks	Increase	30.4%*	Significant increase (exact number unknown)*	Increase
	Percent of major road network with bicycle facilities	Increase	33.5%*		Increase
Protect and enhance state of good repair for the transportation system.	Percent of total investment allocated to preserving the existing roadway network	Increase	2.4% (2035 LRTP)	9.6%	Increase
Implement short-range congestion and mobility management strategies and technologies to optimize efficiency.	Level of funding set aside for short-term congestion/mobility management strategies and technologies	Increase	\$71 million (in year of expenditure - 2035 LRTP) 0.7% of total investment (2035 LRTP)	\$71 million (in year of expenditure - MOBILITY 2040) 1.0% of total investment (MOBILITY 2040)	Increase

*The best available data were used to reflect the availability of existing sidewalks and bicycle facilities (2035 LRTP). As part of the MOBILITY 2040 plan development process, MPO staff identified the need to develop a Pedestrian/Bicycle Master Plan, which will include an updated database of existing and planned bicycle facilities and sidewalks. These performance measures will be updated when this new data become available. State and County policies that include considerations for bicycle facilities and sidewalks as part of future road improvements ensures that this performance measure will increase but the magnitude of this increase is unknown at this time.

Table 6-6

Goal 6: Encourage Public Participation

Objectives	Performance Measure	Target	2014	2040	Result
Promote proactive and early public involvement and provide diverse opportunities for public participation to as many people as possible.	Number of major events facilitated	Increase	8 (2035 LRTP)	14	Increase
	Number of participants in the public participation process	Increase	N/A	3,619+	Estimated Increase
	Number of techniques used to disseminate information to the public	Increase	4 (2035 LRTP)	8+	Increase
Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts on minority, low-income, and traditionally underserved populations.	Percent of transit improvements to existing transit services that are within EJ areas	Increase Transit Service for EJ	N/A	42%	N/A
	Percent of new transit service improvements that are within EJ areas	Increase Transit Service for EJ	N/A	31%	N/A
	Percent of all transit improvements that are within EJ areas	Increase Transit Service for EJ	N/A	35%	N/A

NETWORK PERFORMANCE

Two roadway congestion measures were used to measure network performance for existing conditions, the 2040 Needs Plan, the 2040 Cost Affordable Plan, and the 2030 Interim Cost Affordable Plan:

- > **Percent of Travel Occurring on Congested Highways** – This measure computes the percent of vehicle miles of travel (VMT) that are traveling in congested conditions (volume-to-capacity ratio > 1.0).
- > **Weighted Average Congestion** – The average weighted congestion is an estimate of the percent of capacity consumed, with each highway being weighted according to the VMT on that highway. As a result, highways that are traveled more heavily carry a greater weight in the computation of weighted average congestion.

Table 6-7 summarizes these congestion measures for various roadway categories, and Table 6-8 presents the number of centerline miles of various types of roadways within the network and the extent to which transit is provided today and in the future. Note the following observations:

- > The percent of VMT traveling under congested conditions increases from 9% for existing conditions to 21% under the Needs Plan and nearly 30% under the Cost Affordable Plan.

- > As expected, when compared to the Cost Affordable Plan, the significantly-greater road capacity expansion reflected in the Needs Plan would result in a greater reduction in the proportion of VMT that is projected to operate under congested conditions.
- > The weighted average volume-to-capacity ratio increases from 0.64 in 2014 to 0.69 in the Needs Plan and 0.83 in the Cost Affordable Plan.
- > Centerline miles of roadway are projected to increase from 646 miles in 2014 to 827 miles in the Needs Plan and 798 miles in the Cost Affordable Plan.
- > The increase in roadway capacity resulting from the Cost Affordable Plan is not sufficient to prevent average congestion levels from worsening, but it is substantially better than congestion would be if nothing were done to expand roadway capacity.
- > Route miles of transit service are projected to increase from about 145 miles in 2014 to 413 miles in the Cost Affordable Plan and 417 miles in the Needs Plan.



Public input through various surveys at open house workshops and on the project web site were used to help evaluate transportation alternatives for MOBILITY 2040.

Table 6-7

Network Performance, System-Wide Congestion Measures (peak hour, peak direction)

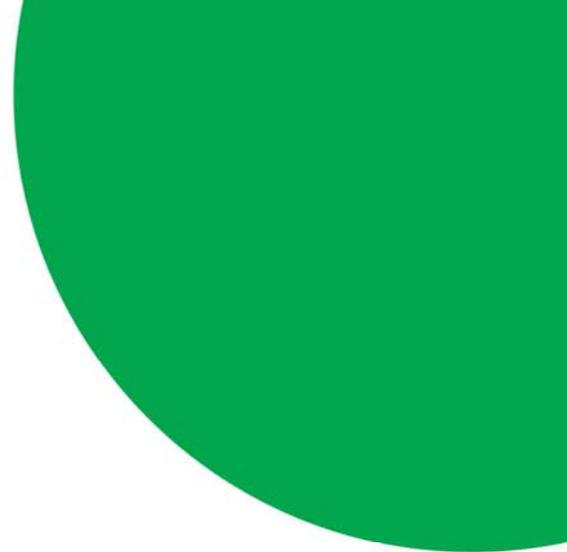
Category	2014 Existing Conditions	2030 Cost Affordable Plan	2040 Cost Affordable Plan	2040 Needs Plan
% OF VMT WITH VOLUME-TO-CAPACITY RATIO GREATER THAN OR EQUAL TO 1.0				
All Major Roads	9.2%	24.5%	29.6%	20.7%
Regional Roads	11.1%	31.2%	38.0%	26.3%
Intermodal Access Roads	14.3%	37.3%	44.4%	30.8%
Activity Center Roads	8.8%	30.5%	38.2%	25.5%
Primary Truck Routes	11.3%	30.3%	36.4%	25.3%
Hurricane Evacuation Routes	11.4%	31.5%	36.6%	25.5%
Scenic Corridors	0.0%	0.0%	0.0%	0.0%
WEIGHTED AVERAGE VOLUME-TO-CAPACITY RATIO				
All Major Roads	0.64	0.76	0.83	0.69
Regional Roads	0.70	0.84	0.92	0.80
Intermodal Access Roads	0.71	0.87	0.99	0.83
Activity Center Roads	0.67	0.82	0.90	0.78
Primary Truck Routes	0.71	0.83	0.91	0.79
Hurricane Evacuation Routes	0.71	0.84	0.91	0.79
Scenic Corridors	0.33	0.62	0.71	0.63

Table 6-8

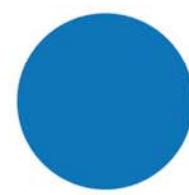
Plan Performance: Centerline Miles and Transit

Category	2014 Existing Conditions	2030 Cost Affordable Plan	2040 Cost Affordable Plan	2040 Needs Plan
CENTERLINE MILES				
All Major Roads	645.7	732.1	798.1	826.7
State Roads	198.6	204.8	204.9	209.1
County Roads	422.9	503.3	569.2	593.6
Other Roads	24.2	24.0	24.0	24.0
Regional Roads	248.8	267.8	268.0	268.0
Intermodal Access Roads	127.8	128.9	128.1	130.4
Activity Center Roads	311.9	318.2	320.2	328.4
Primary Truck Routes	277.3	302.8	303.3	305.8
Hurricane Evacuation Routes	284.5	310.8	311.3	311.3
Scenic Corridors	23.6	23.6	23.6	23.6
TRANSIT				
Miles with Transit Service	145.2	179.7	413.4	416.5
% Corridor Miles with Transit Service	23%	25%	52%	50%
% of Corridor Miles with Transit Service that are Congested	15.3%	24.5%	24.0%	15.0%
Land area within 1/4 mile of Transit Service (sq. mi.)	68	81	179	181





CHAPTER 7
**Summary and
Next Steps**



MOBILITY 2040 “transforms the long range transportation vision and plan into a comprehensive and multimodal transportation system—one that provides continuing emphasis on roads and expanded emphasis on transit, trails, bicycle facilities, and sidewalks.”



Summary and Next Steps

SUMMARY OF MOBILITY 2040

The MOBILITY 2040 Long Range Transportation Plan represents a significant milestone toward addressing transportation needs in Pasco County and the Tampa Bay region. The plan transforms the long range transportation vision and plan into a comprehensive and multimodal transportation system—one that provides continuing emphasis on roads and expanded emphasis on transit, multi-use trails, bicycle facilities, and sidewalks. In addition, this approach continues to include considerations for land use compatibility, safety and security, congestion and mobility management, goods movement, environmental resources, and regional coordination.

As stated at the beginning of this plan, MOBILITY 2040 was developed to:

- > Recognize the inextricable tie between land use and transportation.
- > Support the strategic plans and economic development goals of Pasco County and its municipalities.
- > Support regional coordination and collaboration.
- > Rely heavily on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan.
- > Place emphasis on maintenance and preservation of the existing transportation system.
- > Provide safe, convenient, and accessible transportation options for all.
- > Analyze and weigh the potential social, economic, and environmental impacts and benefits of the plan.
- > Ensure consistency with all applicable federal and State planning requirements.
- > Serve as a performance-based plan that establishes metrics to monitor and evaluate the MOBILITY 2040 goals and objectives.
- > Provide a fiscally-constrained financial plan to meet future transportation needs through 2040.
- > Provide a blueprint for implementing MOBILITY 2040 through the metropolitan planning process of the Pasco County MPO.





An important element of the Lacooshee/Trilby Strategic Master Plan, the Boys and Girls Club officially opened in Stanley Park in the summer of 2014.

WHAT DOES MOBILITY 2040 DO FOR PASCO COUNTY?

The following are some of the key factors and outcomes that are anticipated to result from plan implementation:

- > The population in Pasco County is projected to increase from 459,000 in 2010 to more than 905,000 in 2040, an increase of more than 90%.
 - > Employment is expected to grow at a rate more than twice that, reflecting the County’s established policies to encourage employment and business growth, with the addition of approximately 250,000 employees by 2040.
 - > Pasco County’s vision, Urban Service Area, and Market Areas are transforming the character of growth, especially within the key corridors of SR 54/56, US 19, and other subareas of the county.
 - > More than 3,600 citizens participated in the development of the MOBILITY 2040 Plan through stakeholder interviews, discussion groups, website/social media, MPO committee and Board meetings, surveys, e-mail blasts/project materials, and public workshops/open houses.
 - > MOBILITY 2040 reflects a \$7.2 billion (in year-of-expenditure dollars) transportation program from 2020 to 2040. When compared to the total cost of the 2035 Long Range Transportation Plan (adopted in 2009), the 2040 Plan represents a reduction of 26%, primarily due to lower revenues from federal/State sources and some reductions in local transportation revenue.
- > An estimated \$6.3 billion of the \$7.2 billion transportation plan comes from local funding sources.
 - > The transformation to a more multimodal transportation plan is characterized by significant relative investment increases between the 2035 Plan (adopted in December 2009) and MOBILITY 2040 (adopted in December 2014). The share of total investment increased for the following alternative transportation elements:
 - ◇ Transit (from 15% to 26%)
 - ◇ Highway Maintenance (from 2% to 10%)
 - ◇ Trails/Sidewalks/Bicycle Facilities (from 0.5% to 1.3%)
 - ◇ Transportation Technology and Congestion Management (from 0.7% to 1.0%)
 - > Nearly all of the transit needs identified for Pasco County are funded in MOBILITY 2040. Two exceptions include (1) commuter rail on the CSX rail line running parallel to US 41 (to be studied in cooperation with the Hillsborough County MPO), and (2) express bus on I-75 north of SR 52 into Hernando County.

- > Unfunded road capacity improvements in the MOBILITY 2040 Needs Plan remain significant and are identified in Appendix B. Should additional funding be identified, these unfunded needs should be considered and future amendments be made to MOBILITY 2040.

- ◇ Models of Regional Planning Cooperation (see Chapter 3)
- ◇ Ladders of Opportunity (throughout MOBILITY 2040 documentation, see expanded public outreach and emphasis on reaching minority, low-income, and traditionally underserved populations)

COMPLIANCE WITH PLANNING REQUIREMENTS

The MOBILITY 2040 Long Range Transportation Plan was developed to ensure compliance with federal and state metropolitan planning requirements. These requirements are summarized in Chapter 1 and reviewed in greater detail in the separately-bound “Technical Report No. 1: Certification Review, LRTP Expectations, and Planning Emphasis Areas.” MOBILITY 2040 ensures compliance and responsiveness to the following:

- > MAP-21 and the 8 planning factors
- > MPO Program Management Handbook
- > 2013 Certification Report, Pasco County MPO (June 2013)
- > LRTP Expectations (Federal Strategies, November 2012)
- > Planning Emphasis Areas (Federal letter, April 23, 2014), including:
 - ◇ MAP-21 Implementation (throughout the MOBILITY 2040 documentation)

NEXT STEPS

The next steps will be important to ensure that MOBILITY 2040 is a plan that is used regularly to guide the development of the near-term work program and the implementation of transportation improvements throughout Pasco County.

Key next steps include the following:

- > Use the MOBILITY 2040 LRTP to guide future updates to the 5-Year Transportation Improvement Program, the 15-Year County Capital Improvement Program, the County Comprehensive Plan, the *Access Pasco* 10-Year Transit Development Plan, and other transportation plans developed by the MPO, Pasco County, and the municipalities within the county. This will help ensure consistency in planning throughout Pasco County.
- > Reinforce the implementation of County and City visions and plans, including:
 - ◇ The Harbors – West Market Area Redevelopment Plan



The Pasco County MPO Citizens Advisory Committee played an important role in reviewing and shaping the MOBILITY 2040 LRTP.



Pasco County MPO Transportation Planning Manager Jim Edwards was significantly involved in interacting with citizens at various MOBILITY 2040 open houses and workshops.



The MOBILITY 2040 Long Range Transportation Plan was adopted by the MPO Board on December 11, 2014.

- ◇ Other market area plans developed over time
 - ◇ Lacoochee/Trilby Strategic Master Plan
 - ◇ US 301 Corridor/Land Use Vision and Transportation Strategy
 - ◇ Dade City, New Port Richey, and Zephyrhills visions to revitalize their downtown areas
 - ◇ Port Richey vision to provide more coastal amenities, such as parks and trails, and to generally improve the sense of place for their city
- > Continue and expand ongoing efforts to proactively involve citizens, businesses, elected officials, and other stakeholders in subsequent planning processes of the MPO and its partners.
 - > Continue to collaborate and coordinate with regional transportation planning activities in the Tampa Bay region, including TBARTA, the TMA Leadership Group, FDOT-coordinated committees (Technical Review Team) and forums, and other regional forums as appropriate.
 - > Pursue follow-up studies and plans to identify more specific action plans and timeframes for improvements within specific corridors and sub-areas throughout Pasco County, including:
 - ◇ **SR 54/56** – According to MOBILITY 2040, “alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include significant public engagement regarding alternative improvements to the SR 54/56 corridor.” Possible categories of improvements to the corridor might include:
 - Premium transit improvements
 - Exclusive bus lanes (median or adjacent right-of-way)
 - Overpasses/interchanges
 - Queue jumps
 - Intersection improvements
 - Elevated lanes
 - ◇ **US 19** – US 19 improvements will be based upon future studies and/or recommendations consistent with the vision of the adopted The Harbors West Market Area Redevelopment Plan.
 - ◇ **US 98 Realignment** – US 98 will be realigned in Dade City to connect to the Clinton Road Extension at US 301.

- ◇ **US 98 Capacity Expansion** – Corridor assessment will be conducted regarding possible capacity expansion of US 98 in Pasco and Polk counties.
- ◇ **Lacoochee Area** – Future consideration will be given to more sidewalks and more consistent bus shelter design in the Lacoochee area.
- ◇ **County-Wide Bicycle/Pedestrian Master Plan** – The MPO will prepare a comprehensive bicycle/pedestrian master plan to better define specific projects and opportunities for non-motorizing transportation improvements. In addition, the master plan will include a comprehensive update to the inventory of sidewalks and bicycle facilities, which will assist in more easily performing spatial evaluation of future needs and opportunities.
- > Complete efforts to refine and simplify the Congestion Management Process to more efficiently define lower-cost projects for integration into work programs of the MPO, County, and FDOT.
- > Continue to evaluate crash data and transportation safety on an annual basis and update the Pedestrian Safety Action Plan in FY 2015/16.
- > Facilitate policy discussion of funding strategies for MOBILITY 2040, which currently assumes the availability of a 1% Charter

County Sales Surtax starting in 2025 following the sunset of Penny for Pasco in 2024. To facilitate the transformation to a comprehensive multimodal approach to transportation in Pasco County, the Charter County Sales Surtax or some other new local funding source is absolutely necessary.

THE CHALLENGES AHEAD

Significant challenges are before Pasco County as it strives to transform itself to manage and incentivize growth, secure and increase the number of businesses and jobs, and continue to find innovative ways to fund a comprehensive multimodal transportation system that reinforces the Strategic Plan and vision of Pasco County, its municipalities, and the MPO.

With substantial input and guidance from the citizens and elected officials of Pasco County, MOBILITY 2040 provides the blueprint for facilitating an incremental transformation to a community where its families are able to live, work, and play.



These US 19 Gateway scenario renderings are examples of what the Pasco County MPO is striving to achieve with MOBILITY 2040.





APPENDIX A

Glossary of Terms and Acronyms



MOBILITY 2040
Welcome!
Public Event

Vision Roads in Pasco County

EXISTING ROADS
AIRRAIL
CONCEPT
INTERSTATE/TOL

Glossary of Terms and Acronyms

Throughout this report, various terms and acronyms of the engineering profession are used. This glossary provides a list of many of these terms and their definitions for the reader's reference. The terms are listed in alphabetical order.



A

Advanced Traffic Management Systems – An ITS process that employs a variety of detectors, cameras, and communication systems to monitor traffic, optimize signal timings on major arterials, and control the flow of traffic.

Americans with Disabilities Act – Directs that the needs of older adults and persons with disabilities be integrated into all projects involving public access and transportation enhancement projects, particularly those involving pedestrian access.

American Community Survey (ACS) – An ongoing survey that provides data every year, giving communities the current information needed to plan investments and services. Information from the survey generates data that help determine how more than \$400 billion in federal and State funds are distributed each year.

Arterial – Roadway that serves primarily through-traffic at relatively high speeds and secondarily serves abutting properties.

Average Annual Daily Traffic (AADT) – The volume passing a point or segment of a highway in both directions for one year divided by the number of days in a year.

B

Backlogged Highway – An unconstrained road on the State Highway System operating at a level of service below the minimum acceptable standard for such a road and not programmed for construction in

the first three years of the FDOT’s adopted work program or in the five-year schedule of improvements of the capital improvements element of a local government’s comprehensive plan.

Bicycle/Pedestrian Advisory Committee (BPAC) – An MPO advisory committee to the MPO Board on bicycle and pedestrian issues.

Bureau of Economic and Business Research (BEBR) – An entity at the University of Florida responsible for the publication of population projections used in the development of socio-economic data for long range transportation planning.

Bus Rapid Transit (BRT) – A flexible high performance form of rapid transit that combines features of rail systems with those of over-the-road vehicles, characterized by being able to operate in special purpose lanes or on city streets. BRT stations are used as a link between the community and the transit system. Service is frequent enough that passengers do not need a schedule and is integrated with other regional transportation systems, enhancing mobility and promoting intermodal connectivity.

C

Capacity – The maximum rate of flow at which vehicles reasonably can be expected to traverse a point on a lane or road during a specified period of time under prevailing traffic, roadway, and signalization conditions; usually expressed in units of vehicles per hour.

Capacity Analysis – The study of a highway’s ability to carry traffic, i.e., its operational characteristics under a given demand volume.

Capital Improvement Program (CIP) – The capital projects and programs funded by a local government agency for implementation over the next five years.

Citizen’s Advisory Committee (CAC) – A special MPO advisory group composed of interested community members that provides a communication link between the MPO and the community to ensure that the MPO planning process meets the needs of its citizens. Members are appointed by each MPO and are responsible for assisting the MPO in formulating goals and objectives for shaping the urban environment with respect to transportation needs.

Class (Roadway or Arterial) – Categories of arterials and freeways appearing in Florida’s generalized level-of-service volume tables. Arterials are grouped primarily by their posted speed limit (less than 40 miles per hour or 40 miles per hour and greater); freeways in urbanized areas are grouped primarily by their orientation to a central business district.

Clean Air Act Amendment (CAAA) – Federal legislation that requires states to integrate their air quality and transportation planning processes by establishing better coordination and setting a firm schedule for states to attain air quality standards.

Collector – A street providing land access and traffic circulation service to a residential, commercial, or industrial area.

Commission for the Transportation Disadvantaged

(CTD) – Independent State agency with responsibility for policy development and coordination of transportation services for persons with disabilities.

Community – An incorporated place or a developed but unincorporated area outside an urban or urbanized area with a population of 500 or more identified in the appropriate local government’s comprehensive plan.

Community Impact Assessment – A process to evaluate the potential social and economic impacts of transportation improvements on communities.

Complementary Paratransit Service – Service provided for persons who live within ¾ mile of fixed-route service but who cannot access it due to a disability; must be provided at a level of service comparable to fixed-route bus service.

Congestion Management Process (CMP) – A systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

Constrained Roadway – A road that cannot be widened by two or more through-lanes because of physical (prohibitively-expensive right-of-way immediately adjacent to a highway) or environmental or policy constraints (ecological, historical, archaeological, aesthetic, or social impacts that prevent the highway’s expansion).

Controlled Access Highway – A non-limited access highway whose access connections, median openings, and traffic signals are highly regulated.

D

Designated Bike Lane – A portion of the roadway designated for preferential use by bicyclists. Bike lanes are signed and striped for bicycle use and generally are 4 ft on urban section roadways and 5 ft on rural section roadways.

Development of Regional Impact (DRI) – Area development that, because of its character, magnitude, or location, would substantially affect the health, safety, or welfare of citizens of more than one county in Florida.

E

Emerging SIS Facilities – Facilities that do not currently meet adopted SIS criteria but are experiencing growing levels of activity.

Emissions – Harmful pollutants (i.e., carbon monoxide, nitrogen oxide, and hydrocarbons) that are released from motor vehicles; major contributors to ground level ozone, smog, climate change, and related health problems.

Environmental Justice – A process requiring the inclusion of minority and low-income populations in the transportation planning process and prohibiting discrimination based on race, color, and national origin. Designed to ensure participation by minority and low-income populations in the decision-making process, prevent the denial or receipt of benefits to minority and low-income populations, and minimize or mitigate disproportionately high or adverse impacts on minority and low-income populations.

Executive Committee – Consists of MPO Chair, Vice-Chair, and five MPO members; responsible for setting agenda for regular MPO meetings and determining need for special meetings.

F

Federal Aid Highway System (FAHS) – Roads on which improvements are eligible for federal funding. Includes roads functionally-classified as freeways, urban and rural principal and minor arterials, urban collectors, and rural major collectors.

Federal Highway Administration (FHWA) – Federal agency in charge of managing the Federal Highway System and the Federal Plan.

Florida Department of Transportation (FDOT) – State agency responsible for the Florida transportation system.

Florida Transportation Plan (FTP) – FDOT’s component of the State Comprehensive Plan; includes FDOT goals, objectives, and policies for developing Florida’s Transportation System.

Federal Transit Administration (FTA) – Federal agency that administers federal transit planning and implementation funds.

Freeway – A multilane, divided highway with at least two lanes for exclusive use of traffic in each direction and full control on ingress and egress.

FSUTMS (Florida Standard Urban Transportation Model Structure) – developed by FDOT, used in urban transportation planning studies in Florida for statewide application and includes files that describe land use, highway, and transit networks to estimate

future year travel demands.

Functional Classification – The assignment of roads into systems according to the character of service they provide in relation to the total road network.

G

Geographic Information System (GIS) – A system of hardware, software data, people, organizations, and institutional arrangements for collecting, storing, analyzing, and disseminating information about areas of the earth.

Goals, Objectives, and Measure of Effectiveness (MOE) – Goals are generalized statements that articulate a community’s needs that can be addressed through the allocation of resources. Objectives are specific actions developed to obtain the stated goals. MOE’s are tools to determine the extent to which the objectives have been accomplished can be measured.

H

High-Occupancy Vehicle (HOV) Lane – A freeway lane reserved for the use of vehicles with a preset minimum number of occupants, including buses, taxis, and carpools.

Ideal Conditions – Conditions assumed to determine a highway’s greatest possible capacity, i.e., those that, if further improved, would not increase capacity; typically applies to roads having default values (e.g., 12-ft lane widths), which are not necessarily ideal.

I

Intelligent Transportation Systems (ITS) – Encompass a broad range of communications-based information, control, and electronics technologies. When integrated into the transportation system infrastructure and vehicles, help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and respond to incidents, adverse weather, or other road capacity constricting events.

Intermodal Surface Transportation Efficiency Act (ISTEA) – Federal transportation legislation passed in 1991 that regulates the requirements of metropolitan transportation planning; emphasizes the need to balance demands between alternative modes to improve linkages between modes.

Interrupted Flow – A category of traffic flow that occurs on highways having traffic signals, STOP or YIELD signs, or other fixed causes of periodic delay or interruption to the traffic stream.

Intrastate Highways – Highways on the Florida Intrastate Highway System (FIHS).

L

Level of Service (LOS) – A qualitative assessment of a road’s operating conditions; an average driver’s perception of the quality of traffic flow; represented by the letters A (freest flow) through F (least free flow).

Local Government Comprehensive Plan (LGCP) – Any county or municipal plan that meets the

requirements of subsections 163.3177 and 163.3178 of the Florida Statutes.

Long Range Transportation Plan (LRTP) – A plan with a minimum 20-year horizon that forecasts future transportation needs and estimates potential transportation revenues. Developed as a broad guideline for local transportation decision-making using a combination of complex statistical analysis and sound judgment. Updated periodically (approximately every 3–5 years) to reflect urban growth and development and ensure proper representation of community transportation needs. Input from local government staffs and citizens is critical in the development of this plan.

M

MAP-21 (Moving Ahead for Progress in the 21st Century) – Federal transportation legislation enacted in 2012 as the reauthorization of SAFETEA-LU and continues to allocate federal funds for surface transportation.

Maximum Through-Lanes Standards – The number of through-lanes to which FDOT limits facilities under its jurisdiction, with a few exceptions.

Measures of Effectiveness (MOE) – Parameters describing the quality of a highway’s service to drivers (or passengers), including average travel speed, density, delay, and others.

Metropolitan Planning Organization (MPO) – A federally-mandated decision-making body for an urbanized area over 50,000 in population to serve as the transportation planning agency for the area.

Metropolitan Planning Organization Advisory Council (MPOAC) – A council composed of representatives of Florida’s MPOs; makes recommendations on the Florida Transportation Plan.

Multi-Lane Highway – A highway with at least two lanes for traffic in each direction, with little or no partial control of access, and that may have occasional interruptions to flow at signalized intersections.

Multi-Use Trail – Facility separated from motor vehicle traffic by an open space or barrier, either within the road right-of-way or within an independent right-of-way. Paths are designed for a variety of users (bicyclists, pedestrians, rollerbladers). Width varies from 10–15 ft depending on projected use of path with common standard of 12 ft and minimum width of 8 ft when used primarily for one direction of traffic.

N

National Highway System (NHS) – A program, authorized by TEA 21 legislation for funding of highways and transit improvements, consisting of a system of roads that includes the Interstate System and other major highways. Florida receives designated federal aid for roads designated by the State in conjunction with the U.S. DOT as being part of the NHS.

Non-State Roadway – A roadway not in the State Highway System.

O

Other Signalized Roadway – A signalized road not in the State Highway System and considered by the local government of jurisdiction not to be a major city/county road.

Other State Roads – Roads in the State Highway System that are not part of the Florida Intrastate Highway System.

P

Paved Shoulder – For use in providing bicycle facilities; widths vary from 3–5 ft with the design standard being 5 ft on rural roadways and 4 ft on urban roadways. Width depends on purpose and adjacency to traffic lanes.

Performance Standard – The level of service adopted as the poorest level acceptable for the 100th highest hour of traffic during the year, estimated by multiplying the AADT and a factor called K100 (K100 is developed by reviewing one full year of daily counts and is the relationship of the 100th highest hour for the year to the average of all hours for the year). All analyses undertaken for this LRTP are tied to the 100th highest hour operating conditions as estimated by the AADT times K100.

Physical Capacity – The maximum number of vehicles that can be accommodated on a roadway before over-saturation occurs. The level of service that would occur at this saturation level frequently, but not always, exceeds the adopted performance standard. If the physical capacity is exceeded, then serious traffic back-ups will occur because the

vehicles cannot physically be moved on the roadway.

Posted Speed Limit – The maximum speed at which vehicles are legally allowed to travel over a roadway segment.

Public Involvement Process (PIP) – The procedures and processes used to actively solicit public comments and concerns during transportation plan development.

R

Regional Transportation Analysis (RTA) – Study conducted and coordinated by FDOT District 7 that included two key elements in the plan development and testing process—the Regional Plan Model and the regional review process.

Road Type (RT) – Provides a description of the road in the format “xxy,” where “xx” is the number of lanes and “y” indicates whether the road is undivided (U), divided (D), one-way (O), grade-separated (G), or freeway (F).

Roadway Characteristics – Parameters describing the geometric conditions of a roadway; include number of lanes, arterial classification, free flow speed, level terrain, percent of no-passing zones, and presence of medians, left-turn bays/lanes, or exclusive passing lanes.

S

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) – Federal transportation legislation enacted in 2005 that allocated funds for surface transportation.

Saturation Level – The percentage of roadway capacity (either service or physical) consumed by traffic; appropriate to clarify if refers to percentage of physical capacity consumed or percentage of service capacity consumed. Unless otherwise specified in this document, refers to degree of service capacity consumed.

Segment – A length of roadway being evaluated, usually the distance from one signalized intersection to the next on an arterial; a series of arterial segments make up an analysis section.

Service Capacity – The volume of traffic that can be accommodated on a roadway before the adopted performance standard is exceeded; usually lower than physical capacity. Adoption of an LOS standard below the physical capacity provides for a buffer of capacity before physical capacity is reached and serious traffic congestion occurs.

Sidewalk – A portion of a highway designed for preferential use by pedestrians. Sidewalk widths range from 3–8 ft, with standards at least 4–5 ft and a buffer of 2–3 ft from the edge of the road or a minimum of 6 ft when there is no buffer.

Single Occupancy Vehicle (SOV) – Motor vehicle traveling while occupied by the driver only.

State Highway System (SHS) – All roads and highways that FDOT operates and maintains; includes the Florida Intrastate Highway System and all other State-maintained roads.

Strategic Intermodal System (SIS) – Composed of transportation facilities and services of statewide and interregional significance, including facilities that play a critical role in moving people and goods to and

from other states and nations, as well as between major economic regions in Florida.

Surface Transportation Program (STP) – A new federal block grant program that may be used by state and local governments for any roads (including NHS) that are not functionally classified as local or rural minor collectors.

T

Tampa Bay Area Regional Transportation Authority (TBARTA) – Entity established in July 2007 to improve mobility and transportation options for passengers and freight throughout the seven-county Tampa Bay region (Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota).

Tampa Bay Regional Planning Council (TBRPC) – Regional planning agency for the Tampa Bay Area.

Technical Advisory Committee (TAC) – Reviews and makes recommendations concerning transportation studies, TIP, UPWP, and Transportation Plan. Members are appointed by the MPO board and consist of planners, engineers, and individuals representing other relevant disciplines.

TEA 21 (Transportation Equity Act for the 21st Century) – The reauthorization of ISTEA that provides updated metropolitan transportation requirements. See *Intermodal Surface Transportation Efficiency Act*.

Traffic Analysis Zone (TAZ) – Established to report pertinent information regarding socio-economic data for an area; i.e., land use, which will affect the travel demand by that particular area.

Traffic Characteristics – Parameters describing the distribution of vehicles in a traffic stream.

Transit Development Plan (TDP) – An intermediate-range transit plan (usually five years) that examines service, markets, and funding to make specific recommendations for transit improvements.

Transitioning Urbanized Area – An area expected to be included in an adjacent urbanized area within 20 years because of its population’s growth according to the U.S. Bureau of Census’s criterion for urbanization (at least 1,000 people per square mile).

Transportation Demand Management/ Transportation Systems Management (TDM/TSM) – A transportation planning process aimed at relieving congestion on highways through actions that promote alternatives to automobile use, encourage more efficient use of alternative transport systems, and discourage automobile use.

Transportation Disadvantaged Coordinating Board (TDCB), Transportation Disadvantaged Designated Official Planning Agency (TD-DOPA) – Entities responsible for defining transportation disadvantaged-related goals and objectives, preparing a service plan, and ensuring that needs of transportation disadvantaged citizens are being met.

Transportation Management Area (TMA) – Area designated by the USDOT Secretary of Transportation that has an urbanized area population of over 200,000 or upon special request of the Governor and the MPO designated for the area.

Transportation Planning System Models – Computerized models of trip distribution and assignment in urban and urbanized areas used for

urban transportation system planning.

U

Undesignated Bike Lane – A bike lane that is not designated with diamonds, bikes, or arrow pavement markers and is not signed as such. Differs from a paved shoulder by the type of striping applied to approaches to the intersections—bike lanes follow through the lanes at intersections and are to the right of turn lanes; in old designs, may end at intersections.

Unified Planning Work Program (UPWP) – A short-term planning tool used to define specific annual goals and projects of MPO planning staff; most UPWP planning activities are required by federal and State laws to support the metropolitan transportation planning process. UPWP provides an annual budget for the planning activities contained in it. MPO’s annual planning activities are funded with FHWA Section 112 planning funds, FTA Section 8 transit planning funds, and State of Florida Commission for the Transportation Disadvantaged (CTD) transportation disadvantaged planning funds. Also includes local in-kind matching and state “soft-match” funds.

Uninterrupted Flow – Category of traffic flow that occurs on highways having no fixed cause of delay; examples include freeways and unsignalized sections of rural highways.

Urban Area – A location with a population of between 5,000 and 50,000 and not in an urbanized area. Applicable boundary includes 1990 Census urban area and surrounding geographical area

agreed upon by FDOT, local government, and FHWA. Boundaries commonly called FHWA Urban Area Boundaries and include areas expected to develop medium density before the next decennial census.

Urbanized Area – Based on the 1990 census, any area the U.S. Census designates as urbanized, together with any surrounding geographical area agreed upon by FDOT, the relevant MPO, and FHWA. Commonly called the FHWA Urbanized Area Boundary. The minimum population for an urbanized area is 50,000.

V

Vehicle Miles of Travel (VMT) – Measurement of total number of miles traveled on a road for a given time frame.

Volume – Number of vehicles passing a point on a road during a specific period, often one hour, expressed in vehicles; a volume may be measured or estimated, either of which could be a constrained value or a hypothetical demand value.

W

Weighted Average Volume-to-Capacity (V/C) Ratio – Indicates the level of congestion of vehicle travel throughout the county. More indicative of vehicular travel congestion than roadway network congestion levels. By weighting volumes on individual links, measured congestion level more accurately reflects overall congestion that individuals traveling throughout the network are experiencing. The computation of the measure is V/C ratio on each roadway segment multiplied by VMT on that

segment; totals then summed for all roadways within the county and divided by the total countywide VMT.

Wide Outside Lane – A lane of at least 14 ft provided where shoulder bikeways or bike lanes are warranted but cannot be built due to physical constraints. Provides room for an average-size vehicle to pass a bicycle without encroaching into a adjacent lane.

Z

ZDATA – Socioeconomic and land use data files provided for each traffic analysis zone.



APPENDIX B

MOBILITY 2040 roadway
Cost Affordable Plan
and Unfunded Needs

← Main Street
Cypress Knoll Dr →

Main St

BLACKWELL
INSURANCE



MOBILITY 2040 Roadway Cost Affordable Plan and Unfunded Needs

Road improvements in the MOBILITY 2040 Long Range Transportation Plan are provided in the following tables:

- > Table B-1: Existing and Committed Roadway Capacity Improvements
- > Table B-2: Roadway Improvements and Number of Lanes
- > Table B-3: Unfunded Roadway Needs





Table B-1

Existing and Committed Roadway Capacity Improvements, 2014–2019

Project	Improvement	Committed Funding
Bexley Ranch Blvd from SR 54 to Tower Rd	New 4-lane divided road	Construction Underway
CR 54 (E) from US 301 (Gall Blvd) to 23rd St	Widen 2-lanes to 4-lanes divided	ROW—\$2,073,860
CR 587 (Ridge) from CR 1 (Little Rd) to CR 587 (Moonlake)	Widen 2-lanes to 4-lanes divided	Previously Funded
Ridge Rd Ext from CR 587 (Moon Lake) to Suncoast Pkwy	New 4-lane divided road	Previously Funded
I - 75 from SR 54 to Hernando Co	Widen 4-lanes to 6-lanes freeway	Construction Underway
Interlaken Rd from 1/4 M E Of Community to Cr 587 (Gunn Hwy)	New 2-lane roadway	Previously Funded
Lake Patience from Wilson to US 41	Realignment with Bell Lake Rd at US 41	ROW—\$2,345,262; CST—\$4,239,795
Mentmore from Bexley Ranch Rd to Meadowbrook Dr	New 2-lane roadway	Underway
SR 52 from Suncoast Pkwy Ramp (E) to US 41	Widen 2-lanes to 6-lanes divided	ROW-\$50,170,657; CST-\$50,360,207
SR 52 from CR 581 (Bellamy Brothers) to I-75 SB ramps	Widen 2-lanes to 4-lanes divided	ROW-\$2,727,700; CST-\$13,158,893
SR 52 from I-75 SB Ramps to Pasco Rd	Widen 2-lanes to 6-lanes divided	Included with I-75 widening
SR 52 from Pasco Rd to McKendree Rd	Widen 2-lanes to 4-lanes divided	Included with I-75 widening
SR 54 from Suncoast Pkwy to US 41	Widen 4-lanes to 6-lanes divided	Underway
SR 54 from Zhills Bypass West Ext to CR 579 (Morris Bridge)	Widen 2-lanes to 4-lanes divided	ROW-\$32,093,570; CST-\$38,772,545
SR 56 from Meadow Pointe Blvd to US 301 (Gall Blvd)	New 2-lane roadway	CST-\$36,954,682
Starkey Ranch Road A from SR 54 to Tower Rd	New 2-lane roadway	Developer Commitment
Sunlake Blvd from Mentmore to Lake Patience	New 4-lane divided road	Developer Commitment
Tower Rd from Bexley Ranch Blvd to Ballantrae	New 2-lane roadway	Developer Commitment

Revised 5/14/2015

Table B-2

State Roadway Improvements (YOE)

Project Number	SIS Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
SIS Roadways												
548	I-75 from SR 52 to Hernando Co	6F to 8F	SIS	2020-2025	\$6,273,000	n/a	n/a	n/a	SIS	2026-2030	\$93,810,000	\$100,083,000
549	I-75 from SR 54 to SR 52	6F to 8F	SIS	2026-2030	\$8,427,000	n/a	n/a	n/a	SIS	2031-2040	\$79,200,000	\$87,627,000
902	I-75 from Hillsborough Co Line to SR 56	TBD	SIS	2026-2030	\$38,160,000	None	None	Unfunded	None	None	Unfunded	\$38,160,000

State Interchanges												
	I-75 and SR 56, west of CR 54 to west of Cypress Ridge Blvd	Interchange	CoMF	2026-2030	\$4,620,000	None	Unfunded	\$0	None	Unfunded	\$0	\$4,620,000
	I-75 and Overpass Rd	Interchange	None	Committed	\$0	CoGen	2020-2025	\$15,982,000	CoVOPH	2020-2025	\$5,034,816	\$65,157,042
CoMF									2020-2025	\$21,280,950		
CoGen									2020-2025	\$19,604,121		
CoVOPH									2020-2025	\$3,255,154		
	US 41 and SR 54, partial ROW only	Interchange	SIS	Committed	\$0	CoMF	2031-2040	\$5,910,000	None	Unfunded	\$0	\$5,910,000
	SR 54 and Collier Pkwy	Interchange	SIS	2026-2030	\$22,055,000	SIS	2031-2040	\$37,400,000	None	Unfunded	\$0	\$59,455,000

Table B-2 (cont.)

State Roadway Improvements (YOE)

Project Number	State Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
574	Clinton Ave Ext from SR 52 to CR 577 (Curley Rd)	00 to 4D	CoGen	None	\$0	OA	2020-2025	\$8,451,114	OA	2026-2030	\$22,850,264	\$31,301,378
575	Clinton Ave Ext from CR 577 (Curley Rd to Pasadena Rd)	00/2U to 4D	CoGen	2026-2030	\$3,309,925	CoGen	2026-2030	\$16,549,621	CoGen	2026-2030	\$38,064,128	\$57,923,674
576	CR 52A (Clinton Ave) from Pasadena Rd to CR 41 (Ft. King Hwy)	2U to 4D	CoGen	2026-2030	\$712,738	CoGen	2026-2030	\$3,563,688	CoGen	2026-2030	\$8,196,479	\$12,472,905
530	SR 52 from US 41 to CR 581 (Bellamy Brothers)	2U to 4D	None	Committed	\$0	CoGen	2031-2040	\$23,963,606	CoGen	2031-2040	\$182,335,578	\$206,299,184
900	SR 52 from Old Pasco Rd to I-75 SB ramps	4D to 6D	TMA	2020-2025	\$558,209	TMA	2031-2040	\$3,815,654	TMA	2031-2040	\$3,815,654	\$8,189,517
573	SR 52 from McKendree Rd to Clinton Ave Ext	4D to 6D	OA	2026-2030	\$4,216,352	CoGen	2026-2030	\$19,165,235	TMA	2026-2030	\$19,165,235	\$42,546,823
528	US 41 from Connerton Blvd to SR 52	2U to 4D	OA	2026-2030	\$9,012,456	None	Committed	\$0	OA	2026-2030	\$40,965,699	\$49,978,154
600	US 98 realignment from US 301 to 0.5 miles east of US 301	00 to 2U	OA	2031-2040	\$2,335,411	CoGen	2031-2040	\$10,615,509	TMA	2031-2040	\$10,615,509	\$23,566,428
613	US 301 (Gall Blvd) from SR 56 to SR 39	2U to 4D	OA	2020-2025	\$6,385,722	OA	2031-2040	\$43,649,786	OA	2031-2040	\$43,649,786	\$93,685,295

Table B-2 (cont.)

State Roadway Improvements and Number of Lanes (YOE)

Project Number	State Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
612	U.S. 301 (Gall Blvd) from SR 39 to South of CR 54	2-lane one-way pair to 3-lane one-way pair (6th St. and 7th St.)	None	Committed	\$0	None	Committed	\$0	TMA	2031-2040	\$20,086,161	\$34,102,057
			None	Committed	\$0	None	Committed	\$0	OA	2031-2040	\$14,015,896	
610	US 301 (Gall Blvd) from 6th St to CR 530 Ext (Kossik Rd)	4D to 6D	OA	Committed	\$0	OA	2020-2025	\$35,220,874	OA	2020-2025	\$35,220,874	\$70,441,747

SR 54/56 Corridor	Source	Timing	Total Applied	Total
Total does not include transit money set aside for this corridor Corridor Improvements to be determined	CoMF	2020-2025	\$25,000,000	
	CoMF	2026-2030	\$30,000,000	
	CoMF	2031-2040	\$40,000,000	
	TMA	2031-2040	\$5,000,000	
Total for SR 54/56			\$100,000,000	

US 19 Corridor Improvements	Source	Timing	Total Applied	Total
Total does not include transit money set aside for this corridor Corridor Improvements to be determined	TMA	2020-2025	\$23,000,000	
	TMA	2026-2030	\$3,500,000	
	CoGen	2031-2040	\$15,000,000	
Total for US 19			\$41,500,000	

Table B-2 (cont.)
County Overpasses (YOE)

County Overpasses		Source	Timing	Total Cost	Total
INCH 3	Tower Rd over Suncoast Pkwy	CoGen	2026-2030	\$8,115,800*	\$8,115,800
INCH 1	Hillsborough Co Line Rd over I-75	CoGen	2031-2040	\$29,156,000*	\$29,156,000
INCH 4	Sunlake Rd over Ridge Rd	CoGen	2031-2040	\$2,931,360*	\$2,931,360
INCH 5	Asbel Rd over Ridge Rd	CoGen	2031-2040	\$2,931,360*	\$2,931,360

*Cost includes Design, Right-of-Way and Construction

Roadway Codes: 2U= 2 lanes undivided, 4D= 4 lanes divided, 6D= 6 lanes divided, 6F=6 lanes freeway, 00=roadway not built or substandard

Funding Source Codes: OA = Other Arterial Funds, TMA = Transportation Management Area Funds, SIS = Federal Funds for Strategic Intermodal System roadways, CoMF = County Mobility Fees, CoVPH = County Village of Pasadena Hills Funds, CoGen = County General Transportation Funds, Dev = Developer funded, INCH = Interchange, CST = Construction, ROW = Right-of-Way

Table B-2 (cont.)

County Roadway Improvements (YOE)

Project Number	County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
597	20th St from CR 54 to Pretty Pond Rd	00 to 2U	CoGen	2031-2040	\$983,723	CoGen	2031-2040	\$4,918,615	CoGen	2031-2040	\$11,312,814	\$17,215,152
908	23Rd St from Otis Allen Rd to CR 54	00 to 2U	CoGen	2031-2040	\$1,469,208	CoGen	2031-2040	\$7,346,047	CoGen	2031-2040	\$16,895,908	\$25,711,163
637	Asbel Ext from U.S.41 to Symphony Pkwy	00 to 2U	CoGen	2026-2030	\$158,708	CoGen	2026-2030	\$793,536	CoGen	2026-2030	\$1,825,133	\$2,777,376
621	Chancey Rd Ext from E of SR 581 to Meadow Point Blvd	00 to 4D	CoGen	2026-2030	\$2,958,093	CoGen	2026-2030	\$14,790,448	CoGen	2026-2030	\$34,018,031	\$51,766,572
614	Chancey (Z.East) from S end realignment to	00 to 2U	CoGen	2031-2040	\$1,445,671	CoGen	2031-2040	\$7,228,354	CoGen	2031-2040	\$16,625,212	\$25,299,236
626	Coats Rd from Oldwoods to Chancey	00 to 2U	CoGen	2031-2040	\$1,571,211	CoGen	2031-2040	\$7,856,055	CoGen	2031-2040	\$18,068,921	\$27,496,186
533	Collier Pkwy from Parkway Blvd (S) to Hale	2U to 4D	CoGen	2031-2040	\$1,254,675	CoGen	2031-2040	\$6,273,376	CoGen	2031-2040	\$14,428,761	\$21,956,812
534	Collier Pkwy Ext from Parkway Blvd to CR 583 (Ehren Cutoff)	00 to 2U	CoGen	2020-2025	\$1,237,864	CoGen	2026-2030	\$7,275,998	CoGen	2026-2030	\$16,734,795	\$25,248,657
502	Colony Rd from Blue Lake Rd to Kitten Trails	00 to 2U	CoGen	2031-2040	\$851,647	CoGen	2031-2040	\$4,258,226	CoGen	2031-2040	\$9,793,920	\$14,903,793
558	County Line Rd South/Collier Pkwy from Willow Bend to CR 581	2U to 4D	CoMF	2026-2030	\$3,994,876	CoMF	2031-2040	\$25,551,643	CoMF	2031-2040	\$58,768,766	\$88,315,284
633	County Line Rd South from Meadow Point Blvd to US 301	00 to 2U	CoGen	2031-2040	\$4,879,383	CoGen	2031-2040	\$24,396,919	CoGen	2031-2040	\$56,112,911	\$85,389,213

Table B-2 (cont.)

County Roadway Improvements (YOE)

Project Number	County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
506	CR 1 (Little Rd) from Old CR 54 to CR 587 (Mass)	4D to 6D	CoGen	2031-2040	\$3,143,982	CoGen	2031-2040	\$15,719,901	CoGen	2031-2040	\$36,155,765	\$55,019,647
636	CR 1 (Little Rd) from Trinity Blvd to Mercy Way	4D to 6D	CoGen	2020-2025	\$1,068,923	CoGen	2020-2025	\$5,344,613	CoGen	2020-2025	\$12,292,606	\$18,706,142
592	CR 530 Ext/Overpass Rd Ext from CR 579 (Handcart) to Greenslope	00 to 4D	CoGen	2026-2030	\$3,560,548	CoGen	2026-2030	\$0	CoGen	2026-2030	\$40,946,279	\$44,506,827
554	CR 54 (Wesley Chapel Blvd) from SR 56 to Progress Pkwy	2U to 4D	CoGen	2020-2025	\$3,070,860	CoGen	2020-2025	\$15,354,296	CoGen	2020-2025	\$35,314,882	\$53,740,038
584	CR 577 (Curley Rd) from Overpass Rd to Clinton Ave Ext	2U to 4D	CoGen	2031-2040	\$3,861,096	CoGen	2031-2040	\$19,305,484	CoGen	2031-2040	\$44,402,604	\$67,569,184
500	CR 578 (County Line Rd North) from East Rd to Anderson Snow Rd	2U to 4D	CoGen	2031-2040	\$4,915,036	CoGen	2031-2040	\$24,575,147	CoGen	2031-2040	\$56,522,832	\$86,013,015
581	CR 579 (Handcart) from CR 579A (Prospect Rd) to SR 52	00 to 2U	CoGen	2020-2025	\$1,335,693	CoGen	2020-2025	\$6,678,469	CoGen	2026-2030	\$18,057,356	\$26,071,518
640	CR 579 (Prospect Rd) from CR 52A (Clinton Ave) to SR 52	2U to 4D	CoGen	2031-2040	\$242,225	CoGen	2031-2040	\$1,211,128	CoGen	2031-2040	\$2,785,596	\$4,238,949
635	CR 587 (Gunn Hwy) from Interlaken Rd to SR 54	2U to 4D	CoGen	2020-2025	\$268,457	CoGen	2020-2025	\$1,342,284	CoGen	2026-2030	\$3,629,287	\$5,240,028
517	CR 587 (Gunn Hwy) from SR 54 to Tower Rd	00 to 4D	CoGen	2026-2030	\$308,436	CoGen	2026-2030	\$1,542,182	CoGen	2026-2030	\$3,547,019	\$5,397,636
504	CR 587 (Moonlake) from Ridge Ext to SR 52	2U to 4D	CoGen	2020-2025	\$2,953,626	CoGen	2020-2025	\$14,768,130	CoGen	2020-2025	\$33,966,697	\$51,688,453

Table B-2 (cont.)

County Roadway Improvements (YOE)

Project Number	County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
703	Curley Rd realignment from SR 54 to Z West Ext	00 to 4D	CoGen	2026-2030	\$550,856	CoGen	2026-2030	\$2,754,282	CoGen	2026-2030	\$6,334,850	\$9,639,989
603	Curley Rd realignment from Z West Ext to Overpass Rd	2U to 4D	CoGen	2031-2040	\$2,545,916	CoGen	2031-2040	\$12,729,571	CoGen	2031-2040	\$29,278,010	\$44,553,496
595	Dairy Rd from City Limits to CR 530 Ext	00 to 2U	CoGen	2031-2040	\$490,390	CoGen	2031-2040	\$2,451,953	CoGen	2031-2040	\$5,639,489	\$8,581,832
505	Decubellis from CR 1 (Little Rd) to Towncenter	2U to 4D	CoGen	2020-2025	\$1,972,099	CoGen	2020-2025	\$9,860,501	CoGen	2020-2025	\$22,679,152	\$34,511,752
608	Eiland Blvd from Handcart to Dean Dairy	2U to 4D	CoGen	2031-2040	\$1,885,188	CoGen	2031-2040	\$591,000	CoGen	2031-2040	\$21,679,655	\$24,155,843
609	Eiland Blvd from Dean Dairy to US 301 (Gall Blvd)	2U to 4D	CoGen	2031-2040	\$1,622,098	CoGen	2031-2040	\$8,110,480	CoGen	2031-2040	\$18,654,099	\$28,386,678
564	Henley Rd from SR 54 to Leonard Rd	00 to 2U	CoGen	2031-2040	\$649,277	CoGen	2031-2040	\$3,246,385	CoGen	2031-2040	\$7,466,682	\$11,362,343
590	Kiefer Rd from Curley Rd to CR 41 (Ft. King Hwy)	00 to 2U	CoGen	2031-2040	\$4,474,319	CoGen	2031-2040	\$22,371,608	CoGen	2031-2040	\$51,454,694	\$78,300,621
524	Lake Patience from Tower Rd to Sunlake DR	00 to 4D	CoGen	2031-2040	\$1,104,764	CoGen	2031-2040	\$5,523,815	CoGen	2031-2040	\$12,704,774	\$19,333,353
525	Lake Patience from Sunlake Blvd to US 41	2U to 4D	CoGen	2031-2040	\$2,687,163	CoGen	2031-2040	\$13,435,818	CoGen	2031-2040	\$30,902,375	\$47,025,356
559	Livingston from SR 54 to Collier Pkwy	00 to 4D	CoGen	2031-2040	\$1,327,654	CoGen	2031-2040	\$6,638,270	CoGen	2031-2040	\$15,268,018	\$23,233,942

Table B-2 (cont.)

County Roadway Improvements (YOE)

Project Number	County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
641	Leonard Rd from Road J, Long Lake Ranch to Henley Rd	00 to 2U	CoGen	2031-2040	\$1,164,185	CoGen	2031-2040	\$5,820,932	CoGen	2031-2040	\$13,388,146	\$20,373,263
634	Mansfield from Beardsley Dr to County Line Rd South	2U to 4D	CoGen	2031-2040	\$229,525	CoGen	2031-2040	\$1,147,624	CoGen	2031-2040	\$2,639,534	\$4,016,682
616	Massey Rd from Eiland Blvd to Geiger Rd	00 to 2U	CoGen	2031-2040	\$489,409	CoGen	2031-2040	\$2,447,047	CoGen	2031-2040	\$5,628,211	\$8,564,668
585	McKendree realignment from Overpass Rd to SR 52	00 to 4D	CoGen	2031-2040	\$5,294,007	CoGen	2031-2040	\$26,470,009	CoGen	2031-2040	\$60,881,022	\$92,645,038
604	Meadow Point Blvd from SR 56 to SR 54	2U to 4D	CoGen	2031-2040	\$2,377,804	CoGen	2031-2040	\$11,889,021	CoGen	2031-2040	\$27,344,745	\$41,611,569
577	Morningside Dr from US 301 to CR 41 (Ft. King)	00 to 2U	CoGen	2031-2040	\$978,818	CoGen	2031-2040	\$4,894,095	CoGen	2031-2040	\$11,256,418	\$17,129,331
550	Old Pasco Rd from CR 54 to SR 52	1.25 miles of intersection improvements	CoGen	2026-2030	\$886,989	CoGen	2026-2030	\$4,434,945	CoGen	2026-2030	\$10,200,370	\$15,522,304
638	Osteen Ext S from Plathe to Massachusetts	00 to 2U	CoGen	2031-2040	\$1,345,630	CoGen	2031-2040	\$6,728,155	CoGen	2031-2040	\$15,474,758	\$23,548,543
588	Overpass Rd from Old Pasco Rd to Boyette Rd	2U to 4D	CoGen	2020-2025	\$502,528	CoGen	2026-2030	\$2,953,783	CoGen	2026-2030	\$6,793,699	\$10,250,010
789	Overpass Rd Ext from CR 577 (Curley Rd) to E of River Glen	2D to 4D	CoGen	2020-2025	\$947,139	CoGen	2020-2025	\$3,930,000	CoGen	2020-2025	\$10,892,097	\$15,769,236
589	Overpass Rd Ext from E of River Glen to CR 579 (Handcart)	00 to 4D	CoGen	2026-2030	\$835,704	CoGen	2026-2030	\$4,178,524	CoGen	2026-2030	\$9,610,606	\$14,624,833

Table B-2 (cont.)

County Roadway Improvements (YOE)

<i>Project Number</i>	<i>County Project</i>	<i>Improvement</i>	<i>Design Source</i>	<i>Design Timing</i>	<i>Design Cost</i>	<i>ROW Source</i>	<i>ROW Timing</i>	<i>ROW Cost</i>	<i>CST Source</i>	<i>CST Timing</i>	<i>Construction Cost</i>	<i>Total Cost</i>
509	Pemberton Rd from Salamander Dr to Mitchell Blvd	00 to 2U	CoGen	2031-2040	\$245,196	CoGen	2031-2040	\$1,225,976	CoGen	2031-2040	\$2,819,744	\$4,290,916
526	Ridge Rd Ext from Suncoast Pkwy to US 41	00 to 4D	CoGen	2020-2025	\$3,643,739	CoGen	2026-2030	\$21,417,388	CoGen	2026-2030	\$49,259,994	\$74,321,121
503	Shady Hills Rd from SR 52 to Hernando Co	2U to 4D	CoGen	2031-2040	\$6,470,670	CoGen	2031-2040	\$32,353,328	CoGen	2031-2040	\$74,412,648	\$113,236,646
507	Starkey Rd. from Doc Brittle St to Decubellis	2U to 4D	CoGen	2020-2025	\$2,330,444	CoGen	2020-2025	\$11,652,225	CoGen	2020-2025	\$26,800,112	\$40,782,781
516	Tower Rd from Gunn Hwy Ext to Bexley Ranch Blvd	00 to 2U	CoGen	2020-2025	\$2,320,505	CoGen	2020-2025	\$11,602,535	CoGen	2026-2030	\$31,371,131	\$45,294,171
736	Tower Rd from Drexel to US 41	00 to 2U	CoGen	2020-2025	\$806,111	CoGen	2026-2030	\$4,738,217	CoGen	2026-2030	\$10,897,896	\$16,442,224
735	Tower Rd from US 41 to CR 583 (Ehren Cutoff)	00 to 2U	CoGen	2031-2040	\$1,443,709	CoGen	2031-2040	\$7,218,545	CoGen	2031-2040	\$16,602,654	\$25,264,907
512	Trinity Blvd from CR 1 (Little Rd) to SR 54	2U to 4D	CoGen	2020-2025	\$2,003,471	CoGen	2020-2025	\$10,017,355	CoGen	2020-2025	\$23,039,909	\$35,060,735
556	Willow Bend Pkwy from SR 597 (Dale Mabry) to US 41	2U to 4D	CoMF	2026-2030	\$541,113	CoMF	2026-2030	\$2,705,566	CoMF	2031-2040	\$7,960,335	\$11,207,013
557	Willow Bend Pkwy from US 41 to Collier Pkwy	2U to 4D	CoMF	2026-2030	\$1,183,641	CoMF	2026-2030	\$5,918,203	CoMF	2031-2040	\$17,412,582	\$24,514,426
607	Z.West.Ext from SR 54 to Handcart	00 to 4D	CoGen	2020-2025	\$3,682,403	CoGen	2020-2025	\$3,000,000	CoGen	2020-2025	\$42,347,630	\$49,030,033

Table B-2 (cont.)

Developer/County Roadway Improvements (YOE)

Project Number	Developer/County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
541	Asbel from Pleasant Plains Pkwy to Bulloch Blvd	00 to 2U	Developer	2026-2030	\$1,318,726	Developer	2031-2040	\$11,905,967	Developer	2031-2040	\$19,399,840	\$32,624,533
537	Bexley Ranch Blvd from Tower Rd to	00 to 2U	Developer	2020-2025	\$3,170,967	Developer	2020-2025	\$22,379,802	Developer	2026-2030	\$42,868,586	\$68,419,355
542	Bulloch Blvd from Asbel to SR 52	00 to 2U	Developer	2031-2040	\$1,633,980	Developer	2031-2040	\$11,532,175	Developer	2031-2040	\$18,790,776	\$31,956,930
622A	Chancey Rd Ext* from Meadow Point Blvd to Foxwood	2D to 4D	CoGen	2026-2030	\$209,073	CoGen	2026-2030	\$1,045,367	CoGen	2026-2030	\$2,404,343	\$3,658,783
622B	Chancey Rd Ext* from Foxwood to Wyndfields	00 to 4D	CoGen	2026-2030	\$654,962	CoGen	2026-2030	\$3,274,808	CoGen	2026-2030	\$7,532,060	\$11,461,830
622C	Chancey Rd Ext* from Wyndfields to Grecko	00 to 4D	CoGen	2026-2030	\$520,034	CoGen	2026-2030	\$2,600,170	CoGen	2026-2030	\$14,820,969	\$17,941,173
622D	Chancey Rd Ext* from Grecko to C.R.579 (Morris Bridge Rd)	2U to 4D	CoGen	2026-2030	\$572,879	CoGen	2026-2030	\$2,864,397	CoGen	2026-2030	\$6,588,112	\$10,025,388
546	Collier Pkwy Ext (southern segment) from CR 583 (Ehren Cutoff Rd) to Connerton Blvd	00 to 2U	Developer	2020-2025	\$677,087	Developer	2020-2025	\$4,778,690	CoGen	2020-2025	\$7,786,501	\$13,242,278

Table B-2 (cont.)

Developer/County Roadway Improvements (YOE)

Project Number	Developer/County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
746	Collier Pkwy Ext (northern segments) from Connerton Blvd to CR 583 (Ehren Cutoff)	00 to 2U	Developer	2031-2040	\$813,002	Developer	2031-2040	\$5,737,942	Developer	2031-2040	\$9,349,528	\$15,900,472
529	Connerton Blvd from Pleasant Plains Pkwy to Ehren Cutoff	00 to 2U	Developer	2026-2030	\$1,059,581	Developer	2026-2030	\$7,478,229	Developer	2026-2030	\$12,185,188	\$20,722,999
		2U to 4D	CoGen	2026-2030	\$436,067	CoGen	2026-2030	\$0	CoGen	2031-2040	\$6,414,958	\$6,851,025
555	CR 54 Ext from County Line Rd South to SR 56	00 to 2U	Developer	2020-2025	\$870,679	Developer	2020-2025	\$6,145,009	Developer	2020-2025	\$10,012,812	\$17,028,500
593	CR 530 Ext from 900 ft E of US 301 (Gall Blvd) to Wire Rd	00 to 4D	Developer	2031-2040	\$318,754	Developer	2031-2040	\$2,249,674	Developer	2031-2040	\$3,665,668	\$7,873,858
			CoGen	2031-2040	\$131,181	CoGen	2031-2040	\$0	CoGen	2031-2040	\$1,508,583	
536	Drexel/Wilson from SR 54 to Tower Rd	00 to 2U	Developer	2026-2030	\$2,682,688	Developer	2026-2030	\$18,933,664	Developer	2031-2040	\$39,465,140	\$61,081,492
591	Highland Blvd from Eiland Blvd to CR 579 (Prospect Rd)	00 to 2U	Developer	2031-2040	\$5,000,999	Developer	2031-2040	\$35,295,654	Developer	2031-2040	\$57,511,503	\$97,808,156
518	Legacy Rd from SR 54 to Tower Rd	00 to 2U	Developer	2031-2040	\$626,719	Developer	2031-2040	\$4,423,205	Developer	2031-2040	\$0	\$12,257,190
			CoGen	2031-2040	\$0	CoGen	2031-2040	\$0	CoGen	2031-2040	\$7,207,266	
565	Long Lake Ranch Rd A/J from Sunlake Blvd to Leonard Rd	00 to 2U	Developer	2026-2030	\$715,332	Developer	2026-2030	\$5,048,616	Developer	2031-2040	\$10,523,285	\$16,287,234

Table B-2 (cont.)

Developer/County Roadway Improvements (YOE)

Project Number	Developer/County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
511	Mitchell Blvd from CR 1 (Little Rd) to SR 54	00 to 2U	Developer	2020-2025	\$1,192,863	Developer	2020-2025	\$8,418,893	Developer	2020-2025	\$13,717,927	\$23,329,683
625	New River Rd from SR 56 to Chancey Ext	00 to 2U	Developer	2031-2040	\$770,893	Developer	2031-2040	\$5,440,750	Developer	2031-2040	\$8,865,276	\$15,076,919
642	North Collector from Roadway "A" to Sunlake Dr (S)	00 to 2U	Developer	2031-2040	\$951,357	Developer	2031-2040	\$6,714,411	Developer	2031-2040	\$10,940,608	\$18,606,376
501	Old Dixie from New York Ave to Aripeka Rd	00 to 2U	Developer	2020-2025	\$2,498,555	Developer	2026-2030	\$20,730,170	Developer	2026-2030	\$33,778,189	\$57,006,914
632	Oldwoods Ave from CR 579 (Morris Bridge Rd) to Coats Rd	00 to 2U	Developer	2026-2030	\$3,871,842	Developer	2026-2030	\$27,326,379	Developer	2026-2030	\$44,526,195	\$75,724,416
788	Overpass Rd Ext from McKendree realignment to CR 577 (Curley Rd)	00 to 4D	Developer	2026-2030	\$958,377	Developer	2026-2030	\$6,763,955	Developer	2026-2030	\$11,021,335	\$18,743,667
788	Overpass Rd Ext from McKendree realignment to CR 577 (Curley Rd)	00 to 4D	CoGen	2026-2030	\$394,415	CoGen	2026-2030	\$0	CoGen	2026-2030	\$4,535,763	\$4,930,178
544	Pleasant Plains Pkwy from Roadway "A" to US 41	00 to 2U	Developer	2031-2040	\$1,393,689	Developer	2031-2040	\$9,836,267	Developer	2031-2040	\$16,027,426	\$27,257,382
545	Pleasant Plains Pkwy from Connerton Blvd to Collier Pkwy Ext	00 to 2U	Developer	2026-2030	\$1,419,164	Developer	2026-2030	\$10,016,065	Developer	2031-2040	\$20,877,386	\$32,312,615
515	Rangeland Blvd (Tower Rd) from Starkey Rd to Gunn Hwy Ext	00 to 4D	Developer	2020-2025	\$1,946,799	Developer	2020-2025	\$13,739,965	Developer	2026-2030	\$26,318,949	\$53,638,307
			CoGen	2020-2025	\$801,195	CoGen	2020-2025	\$0	CoGen	2026-2030	\$10,831,400	

Table B-2 (cont.)

Developer/County Roadway Improvements (YOE)

Project Number	Developer/County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
620	River Glen Blvd from SR 56 to Overpass Rd Ext	00 to 2U	Developer	2020-2025	\$2,765,302	Developer	2020-2025	\$19,516,734	Developer	2026-2030	\$37,384,369	\$59,666,406
540	Roadway "A" from Tower Rd to Pleasant Plains Pkwy	00 to 2U	Developer	2031-2040	\$3,426,846	Developer	2031-2040	\$24,185,726	Developer	2031-2040	\$39,408,745	\$67,021,317
909	SR 56 from Meadow Point Blvd to U.S. 301 (Gall Blvd)	2U to 4D	Developer	2026-2030	\$0	Developer	2026-2030	\$0	Developer	2026-2030	\$51,226,401	\$51,226,401
618	SR 581 Ext from SR 581 to SR 54	00 to 2U	Developer	2026-2030	\$1,191,454	Developer	2026-2030	\$8,408,949	Developer	2026-2030	\$13,701,724	\$31,005,809
		2U to 4D	CoGen	2026-2030	\$490,337	CoGen	2026-2030	\$0	CoGen	2031-2040	\$7,213,345	
538	Sunlake Blvd from Lake Patience to Bexley Ranch Blvd	00 to 2U	Developer	2026-2030	\$1,712,811	Developer	2026-2030	\$12,088,541	Developer	2026-2030	\$19,697,330	\$36,338,463
			CoGen	2026-2030	\$227,183	CoGen	2026-2030	\$0	CoGen	2026-2030	\$2,612,598	
543	Symphony Pkwy from Connerton Blvd to Asbel	00 to 2U	Developer	2020-2025	\$1,020,684	Developer	2020-2025	\$7,203,700	Developer	2026-2030	\$13,798,712	\$22,023,096
738	Sunlake Blvd from Bexley Ranch Blvd to Ridge Rd Ext	00 to 2U	Developer	2031-2040	\$3,270,902	Developer	2031-2040	\$23,085,116	Developer	2031-2040	\$37,615,388	\$63,971,406
739	Sunlake Blvd from Ridge Rd Ext to SR 52	00 to 2U	Developer	2031-2040	\$3,556,309	Developer	2031-2040	\$25,099,439	Developer	2031-2040	\$40,897,570	\$69,553,319

Table B-2 (cont.)

Developer/County Roadway Improvements (YOE)

Project Number	Developer/County Project	Improvement	Design Source	Design Timing	Design Cost	ROW Source	ROW Timing	ROW Cost	CST Source	CST Timing	Construction Cost	Total Cost
602	Sunshine Rd from Overpass Rd to CR 41 (Ft. King Hwy)	00 to 2U	Developer	2026-2030	\$2,627,485	Developer	2026-2030	\$18,544,060	Developer	2031-2040	\$38,653,054	\$59,824,599
523	Tower Rd from Ballantrae to Lake Patience	2U to 4D	Developer	2026-2030	\$549,725	Developer	2026-2030	\$3,879,805	Developer	2026-2030	\$6,321,838	\$13,579,317
			CoGen	2026-2030	\$226,236	CoGen	2026-2030	\$0	CoGen	2026-2030	\$2,601,712	
535	Tower Rd from Lake Patience to Drexel	00 to 2U	Developer	2020-2025	\$1,625,920	Developer	2020-2025	\$11,475,287	Developer	2020-2025	\$18,698,082	\$31,799,289
606	Wells Rd from Curley Rd to CR 579 (Eiland)	00 to 2U	Developer	2031-2040	\$3,559,252	Developer	2031-2040	\$25,120,205	Developer	2031-2040	\$40,931,407	\$69,610,864
619	Wiregrass Ranch Rd from N of SR 56 to SR 54	00 to 4D	Developer	2020-2025	\$1,704,835	Developer	2020-2025	\$12,032,251	Developer	2020-2025	\$19,605,610	\$42,112,880
			CoGen	2020-2025	\$701,617	CoGen	2020-2025	\$0	CoGen	2020-2025	\$8,068,567	
629	Wyndfields from Hillsborough Co Line to SR 56	00 to 2U	Developer	2020-2025	\$1,129,600	Developer	2026-2030	\$9,372,136	Developer	2026-2030	\$15,271,162	\$25,772,899

Total Cost Summary				
	Design	Right-of-Way	Construction	Total
2020-2025	\$61,466,895	\$258,894,728	\$417,618,499	\$737,980,122
2026-2030	\$127,330,805	\$271,156,927	\$887,920,986	\$1,286,408,718
2031-2040	\$89,232,870	\$639,915,611	\$1,674,746,661	\$2,403,895,142
Total				\$4,428,283,982

Notes: *Chancey Rd Extension is comprised of small segments where some are developer funded and some are county funded. For simplicity and to be conservative, all costs are assumed as County.

Revenue Description: SIS—Strategic Intermodal System; OA—State Other Arterial; CoGen—County Mobility Transportation Fees, Tax Increment Financing, Transportation Millage, 2d Local Option Fuel Tax, Penny for Pasco and Charter County Surtax; CoMF—County Mobility Transportation Fees

Table B-3

Unfunded Roadway Needs (PDC)

<i>Project Number</i>	<i>Project</i>	<i>Improvement</i>	<i>Project Length</i>	<i>Design Cost</i>	<i>ROW Cost</i>	<i>Construction Cost</i>	<i>Total Cost</i>
SIS Roadways							
	I-75 from Hillsborough County Line to SR 54	6F/8F to 12F	5.1				TBD
	I-75 from SR 54 to SR 52	8F to 10F	6.6				TBD
	Suncoast Parkway from Hillsborough Co Line to SR 52	4F to 6F	11				TBD

Interchanges/Overpasses							
	SR 54 at US 41	Interchange					TBD
	SR 54 at Collier Parkway	Interchange					TBD
	SR 56 at I-75	Interchange					TBD
	Overpass Rd at SR 581 Extension/Old Pasco Rd	Overpass					TBD

Table B-3 (cont.)

Unfunded Roadway Needs (PDC)

<i>Project Number</i>	<i>State Project</i>	<i>Improvement</i>	<i>Project Length</i>	<i>Design Cost</i>	<i>ROW Cost</i>	<i>Construction Cost</i>	<i>Total Cost</i>
State Roadways							
	US 41 from SR 52 to Hernando County Line	2U to 4D	8.38	\$19,048,213	\$86,582,768	\$86,582,768	\$192,213,749
	US 41 from (Tower Rd) to SR 52	4D to 6D	5.48	\$15,243,245	\$69,287,460	\$69,287,460	\$153,818,165
	SR 52 from US 41 to Old Pasco Rd	4D to 6D	10.2	\$23,576,782	\$107,167,205	\$107,167,205	\$237,911,192
	SR 52 from Clinton to Curley	2U to 4D	2.28	\$5,174,711	\$23,521,411	\$23,521,411	\$52,217,533
	SR 581 Ext from SR 54 to Old Pasco Rd	00 to 4D	1.70	\$1,191,159	\$5,955,795	\$13,698,327	\$20,845,281
	SR 581 Ext from SR 581 to SR 54	4D to 6D	1.66	\$854,043	\$4,270,216	\$9,821,497	\$14,945,756
	SR 54 from Morris Bridge to US 301	2U to 4D	4.12	\$9,374,049	\$42,609,306	\$42,609,049	\$94,592,404
	SR 56 Extension from US 301 to Chancey	00 to 4D	2.40	\$5,456,638	\$24,802,894	\$24,802,894	\$55,062,426
	SR 56 from E of Mansfield Rd to Meadow Pointe	4D to 6D	1.99	\$5,536,933	\$25,167,874	\$25,167,874	\$55,872,681
	US 98 from US 301 to Hernando Co Line	2U to 4D	1.83	\$3,671,635	\$16,689,245	\$16,689,245	\$37,050,125
	US 301 from Overpass Rd to US 98 Bypass (south end)	4D to 6D	6.09	\$16,930,452	\$76,956,587	\$76,956,587	\$170,843,626
	US 301 from Hillsborough County Line to SR 56	2U to 4D	2.26	\$4,096,595	\$18,620,883	\$18,620,883	\$41,338,361
	US 301 from SR 56 to SR 39	4D to 6D	1.47	\$3,397,165	\$15,441,658	\$15,441,658	\$34,280,481
	US 98 from US 301 to Polk Co Line	2U to 4D	8.16	\$14,790,539	\$67,229,713	\$67,229,713	\$149,249,965
	US 98 Bypass in Dade City	2U to 4D	1.56	\$3,546,815	\$16,121,881	\$16,121,881	\$35,790,577
Total Unfunded State Roadways							\$1,346,032,322

Table B-3 (cont.)

Unfunded Roadway Needs (PDC)

Project Number	County Project	Improvement	Project Length	Design Cost	ROW Cost	Construction Cost	Total Cost
County Roadways							
	Starkey Ranch Rd A (Extension of Trinity) from SR 54 to Rangeland Rd (Tower Rd)	2U to 4D	1.02	\$469,724	\$2,348,621	\$5,401,828	\$8,220,173
	Tower Rd from East of Gunn Hwy to Collier Parkway	2U to 4D	9.59	\$4,414,026	\$22,070,134	\$50,761,296	\$77,245,456
	Bexley Ranch from Tower Rd to Sunlake	2U to 4D	2.40	\$1,105,234	\$5,526,168	\$12,710,184	\$19,341,586
	Sunlake Rd from Tower Rd to SR 52	2U to 4D	8.58	\$3,952,132	\$19,760,656	\$45,449,500	\$69,162,288
	Milestone Dr from Bowman Rd to CR 578	00 to 2U	1.33	\$662,649	\$3,313,246	\$7,620,466	\$11,596,361
	Symphony Rd from Asbel to SR 52	00 to 4D	1.62	\$1,138,453	\$5,692,264	\$13,092,207	\$19,922,924
	Pleasant Plains from Connerton Blvd to Collier Pkwy	2U to 4D	1.59	\$733,599	\$3,667,994	\$8,436,384	\$12,837,977
	Collier Parkway from Hale to Ehren Cutoff	2U to 4D	6.41	\$2,811,746	\$14,058,729	\$32,335,072	\$49,205,547
	Willow Bend/Hills Co Rd from US 41 to CR 581	4D to 6D	6.00	\$3,088,447	\$15,442,232	\$35,517,135	\$54,047,814
	CR 54 from Hillsborough County Line to SR 56	2U to 4D	1.34	\$614,786	\$3,073,931	\$7,070,040	\$10,758,757
	CR 54 from SR 56 to SR 54	4D to 6D	4.64	\$2,384,634	\$11,923,162	\$27,423,275	\$41,731,071
	Old Pasco Road from SR 54 to SR 52	2U to 4D	6.60	\$3,038,932	\$15,194,660	\$34,947,710	\$53,181,302
	Collier Parkway Extension from SR 52 (West) to SR 52 (East) (North of SR 52)	00 to 2U	7.47	\$2,574,885	\$12,874,412	\$29,611,149	\$45,060,446
	Pasco Village Parkway from SR 52 to CR 581 (Bellamy Brothers)	00 to 2U	1.59	\$793,088	\$3,965,441	\$9,120,513	\$13,879,042
	CR 41/Blanton Rd from Hernando County Line to Clay Hill Rd	2U to 4D	3.57	\$1,428,772	\$7,143,849	\$16,430,855	\$25,003,476

Table B-3 (cont.)

Unfunded Roadway Needs (PDC)

Project Number	County Project	Improvement	Project Length	Design Cost	ROW Cost	Construction Cost	Total Cost
County Roadways (cont.)							
	Mickler Rd from US 301 to SR 575	00 to 2U	2.08	\$1,035,545	\$5,177,725	\$11,908,767	\$18,122,037
	Clinton Rd from SR 52 to Curley Rd	4D to 6D	1.83	\$941,506	\$4,707,527	\$10,827,312	\$16,476,345
	CR 579 (Eiland/Handcart) from SR 56 to SR 52	2U to 4D	11.21	\$5,164,203	\$25,821,020	\$59,388,336	\$90,373,559
	Wyndfields Rd from County Line Rd South to SR 54	2U to 4D	2.48	\$1,143,456	\$5,717,281	\$13,149,744	\$20,010,481
	River Glen from North of SR 54 to Overpass Rd Extension	2U to 4D	2.83	\$1,302,333	\$6,511,667	\$14,976,833	\$22,790,833
	Meadow Pointe from SR 56 to County Line South	2U to 4D	2.44	\$1,121,352	\$5,606,758	\$12,895,540	\$19,623,650
	Overpass Rd from I-75 to US 301	4D to 6D	8.47	\$4,358,708	\$21,793,534	\$50,125,131	\$76,277,373
	Chancey Rd from Morris Bridge to US 301	2U to 4D	3.71	\$1,706,665	\$8,533,324	\$19,626,641	\$29,866,630
	Chancey Rd Extension (Z East) from SR 39 to CR 54	2U to 4D	4.36	\$2,005,999	\$10,029,994	\$23,068,984	\$35,104,977
	CR 35A from CR 530 (Otis Allen) to US 98 Bypass in Dade City	2U to 4D	6.64	\$2,784,800	\$13,923,992	\$32,025,178	\$48,733,970
	CR 54 E from 23rd St to US 98	2U to 4D	5.65	\$2,339,789	\$11,698,934	\$26,907,550	\$40,946,273
	CR 530 (Otis Allen Rd) from Wire Rd to CR 35A (Old Lakeland Hwy)	2U to 4D	2.05	\$944,975	\$4,724,874	\$10,867,207	\$16,537,056
	Boyette Rd Ext from Overpass Rd to McKendree Realignment	00 to 2U	1.32	\$654,683	\$3,273,418	\$7,528,861	\$11,456,962
	Old Pasco Rd Extension from SR 52 to Collier Parkway Extension	00 to 2U	0.82	\$409,239	\$2,046,197	\$4,706,254	\$7,161,690
	Meadowbrook Dr from SR 54 to Mentmore	2U to 4D	0.54	\$247,757	\$1,238,783	\$2,849,199	\$4,335,739

Table B-3 (cont.)

Unfunded Roadway Needs (PDC)

<i>Project Number</i>	<i>County Project</i>	<i>Improvement</i>	<i>Project Length</i>	<i>Design Cost</i>	<i>ROW Cost</i>	<i>Construction Cost</i>	<i>Total Cost</i>
County Roadways (cont.)							
	Starkey Rd from Little to SR 54	2U to 4D	1.54	\$709,652	\$3,548,260	\$8,160,997	\$12,418,909
	Mitchell from Seven Springs Blvd to Little Rd	4D to 6D	2.01	\$1,033,084	\$5,165,418	\$11,880,459	\$18,078,961
						Total Unfunded County Roadways	\$999,509,665

Appendix B - Table 4
Pasco MPO MOBILITY 2040 Long Range Transportation Plan
Pasco County Roads Phasing/Balancing

STATE Total Revenues YOE	2020-2025	2026-2030	2031-2040	Total
SIS	\$6,273,000	\$162,452,000	\$116,600,000	\$285,325,000
spent	\$6,273,000	\$162,452,000	\$116,600,000	\$285,325,000
remaining	\$0	\$0	\$0	\$0
OA	\$98,000,000	\$75,700,000	\$165,600,000	\$339,300,000
spent* (*Design funded with OA not subtracted from totals)	\$94,612,861	\$79,215,963	\$140,715,469	\$314,544,293
remaining	\$3,387,139	-\$3,515,963	\$24,884,531	\$24,755,707
TMA	\$27,714,400	\$23,096,501	\$46,207,017	\$97,017,918
spent	\$23,558,209	\$22,665,235	\$43,332,977	\$89,556,422
remaining	\$4,156,191	\$431,266	\$2,874,040	\$7,461,496
TRIP	\$1,239,413	\$1,159,963	\$2,319,926	\$4,719,302
spent	\$0	\$0	\$0	\$0
remaining	\$1,239,413	\$1,159,963	\$2,319,926	\$4,719,302

COUNTY Total Revenues YOE	2020-2025	2026-2030	2031-2040	Total
County General Available Revenues	\$402,237,867	\$476,227,698	\$1,371,203,875	\$2,249,669,440
spent	\$391,607,109	\$484,529,268	\$1,368,013,086	\$2,244,149,463
remaining	\$10,630,758	-\$8,301,570	\$3,190,789	\$5,519,977
County Mobility Fees Available Revenues for SIS or Parallel facilities	\$56,129,165	\$61,779,218	\$182,515,293	\$300,423,676
spent	\$53,390,420	\$56,788,517	\$178,721,197	\$288,900,135
remaining	\$2,738,745	\$4,990,701	\$3,794,096	\$11,523,541
County VOPH Available Revenues	\$5,034,816	\$4,828,643	\$11,980,465	\$21,843,924
spent	\$8,289,970	\$0	\$0	\$8,289,970
remaining	-\$3,255,154	\$4,828,643	\$11,980,465	\$13,553,954
Developer Total Revenues YOE (Includes County and Developer funding)				
Developer Revenues	\$194,114,554	\$494,797,733	\$628,871,833	\$1,317,784,120
spent	\$194,114,554	\$494,797,733	\$628,871,833	\$1,317,784,120
remaining	\$0	\$0	\$0	\$0

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS/FIHS	Committed	1
OA	Other Arterial	2020	1.17
TMA	Transportation Management Area	2021-2025	1.31
TRIP	TRIP	2026-2030	1.54
CoGen	County General	2031-2040	1.97
CoMF	County Mobility Fees	Unfunded	
CoVOPH	County VOPH		
Dev	Developer		

Project Number	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	Construction cost (PDC) *includes CEI	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
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SIS Roadways

548	I-75	S.R. 52	HERNANDO CO	State	6F	8F	\$4,788,550	SIS	2021-2025	\$6,273,000				\$60,915,584	SIS	2026-2030	\$93,810,000	\$100,083,000
549	I-75	S.R. 54	S.R. 52	State	6F	8F	\$5,472,078	SIS	2026-2030	\$8,427,000				\$40,203,046	SIS	2031-2040	\$79,200,000	\$87,627,000
902	I-75	HILLSBOROUGH CL	S.R. 56	State		TBD	\$24,779,221	SIS	2026-2030	\$38,160,000								\$38,160,000

State Interchanges

	I-75 and SR 56 interchange, West of C.R. 54 to West of Cypress Ridge Blvd						\$3,000,000	CoMF	2026-2030	\$4,620,000	\$0	None	Unfunded	\$0	\$0	None	Unfunded	\$0	\$4,620,000
	I-75 and Overpass Rd, diamond interchg						\$3,300,000	None	Committed	\$0	\$12,200,000	CoGen	2021-2025	\$15,982,000	\$3,843,371	CoVOPH	2021-2025	\$5,034,816	
															\$16,245,000	CoMF	2021-2025	\$21,280,950	
															\$14,964,978	CoGen	2021-2025	\$19,604,121	
															\$2,484,851	CoVOPH	2021-2025	\$3,255,154	
															\$36,100,000		Total	\$49,175,042	\$65,157,042
	US 41 and SR 54 interchange						\$3,800,000	SIS	Committed	\$0	\$3,000,000	CoMF	2031-2040	\$5,910,000	\$0	None	None	\$0	\$5,910,000
	SR 54 and Collier Pkwy						\$14,321,429	SIS	2026-2030	\$22,055,000	\$18,984,772	SIS	2031-2040	\$37,400,000	\$0	None	None	\$0	\$59,455,000

State Roadways

610	U.S. 301 (GALL BLVD)	6TH STREET	C.R. 530 Ext Kossik Rd	State	4D	6D	\$5,914,958	OA	Committed	\$0	\$26,886,163	OA	2021-2025	\$35,220,874	\$26,886,163	OA	2021-2025	\$35,220,874	\$70,441,747
574	SR 52 Realignment (Clinton Ave Ext)	S.R. 52	C.R. 577 (CURLEY RD)	State	00	4D	\$1,290,247	CoGen	None	\$0	\$6,451,232	OA	2021-2025	\$8,451,114	\$14,837,834	OA	2026-2030	\$22,850,264	\$31,301,378
575	SR 52 Realignment (Clinton Ave Ext)	C.R. 577 (CURLEY RD)	PASADENA RD	State	00/2U	4D	\$2,149,302	CoGen	2026-2030	\$3,309,925	\$10,746,507	CoGen	2026-2030	\$16,549,621	\$24,716,966	CoGen	2026-2030	\$38,064,128	\$57,923,674
576	SR 52 Realignment (Clinton Ave Ext)	PASADENA RD	C.R. 41 (FT KING HWY)	State	2U	4D	\$462,817	CoGen	2026-2030	\$712,738	\$2,314,083	CoGen	2026-2030	\$3,563,688	\$5,322,389	CoGen	2026-2030	\$8,196,479	\$12,472,905
528	U.S. 41	Connerton Blvd	S.R. 52	State	2U	4D	\$5,852,244	OA	2026-2030	\$9,012,456	\$26,601,103	None	Committed	\$0	\$26,601,103	OA	2026-2030	\$40,965,699	\$49,978,154
613	U.S. 301 (GALL BLVD)	S.R. 56	S.R. 39	State	2U	4D	\$4,874,597	OA	2021-2025	\$6,385,722	\$22,157,252	OA	2031-2040	\$43,649,786	\$22,157,252	OA	2031-2040	\$43,649,786	\$93,685,295
612	U.S. 301 (GALL BLVD)	S.R. 39	SOUTH OF CR 54	State	2O	3O	\$2,243,125	OA	Committed	\$0	\$10,196,021	OA	Committed	\$0	\$10,196,021	TMA	2031-2040	\$20,086,161	\$20,086,161
611	U.S. 301 (GALL BLVD)	S.R. 39	SOUTH OF CR 54	State	2O	3O	\$618,667	OA	Committed	\$0	\$3,093,334	OA	Committed	\$0	\$7,114,668	OA	2031-2040	\$14,015,896	\$14,015,896
900	S.R. 52	OLD PASCO RD	I-75 SB RAMPS	State	4D	6D	\$426,114	TMA	2021-2025	\$558,209	\$1,936,880	TMA	2031-2040	\$3,815,654	\$1,936,880	TMA	2031-2040	\$3,815,654	\$8,189,517
573	S.R. 52	Urado PI (West of McKendree)	CLINTON AVE EXT	State	4D	6D	\$2,737,891	OA	2026-2030	\$4,216,352	\$12,444,958	CoGen	2026-2030	\$19,165,235	\$12,444,958	TMA	2026-2030	\$19,165,235	\$42,546,823
530	S.R. 52	U.S. 41	C.R. 581 (BELLAMY BROTHERS)	State	2U	4D	\$0	None	Committed	\$0	\$12,164,267	CoGen	2031-2040	\$23,963,606	\$92,556,131	CoGen	2031-2040	\$182,335,578	\$206,299,184
600	U.S. 98 REALIGNMENT	US 301	0.5 MILES EAST OF US 301	State	00	2U	\$1,185,488	OA	2031-2040	\$2,335,411	\$5,388,583	CoGen	2031-2040	\$10,615,509	\$5,388,583	TMA	2031-2040	\$10,615,509	\$23,566,428
CMP	Transfer to CMP													\$12,000,000	\$0	OA	2021-2025	\$15,720,000	\$15,720,000
CMP	Transfer to CMP													\$10,000,000	\$0	OA	2026-2030	\$15,400,000	\$15,400,000
CMP	Transfer to CMP													\$20,000,000	\$0	OA	2031-2040	\$39,400,000	\$39,400,000

SR 54/56 Corridor Improvements

	S.R. 54/56	Corridor Improvements																	
															\$19,083,969	CoMF	2021-2025	\$25,000,000	
															\$22,900,763	CoMF	2026-2030	\$30,000,000	
															\$0	None	None		
															\$25,974,026	CoMF	2031-2040	\$40,000,000	
															\$2,538,071	TMA	2031-2040	\$5,000,000	
															\$0	None	None		
																			\$100,000,000

US 19 Corridor Improvements

	U.S. 19	Corridor Improvements																	
															\$11,675,127	TMA	2021-2025	\$23,000,000	
															\$1,776,650	TMA	2026-2030	\$3,500,000	
															\$7,614,213	CoGen	2031-2040	\$15,000,000	
																			\$41,500,000

Appendix B - Table 4
Pasco MPO MOBILITY 2040 Long Range Transportation Plan
Pasco County Roads Phasing/Balancing

STATE Total Revenues YOY	2020-2025	2026-2030	2031-2040	Total
SIS	\$6,273,000	\$162,452,000	\$116,600,000	\$285,325,000
spent	\$6,273,000	\$162,452,000	\$116,600,000	\$285,325,000
remaining	\$0	\$0	\$0	\$0
OA	\$98,000,000	\$75,700,000	\$165,600,000	\$339,300,000
spent* (*Design funded with OA not subtracted from totals)	\$94,612,861	\$79,215,963	\$140,715,469	\$314,544,293
remaining	\$3,387,139	-\$3,515,963	\$24,884,531	\$24,755,707
TMA	\$27,714,400	\$23,096,501	\$46,207,017	\$97,017,918
spent	\$23,558,209	\$22,665,235	\$43,332,977	\$89,556,422
remaining	\$4,156,191	\$431,266	\$2,874,040	\$7,461,496
TRIP	\$1,239,413	\$1,159,963	\$2,319,926	\$4,719,302
spent	\$0	\$0	\$0	\$0
remaining	\$1,239,413	\$1,159,963	\$2,319,926	\$4,719,302

COUNTY Total Revenues YOY	2020-2025	2026-2030	2031-2040	Total
County General Available Revenues	\$402,237,867	\$476,227,698	\$1,371,203,875	\$2,249,669,440
spent	\$391,607,109	\$484,529,268	\$1,368,013,086	\$2,244,149,463
remaining	\$10,630,758	-\$8,301,570	\$3,190,789	\$5,519,977
County Mobility Fees Available Revenues for SIS or Parallel facilities	\$56,129,165	\$61,779,218	\$182,515,293	\$300,423,676
spent	\$53,390,420	\$56,788,517	\$178,721,197	\$288,900,135
remaining	\$2,738,745	\$4,990,701	\$3,794,096	\$11,523,541
County VOPH Available Revenues	\$5,034,816	\$4,828,643	\$11,980,465	\$21,843,924
spent	\$8,289,970	\$0	\$0	\$8,289,970
remaining	-\$3,255,154	\$4,828,643	\$11,980,465	\$13,553,954
Developer Total Revenues YOY (Includes County and Developer funding)				
Developer Revenues	\$194,114,554	\$494,797,733	\$628,871,833	\$1,317,784,120
spent	\$194,114,554	\$494,797,733	\$628,871,833	\$1,317,784,120
remaining	\$0	\$0	\$0	\$0

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS/FIHS	Committed	1
OA	Other Arterial	2020	1.17
TMA	Transportation Management Area	2021-2025	1.31
TRIP	TRIP	2026-2030	1.54
CoGen	County General	2031-2040	1.97
CoMF	County Mobility Fees	Unfunded	
CoVOPH	County VOPH		
Dev	Developer		

Project Number	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOY)	ROW cost (PDC)	Source	Timing	ROW Cost (YOY)	Construction cost (PDC) *includes CEI	Source	Timing	CST Cost (YOY)	Total Cost (YOY)
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County Overpasses

INCH 3	Tower Rd over Suncoast Pkwy			County											\$5,270,000	CoGen	2026-2030	\$8,115,800	\$8,115,800
INCH 1	Hillsborough County Rd Over I-75			County											\$14,800,000	CoGen	2031-2040	\$29,156,000	\$29,156,000
INCH 4	Sunlake Rd over Ridge Rd			County											\$1,488,000	CoGen	2031-2040	\$2,931,360	\$2,931,360
INCH 5	Asbel Rd over Ridge Rd			County											\$1,488,000	CoGen	2031-2040	\$2,931,360	\$2,931,360

County Roads

Project Number	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOY)	ROW cost (PDC)	Source	Timing	ROW Cost (YOY)	CST + CEI (PDC)	Source	Timing	CST Cost (YOY)	Total Cost (YOY)
554	C.R. 54 (WESLEY CHAPEL BLVD)	S.R. 56	PROGRESS PKWY	County	2U	4D	\$2,344,168	CoGen	2021-2025	\$3,070,860	\$11,720,837	CoGen	2021-2025	\$15,354,296	\$26,957,925	CoGen	2021-2025	\$35,314,882	\$53,740,038
636	C.R. 1 (LITTLE RD)	TRINITY BLVD	MERCY WAY	County	4D	6D	\$815,972	CoGen	2021-2025	\$1,068,923	\$4,079,857	CoGen	2021-2025	\$5,344,613	\$9,383,669	CoGen	2021-2025	\$12,292,606	\$18,706,142
504	C.R. 587 (MOONLAKE)	RIDGE EXT	S.R. 52	County	2U	4D	\$2,254,676	CoGen	2021-2025	\$2,953,626	\$11,273,382	CoGen	2021-2025	\$14,768,130	\$25,928,776	CoGen	2021-2025	\$33,966,697	\$51,688,453
512	TRINITY BLVD	C.R. 1 (LITTLE RD)	S.R. 54	County	2U	4D	\$1,529,367	CoGen	2021-2025	\$2,003,471	\$7,646,836	CoGen	2021-2025	\$10,017,355	\$17,587,717	CoGen	2021-2025	\$23,039,909	\$35,060,735
507	STARKEY	DOC BRITTLE ST	DECUBELLIS	County	2U	4D	\$1,778,965	CoGen	2021-2025	\$2,330,444	\$8,894,828	CoGen	2021-2025	\$11,652,225	\$20,458,101	CoGen	2021-2025	\$26,800,112	\$40,782,781
559	LIVINGSTON	S.R. 54	COLLIER PKWY	County	00	4D	\$673,936	CoGen	2031-2040	\$1,327,654	\$3,369,680	CoGen	2031-2040	\$6,638,270	\$7,750,263	CoGen	2031-2040	\$15,268,018	\$23,233,942
607	Z.WEST.EXT	S.R. 54	HANDCART	County	00	4D	\$2,810,995	CoGen	2021-2025	\$3,682,403	\$3,000,000	CoGen	2021-2025	\$3,000,000	\$32,326,435	CoGen	2021-2025	\$42,347,630	\$49,030,033
505	DECUBELLIS	C.R. 1 (LITTLE RD)	TOWNCENTER	County	2U	4D	\$1,505,419	CoGen	2021-2025	\$1,972,099	\$7,527,100	CoGen	2021-2025	\$9,860,501	\$17,312,330	CoGen	2021-2025	\$22,679,152	\$34,511,752
584	C.R. 577 (CURLEY RD)	OVERPASS RD	CLINTON AVE EXT	County	2U	4D	\$1,959,947	CoGen	2031-2040	\$3,861,096	\$9,799,738	CoGen	2031-2040	\$19,305,484	\$22,539,393	CoGen	2031-2040	\$44,402,604	\$67,569,184
736	TOWER RD	DREXEL	U.S. 41	County	00	2U	\$615,352	CoGen	2021-2025	\$806,111	\$3,076,764	CoGen	2026-2030	\$4,738,217	\$7,076,556	CoGen	2026-2030	\$10,897,896	\$16,442,224
635	C.R. 587 (GUNN HWY)	INTERLAKEN RD	S.R. 54	County	2U	4D	\$204,929	CoGen	2021-2025	\$268,457	\$1,024,644	CoGen	2021-2025	\$1,342,284	\$2,356,680	CoGen	2026-2030	\$3,629,287	\$5,240,028
581	C.R. 579 (HANDCART)	C.R. 579A (PROSPECT RD)	SR 52	County	00	2U	\$1,019,613	CoGen	2021-2025	\$1,335,693	\$5,098,068	CoGen	2021-2025	\$6,678,469	\$11,725,556	CoGen	2026-2030	\$18,057,356	\$26,071,518
589	OVERPASS RD EXT	E OF RIVER GLEN	C.R. 579 (HANDCART)	County	00	4D	\$542,665	CoGen	2026-2030	\$835,704	\$2,713,327	CoGen	2026-2030	\$4,178,524	\$6,240,653	CoGen	2026-2030	\$9,610,606	\$14,624,833
592	C.R. 530 EXT/OVERPASS RD EXT	OVERPASS RD	GREENSLOPE	County	00	4D	\$2,312,044	CoGen	2026-2030	\$3,560,548	\$0	CoGen	2026-2030	\$0	\$26,588,493	CoGen	2026-2030	\$40,946,279	\$44,506,827
735	TOWER RD	U.S. 41	C.R. 583 (EHREN CUTOFF)	County	00	2U	\$732,847	CoGen	2031-2040	\$1,443,709	\$3,664,236	CoGen	2031-2040	\$7,218,545	\$8,427,743	CoGen	2031-2040	\$16,602,654	\$25,264,907
525	LAKE PATIENCE	SUNLAKE BLVD	U.S. 41	County	2U	4D	\$1,364,042	CoGen	2031-2040	\$2,687,163	\$6,820,212	CoGen	2031-2040	\$13,435,818	\$15,686,485	CoGen	2031-2040	\$30,902,375	\$47,025,356
526	RIDGE RD EXT	SUNCOAST PKWY	U.S. 41	County	00	4D	\$2,781,480	CoGen	2021-2025	\$3,643,739	\$13,907,395	CoGen	2026-2030	\$21,417,388	\$31,987,009	CoGen	2026-2030	\$49,259,994	\$74,321,121
534	COLLIER PKWY EXT	PARKWAY BLVD	C.R. 583 (EHREN CUTOFF)	County	00	2U	\$944,934	CoGen	2021-2025	\$1,237,864	\$4,724,674	CoGen	2026-2030	\$7,275,998	\$10,866,750	CoGen	2026-2030	\$16,734,795	\$25,248,657
608	EILAND BLVD	HANDCART	DEAN DAIRY	County	2U	4D	\$956,948	CoGen	2031-2040	\$1,885,188	\$300,000	CoGen	2031-2040	\$591,000	\$11,004,901	CoGen	2031-2040	\$21,679,655	\$24,155,843
588	OVERPASS RD	OLD PASCO RD	BOYETTE RD	County	2U	4D	\$383,609	CoGen	2021-2025	\$502,528	\$1,918,041	CoGen	2026-2030	\$2,953,783	\$4,411,493	CoGen	2026-2030	\$6,793,699	\$10,250,010
516	TOWER RD	GUNN HWY EXT	BEXLEY RANCH BLVD	County	00	2U	\$1,771,378	CoGen	2021-2025	\$2,320,505	\$8,856,897	CoGen	2021-2025	\$11,602,535	\$20,370,864	CoGen	2026-2030	\$31,371,131	\$45,294,171
524	LAKE PATIENCE	TOWER RD	SUNLAKE DR	County	00	4D	\$560,794	CoGen	2031-2040	\$1,104,764	\$2,803,967	CoGen	2031-2040	\$5,523,815	\$6,449,124	CoGen	2031-2040	\$12,704,774	\$19,333,353
789	OVERPASS RD EXT	C.R. 577 (CURLEY RD)	E OF RIVER GLEN	County	2D	4D	\$723,007	CoGen	2021-2025	\$947,139	\$3,000,000	CoGen	2021-2025	\$3,930,000	\$8,314,578	CoGen	2021-2025	\$10,892,097	\$15,769,236
637	ASBEL EXT	U.S.41	SYMPHONY PKWY	County	00	2U	\$103,057	CoGen	2026-2030	\$158,708	\$515,283	CoGen	2026-2030	\$793,536	\$1,185,151	CoGen	2026-2030	\$1,825,133	\$2,777,376
517	C.R. 587 (GUNN HWY)	S.R. 54	TOWER RD	County	00	4D	\$200,283	CoGen	2026-2030	\$308,436	\$1,001,417	CoGen	2026-2030	\$1,542,182	\$2,303,259	CoGen	2026-2030	\$3,547,019	\$5,397,636
506	C.R. 1 (LITTLE RD)	OLD C.R. 54	C.R. 587 (MASS)	County	4D	6D	\$1,595,930	CoGen	2031-2040	\$7,979,645	\$3,143,982	CoGen	2031-2040	\$15,719,901	\$18,353,180	CoGen	2031-2040	\$36,155,765	\$55,019,647
550	OLD PASCO RD	C.R. 54	S.R. 52	County	1.25 miles of intersection impvs		\$575,967	CoGen	2026-2030	\$886,989	\$2,879,834	CoGen	2026-2030	\$4,434,945	\$6,623,617	CoGen	2026-2030	\$10,200,370	\$15,522,304
603	CURLEY RD REALIGNMENT	Z WEST EXT	OVERPASS RD	County	2U	4D	\$1,292,343	CoGen	2031-2040	\$2,545,916	\$6,461,711	CoGen	2031-2040	\$12,729,571	\$14,861,934	CoGen	2031-2040	\$29,278,010	\$44,553,496
703	CURLEY RD REALIGNMENT	S.R. 54	Z WEST EXT	County	00	4D	\$357,699	CoGen	2026-2030	\$550,856	\$1,788,495	CoGen	2026-2030	\$2,754,282	\$4,113,539	CoGen	2026-2030	\$6,334,850	\$9,639,989
557	WILLOW BEND PKWY	U.S. 41	COLLIER PKY	County	2U	4D	\$768,598	CoMF	2026-2030	\$1,183,641	\$3,842,989	CoMF	2026-2030	\$5,918,203	\$8,838,874	CoMF	2031-2040	\$17,412,582	\$24,514,426
556	WILLOW BEND PKWY	S.R. 597 (DALE MABRY)	U.S. 41	County	2U	4D	\$351,372	CoMF	2026-2030	\$541,113	\$1,756,861	CoMF	2026-2030	\$2,705,566	\$4,040,779	CoMF	2031-2040	\$7,960,335	\$11,207,013
558	COUNTY LINE RD SOUTH/COLLIER PKWY	WILLOW BEND	C.R. 581	County	2U	4D	\$2,594,075	CoMF	2026-2030	\$3,994,876	\$12,970,377	CoMF	2031-2040	\$25,551,643	\$29,831,861	CoMF	2031-2040	\$58,768,766	\$88,315,284
604	MEADOW POINTE BLVD	S.R. 56	S.R. 54	County	2U	4D	\$1,207,007	CoGen	2031-2040	\$2,377,804	\$6,035,036	CoGen	2031-2040	\$11,889,021	\$13,880,581	CoGen	2031-2040	\$27,344,745	\$41,611,569
621	CHANCEY RD EXT	E OF SR 581	MEADOW POINTE BLVD	County	00	4D	\$1,847,528	CoGen	2026-2030	\$2,958,093	\$9,237,630	CoGen	2026-2030	\$14,790,448	\$21,246,549	CoGen	2026-2030	\$34,018,031	\$51,766,572
609	EILAND BLVD	DEAN DAIRY	U.S. 301 (GALL BLVD)																

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spent	\$6,273,000	\$162,452,000	\$116,600,000	\$285,325,000
remaining	\$0	\$0	\$0	\$0
OA	\$98,000,000	\$75,700,000	\$165,600,000	\$339,300,000
spent* (*Design funded with OA not subtracted from totals)	\$94,612,861	\$79,215,963	\$140,715,469	\$314,544,293
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TMA	\$27,714,400	\$23,096,501	\$46,207,017	\$97,017,918
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TRIP	\$1,239,413	\$1,159,963	\$2,319,926	\$4,719,302
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remaining	\$1,239,413	\$1,159,963	\$2,319,926	\$4,719,302

COUNTY Total Revenues YOY	2020-2025	2026-2030	2031-2040	Total
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remaining	-\$3,255,154	\$4,828,643	\$11,980,465	\$13,553,954
Developer Total Revenues YOY (Includes County and Developer funding)				
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spent	\$194,114,554	\$494,797,733	\$628,871,833	\$1,317,784,120
remaining	\$0	\$0	\$0	\$0

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS/FIHS	Committed	1
OA	Other Arterial	2020	1.17
TMA	Transportation Management Area	2021-2025	1.31
TRIP	TRIP	2026-2030	1.54
CoGen	County General	2031-2040	1.97
CoMF	County Mobility Fees	Unfunded	
CoVOPH	County VOPH		
Dev	Developer		

Project Number	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOY)	ROW cost (PDC)	Source	Timing	ROW Cost (YOY)	Construction cost (PDC) *includes CEI	Source	Timing	CST Cost (YOY)	Total Cost (YOY)
500	C.R. 578 (COUNTY LINE RD NORTH)	EAST RD	ANDERSON SNOW RD	County	2U	4D	\$2,494,942	CoGen	2031-2040	\$4,915,036	\$12,474,694	CoGen	2031-2040	\$24,575,147	\$28,691,793	CoGen	2031-2040	\$56,522,832	\$86,013,015
626	COATS RD	OLDWOODS	CHANCEY	County	00	2U	\$797,569	CoGen	2031-2040	\$1,571,211	\$3,987,845	CoGen	2031-2040	\$7,856,055	\$9,172,041	CoGen	2031-2040	\$18,068,921	\$27,496,186
502	COLONY RD	BLUE LAKE RD	KITTEN TRAILS	County	00	2U	\$432,308	CoGen	2031-2040	\$851,647	\$2,161,536	CoGen	2031-2040	\$4,258,226	\$4,971,533	CoGen	2031-2040	\$9,793,920	\$14,903,793
641	LEONARD RD	ROAD J, LONG LAKE RANCH	HENLEY RD	County	00	2U	\$590,957	CoGen	2031-2040	\$1,164,185	\$2,954,788	CoGen	2031-2040	\$5,820,932	\$6,796,013	CoGen	2031-2040	\$13,388,146	\$20,373,263
638	OSTEEN EXT S	PLATHE	MASSACHUSETTES	County	00	2U	\$683,061	CoGen	2031-2040	\$1,345,630	\$3,415,307	CoGen	2031-2040	\$6,728,155	\$7,855,207	CoGen	2031-2040	\$15,474,758	\$23,548,543
616	MASSEY RD	EILAND BLVD	GEIGER RD	County	00	2U	\$248,431	CoGen	2031-2040	\$489,409	\$1,242,156	CoGen	2031-2040	\$2,447,047	\$2,856,960	CoGen	2031-2040	\$5,628,211	\$8,564,668
908	23RD ST	OTIS ALLEN RD	C.R. 54	County	00	2U	\$745,791	CoGen	2031-2040	\$1,469,208	\$3,728,958	CoGen	2031-2040	\$7,346,047	\$8,576,603	CoGen	2031-2040	\$16,895,908	\$25,711,163
564	HENLEY RD	S.R.54	LEONARD RD	County	00	2U	\$329,582	CoGen	2031-2040	\$649,277	\$1,647,911	CoGen	2031-2040	\$3,246,385	\$3,790,194	CoGen	2031-2040	\$7,466,682	\$11,362,343
533	COLLIER PKWY	PARKWAY BLVD (S)	HALE	County	2U	4D	\$636,891	CoGen	2031-2040	\$1,254,675	\$3,184,455	CoGen	2031-2040	\$6,273,376	\$7,324,244	CoGen	2031-2040	\$14,428,761	\$21,956,812
614	CHANCEY (Z EAST)	S END REALIGNMENT	N END REALIGNMENT	County	00	2U	\$733,843	CoGen	2031-2040	\$1,445,671	\$3,669,215	CoGen	2031-2040	\$7,228,354	\$8,439,194	CoGen	2031-2040	\$16,625,212	\$25,299,236
Bike/Ped	Transfer to Multi-Use Trails, Sidewalks, Bike Lanes													\$5,483,132	CoMF	2021-2025	\$7,109,470	\$7,109,470	
Bike/Ped	Transfer to Multi-Use Trails, Sidewalks, Bike Lanes													\$5,070,432	CoMF	2026-2030	\$7,825,119	\$7,825,119	
Bike/Ped	Transfer to Multi-Use Trails, Sidewalks, Bike Lanes													\$11,628,669	CoMF	2031-2040	\$23,117,872	\$23,117,872	
Bike/Ped	Transfer to Multi-Use Trails, Sidewalks, Bike Lanes													\$13,629,063	CoGen	2021-2025	\$17,422,254	\$17,422,254	
Bike/Ped	Transfer to Multi-Use Trails, Sidewalks, Bike Lanes													\$2,616,999	CoGen	2026-2030	\$4,043,687	\$4,043,687	
Bike/Ped	Transfer to Multi-Use Trails, Sidewalks, Bike Lanes													\$6,137,925	CoGen	2031-2040	\$12,176,961	\$12,176,961	

Developer Roads (funded with Developer and County funds)

Project Number	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	ROW cost (PDC)	Source	Timing	CST + CEI (PDC)	Source	Timing	Total Cost (YOY)			
619	WIREGRASS RANCH RD	N OF SR 56	S.R. 54	Developer	00	4D	\$1,301,401	Dev	2021-2025	\$1,704,835	\$9,184,924	Dev	2021-2025	\$12,032,251	\$14,966,115	Dev	2021-2025	\$19,605,610	\$33,342,696
619	WIREGRASS RANCH RD	N OF SR 56	S.R. 54	County	00	4D	\$535,585	CoGen	2021-2025	\$701,617	\$0	CoGen	2021-2025	\$0	\$6,159,211	CoGen	2021-2025	\$8,068,567	\$8,770,184
555	C.R. 54 EXT	COUNTY LINE RD SOUTH	S.R. 56	Developer	00	2U	\$664,640	Dev	2021-2025	\$870,679	\$4,690,847	Dev	2021-2025	\$6,145,009	\$7,643,368	Dev	2021-2025	\$10,012,812	\$17,028,500
555	C.R. 54 EXT	COUNTY LINE RD SOUTH	S.R. 56	County	00	2U	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2021-2025	\$0	\$0
546	COLLIER PKWY EXT	CONNERTON BLVD	CR 583 (EHREN CUTOFF RD)	Developer	00	2U	\$0	Dev	2021-2025	\$677,087	\$0	Dev	2021-2025	\$4,778,690	\$0	Dev	2021-2025	\$7,786,501	\$13,242,278
546	COLLIER PKWY EXT	CONNERTON BLVD	CR 583 (EHREN CUTOFF RD)	County	00	2U	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2021-2025	\$0	\$0
746	COLLIER PKWY EXT	CONNERTON BLVD	CR 583 (EHREN CUTOFF RD)	Developer	00	2U	\$0	Dev	2031-2040	\$813,002	\$0	Dev	2031-2040	\$5,737,942	\$0	Dev	2031-2040	\$9,349,528	\$15,900,472
746	COLLIER PKWY EXT	CONNERTON BLVD	CR 583 (EHREN CUTOFF RD)	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
622	CHANCEY RD EXT	STANLEY	C.R.579 - MORRIS BRIDGE RD	Developer	2U	4D	\$0	None	None	\$0	\$0	CoGen	2026-2030	\$0	\$0	None	None	\$0	\$0
622	CHANCEY RD EXT	STANLEY	C.R.579 - MORRIS BRIDGE RD	County	2U	4D	\$1,270,745	CoGen	2026-2030	\$1,956,948	\$6,353,729	CoGen	2026-2030	\$9,784,742	\$20,354,210	CoGen	2026-2030	\$31,345,484	\$43,087,174
511	MITCHELL BLVD	C.R. 1 (LITTLE RD)	S.R. 54	Developer	00	2U	\$910,582	Dev	2021-2025	\$1,192,863	\$6,426,636	Dev	2021-2025	\$8,418,893	\$10,471,700	Dev	2021-2025	\$13,717,927	\$23,329,683
511	MITCHELL BLVD	C.R. 1 (LITTLE RD)	S.R. 54	County	00	2U	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2026-2030	\$0	\$0
515	RANGELAND BLVD (TOWER RD)	STARKEY RD	GUNN HWY EXT	Developer	00	4D	\$1,486,106	Dev	2021-2025	\$1,946,799	\$10,488,523	Dev	2021-2025	\$13,739,965	\$17,090,226	Dev	2026-2030	\$26,318,949	\$42,005,713
515	RANGELAND BLVD (TOWER RD)	STARKEY RD	GUNN HWY EXT	County	00	4D	\$611,599	CoGen	2021-2025	\$801,195	\$0	CoGen	2021-2025	\$7,033,377	\$0	CoGen	2026-2030	\$10,831,400	\$11,632,594
620	RIVER GLEN BLVD	S.R. 56	OVERPASS RD EXT	Developer	00	2U	\$2,110,918	Dev	2021-2025	\$2,765,302	\$14,898,270	Dev	2021-2025	\$19,516,734	\$24,275,565	Dev	2026-2030	\$37,384,369	\$59,666,406
620	RIVER GLEN BLVD	S.R. 56	OVERPASS RD EXT	County	00	2U	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2026-2030	\$0	\$0
543	SYMPHONY PKWY	CONNERTON BLVD	ASBEL	Developer	00	2U	\$779,148	Dev	2021-2025	\$1,020,684	\$5,499,008	Dev	2021-2025	\$7,203,700	\$8,960,202	Dev	2026-2030	\$13,798,712	\$22,023,096
543	SYMPHONY PKWY	CONNERTON BLVD	ASBEL	County	00	2U	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2026-2030	\$0	\$0
537	BEXLEY RANCH BLVD	SUNLAKE BLVD	WISTERIA LOOP	Developer	00	2U	\$2,420,586	Dev	2021-2025	\$3,170,967	\$17,083,818	Dev	2021-2025	\$22,379,802	\$27,836,744	Dev	2026-2030	\$42,868,586	\$68,419,355
537	BEXLEY RANCH BLVD	SUNLAKE BLVD	WISTERIA LOOP	County	00	2U	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2026-2030	\$0	\$0
629	WYNDFIELDS	HILLSBOROUGH CL	SR 56	Developer	00	2U	\$862,290	Dev	2021-2025	\$1,129,600	\$6,085,803	Dev	2026-2030	\$9,372,136	\$9,916,339	Dev	2026-2030	\$15,271,162	\$25,772,899
629	WYNDFIELDS	HILLSBOROUGH CL	SR 56	County	00	2U	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2026-2030	\$0	\$0
501	OLD DIXIE	NEW YORK AVE	ARIPEKA RD	Developer	00	2U	\$1,907,294	Dev	2021-2025	\$2,498,555	\$13,461,149	Dev	2026-2030	\$20,730,170	\$21,993,889	Dev	2026-2030	\$33,778,189	\$57,006,914
501	OLD DIXIE	NEW YORK AVE	ARIPEKA RD	County	00	2U	\$0	CoGen	2021-2025	\$0	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2026-2030	\$0	\$0
909	S.R. 56	MEADOW POINTE BLVD	U.S. 301 (GALL BLVD)	Developer	2U	4D	\$0	Dev	2026-2030	\$0	\$0	Dev	2026-2030	\$0	\$33,263,897	Dev	2026-2030	\$51,226,401	\$51,226,401
909	S.R. 56	MEADOW POINTE BLVD	U.S. 301 (GALL BLVD)	County	2U	4D	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2026-2030	\$0	\$0
523	TOWER RD	BALLANTRAE	LAKE PATIENCE	Developer	2U	4D	\$356,964	Dev	2026-2030	\$549,725	\$2								

Appendix B - Table 4
Pasco MPO MOBILITY 2040 Long Range Transportation Plan
Pasco County Roads Phasing/Balancing

STATE Total Revenues YOY	2020-2025	2026-2030	2031-2040	Total
SIS	\$6,273,000	\$162,452,000	\$116,600,000	\$285,325,000
spent	\$6,273,000	\$162,452,000	\$116,600,000	\$285,325,000
remaining	\$0	\$0	\$0	\$0
OA	\$98,000,000	\$75,700,000	\$165,600,000	\$339,300,000
spent* (*Design funded with OA not subtracted from totals)	\$94,612,861	\$79,215,963	\$140,715,469	\$314,544,293
remaining	\$3,387,139	-\$3,515,963	\$24,884,531	\$24,755,707
TMA	\$27,714,400	\$23,096,501	\$46,207,017	\$97,017,918
spent	\$23,558,209	\$22,665,235	\$43,332,977	\$89,556,422
remaining	\$4,156,191	\$431,266	\$2,874,040	\$7,461,496
TRIP	\$1,239,413	\$1,159,963	\$2,319,926	\$4,719,302
spent	\$0	\$0	\$0	\$0
remaining	\$1,239,413	\$1,159,963	\$2,319,926	\$4,719,302

COUNTY Total Revenues YOY	2020-2025	2026-2030	2031-2040	Total
County General Available Revenues	\$402,237,867	\$476,227,698	\$1,371,203,875	\$2,249,669,440
spent	\$391,607,109	\$484,529,268	\$1,368,013,086	\$2,244,149,463
remaining	\$10,630,758	-\$8,301,570	\$3,190,789	\$5,519,977
County Mobility Fees Available Revenues for SIS or Parallel facilities	\$56,129,165	\$61,779,218	\$182,515,293	\$300,423,676
spent	\$53,390,420	\$56,788,517	\$178,721,197	\$288,900,135
remaining	\$2,738,745	\$4,990,701	\$3,794,096	\$11,523,541
County VOPH Available Revenues	\$5,034,816	\$4,828,643	\$11,980,465	\$21,843,924
spent	\$8,289,970	\$0	\$0	\$8,289,970
remaining	-\$3,255,154	\$4,828,643	\$11,980,465	\$13,553,954
Developer Total Revenues YOY (Includes County and Developer funding)				
Developer Revenues	\$194,114,554	\$494,797,733	\$628,871,833	\$1,317,784,120
spent	\$194,114,554	\$494,797,733	\$628,871,833	\$1,317,784,120
remaining	\$0	\$0	\$0	\$0

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS/FIHS	Committed	1
OA	Other Arterial	2020	1.17
TMA	Transportation Management Area	2021-2025	1.31
TRIP	TRIP	2026-2030	1.54
CoGen	County General	2031-2040	1.97
CoMF	County Mobility Fees	Unfunded	
CoVOPH	County VOPH		
Dev	Developer		

Project Number	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOY)	ROW cost (PDC)	Source	Timing	ROW Cost (YOY)	Construction cost (PDC) *includes CEI	Source	Timing	CST Cost (YOY)	Total Cost (YOY)
618	S.R. 581 EXTENSION	S.R. 581	S.R. 54	County**	00	4D	\$318,401	CoGen	2026-2030	\$490,337	\$0	CoGen	2026-2030	\$0	\$3,661,597	CoGen	2031-2040	\$7,213,345	\$7,703,682
529	CONNERTON BLVD	PLEASANT PLAINS PKWY	EHREN CUTOFF	Developer	00	4D	\$688,040	Dev	2026-2030	\$1,059,581	\$4,855,993	Dev	2026-2030	\$7,478,229	\$7,912,460	Dev	2026-2030	\$12,185,188	\$20,722,999
529	CONNERTON BLVD	PLEASANT PLAINS PKWY	EHREN CUTOFF	County**	00	4D	\$283,160	CoGen	2026-2030	\$436,067	\$0	CoGen	2026-2030	\$0	\$3,256,324	CoGen	2031-2040	\$6,414,958	\$6,851,025
545	PLEASANT PLAINS PKWY	CONNERTON BLVD	COLLIER PKWY EXT	Developer	00	2U	\$921,535	Dev	2026-2030	\$1,419,164	\$6,503,938	Dev	2026-2030	\$10,016,065	\$10,597,658	Dev	2031-2040	\$20,877,386	\$32,312,615
545	PLEASANT PLAINS PKWY	CONNERTON BLVD	COLLIER PKWY EXT	County	00	2U	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2031-2040	\$0	\$0
602	SUNSHINE RD	OVERPASS RD	C.R. 41 (FT KING HWY)	Developer	00	2U	\$1,706,159	Dev	2026-2030	\$2,627,485	\$12,041,597	Dev	2026-2030	\$18,544,060	\$19,620,840	Dev	2031-2040	\$38,653,054	\$59,824,599
602	SUNSHINE RD	OVERPASS RD	C.R. 41 (FT KING HWY)	County	00	2U	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2031-2040	\$0	\$0
536	DREXEL/WILSON	S.R.54	TOWER RD	Developer	00	2U	\$1,742,005	Dev	2026-2030	\$2,682,688	\$12,294,587	Dev	2026-2030	\$18,933,664	\$20,033,066	Dev	2031-2040	\$39,465,140	\$61,081,492
536	DREXEL/WILSON	S.R.54	TOWER RD	County	00	2U	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2031-2040	\$0	\$0
565	LONG LAKE RANCH RD A/J	SUNLAKE BLVD	LEONARD RD	Developer	00	2U	\$464,502	Dev	2026-2030	\$715,332	\$3,278,322	Dev	2026-2030	\$5,048,616	\$5,341,769	Dev	2031-2040	\$10,523,285	\$16,287,234
565	LONG LAKE RANCH RD A/J	SUNLAKE BLVD	LEONARD RD	County	00	2U	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2031-2040	\$0	\$0
541	ASBEL	PLEASANT PLAINS PKWY	BULLOCH BLVD	Developer	00	2U	\$856,316	Dev	2026-2030	\$1,318,726	\$6,043,638	Dev	2031-2040	\$11,905,967	\$9,847,635	Dev	2031-2040	\$19,399,840	\$32,624,533
541	ASBEL	PLEASANT PLAINS PKWY	BULLOCH BLVD	County	00	2U	\$0	CoGen	2026-2030	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
542	BULLOCH BLVD	ASBEL	SR 52	Developer	00	2U	\$829,431	Dev	2031-2040	\$1,633,980	\$5,853,896	Dev	2031-2040	\$11,532,175	\$9,538,465	Dev	2031-2040	\$18,790,776	\$31,956,930
542	BULLOCH BLVD	ASBEL	SR 52	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
606	WELLS RD	CURLEY RD	C.R. 579 (EILAND)	Developer	00	2U	\$1,806,727	Dev	2031-2040	\$3,559,252	\$12,751,373	Dev	2031-2040	\$25,120,205	\$20,777,364	Dev	2031-2040	\$40,931,407	\$69,610,864
606	WELLS RD	CURLEY RD	C.R. 579 (EILAND)	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
642	NORTH COLLECTOR	ROADWAY "A"	SUNLAKE DR (S)	Developer	00	2U	\$482,922	Dev	2031-2040	\$951,357	\$3,408,331	Dev	2031-2040	\$6,714,411	\$5,553,608	Dev	2031-2040	\$10,940,608	\$18,606,376
642	NORTH COLLECTOR	ROADWAY "A"	SUNLAKE DR (S)	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
625	NEW RIVER RD	S.R. 56	CHANCEY EXT	Developer	00	2U	\$391,316	Dev	2031-2040	\$770,893	\$2,761,802	Dev	2031-2040	\$5,440,750	\$4,500,140	Dev	2031-2040	\$8,865,276	\$15,076,919
625	NEW RIVER RD	S.R. 56	CHANCEY EXT	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
593	C.R. 530 EXT	900 FT E OF US 301 (GALL BLVD)	WIRE RD	Developer	00	4D	\$161,804	Dev	2031-2040	\$318,754	\$1,141,966	Dev	2031-2040	\$2,249,674	\$1,860,745	Dev	2031-2040	\$3,665,668	\$6,234,095
593	C.R. 530 EXT	900 FT E OF US 301 (GALL BLVD)	WIRE RD	County	00	4D	\$66,589	CoGen	2031-2040	\$131,181	\$0	CoGen	2031-2040	\$0	\$765,778	CoGen	2031-2040	\$1,508,583	\$1,639,763
544	PLEASANT PLAINS PKWY	ROADWAY "A"	U.S. 41	Developer	00	2U	\$707,456	Dev	2031-2040	\$1,393,689	\$4,993,029	Dev	2031-2040	\$9,836,267	\$8,135,749	Dev	2031-2040	\$16,027,426	\$27,257,382
544	PLEASANT PLAINS PKWY	ROADWAY "A"	U.S. 41	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
739	SUNLAKE BLVD	RIDGE RD EXT	S.R. 52	Developer	00	2U	\$1,805,233	Dev	2031-2040	\$3,556,309	\$12,740,832	Dev	2031-2040	\$25,099,439	\$20,760,188	Dev	2031-2040	\$40,897,570	\$69,553,319
739	SUNLAKE BLVD	RIDGE RD EXT	S.R. 52	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
540	ROADWAY "A"	TOWER RD	PLEASANT PLAINS PKWY	Developer	00	2U	\$1,739,516	Dev	2031-2040	\$3,426,846	\$12,277,018	Dev	2031-2040	\$24,185,726	\$20,004,439	Dev	2031-2040	\$39,408,745	\$67,021,317
540	ROADWAY "A"	TOWER RD	PLEASANT PLAINS PKWY	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
591	HIGHLAND BLVD	EILAND BLVD	CR 579 (PROSPECT RD)	Developer	00	2U	\$2,538,578	Dev	2031-2040	\$5,000,999	\$17,916,576	Dev	2031-2040	\$35,295,654	\$29,193,657	Dev	2031-2040	\$57,511,503	\$97,808,156
591	HIGHLAND BLVD	EILAND BLVD	CR 579 (PROSPECT RD)	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0
518	LEGACY RD	SR 54	TOWER RD	Developer	00	2U	\$318,131	Dev	2031-2040	\$626,719	\$2,245,282	Dev	2031-2040	\$4,423,205	\$0	Dev	2031-2040	\$0	\$5,049,924
518	LEGACY RD	SR 54	TOWER RD	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$3,658,511	CoGen	2031-2040	\$7,207,266	\$7,207,266
738	SUNLAKE BLVD	BEXLEY RANCH BLVD	RIDGE RD EXT	Developer	00	2U	\$1,660,356	Dev	2031-2040	\$3,270,902	\$11,718,333	Dev	2031-2040	\$23,085,116	\$19,094,106	Dev	2031-2040	\$37,615,388	\$63,971,406
738	SUNLAKE BLVD	BEXLEY RANCH BLVD	RIDGE RD EXT	County	00	2U	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0	CoGen	2031-2040	\$0	\$0

**Developer roads with two time frames shown for construction are generally built as 2U by 2030 and 4D by 2040.



APPENDIX C

Supplement to the 2040 Revenue Forecast Handbook





Supplement to the 2040 Revenue Forecast Handbook



Supplement to the 2040 Revenue Forecast Handbook

2040 Revenue Forecast for District Seven Metropolitan Area

Prepared by District Seven and Office of Policy Planning, Florida Department of Transportation

This supplement contains estimates of state and federal transportation funds for the metropolitan area through 2040. The estimates were prepared by the Florida Department of Transportation (FDOT), based on a statewide estimate of revenues that fund the state transportation program, and are consistent with “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in January 2013. Florida’s MPOs are encouraged to use these estimates in updates of long range plans.

These estimates are based on the 2040 Revenue Forecast prepared in Spring 2013. See the *2040 Revenue Forecast Handbook*, dated July 2013, for more information on the statewide revenue forecast, revenue sources, definitions of major program categories, and methodology. All estimates are expressed in Year of Expenditure dollars.

ESTIMATES FOR CAPACITY PROGRAMS

Table 1 contains metropolitan area estimates for various time periods for certain state programs that affect the capacity of the transportation system to move people and goods.

Programs that FDOT Takes in Lead in Planning

Estimates for SIS Highways Construction & Right of Way will be available by August 21, 2013. No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond those in the FDOT Work Program have been developed.

Other Capacity Programs

Estimates for Other Arterials Construction & Right of Way and Transit programs are shown in Table 1. MPOs are encouraged to plan for the mix of highway and transit improvements that best meets metropolitan needs with these funds. The MPO may combine the estimates for these two programs for the years 2019-2040 and consider them as “flexible” funds.

Computation of Funds for Other Arterials Construction & Right of Way – the estimates were developed as follows:

- The average share of total statewide TMA (also known as SU) Funds programmed on Other Arterials Construction & Right of Way in Fiscal Years 2013 (current year) and 2014-2018 (the Tentative Work Program) were taken “off the top” from total statewide estimates for Other Arterials & Right of Way for all forecast years.
- Transportation Alternatives (TA) estimates were taken “off the top” from total statewide estimates for Other Arterials Construction & Right of Way for all forecast years.
- Remaining funding estimates for this program (i.e., after the shares of TMA and TA estimates were taken “off the top”) were distributed to district and county levels using current statutory formula factors.

TMA Funds – Funds distributed to Transportation Management Areas, as defined by MAP-21, are shown in Table 2. They are the same as “SU” funds in the 5-year Work Program. The

estimates are based on Schedule A¹ of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*.

Transportation Alternatives Funds – Table 3 provides estimates of Transportation Alternatives funds, as defined by MAP-21, to assist MPOs in developing their plans. The estimates are based on Schedule A of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*. Use of these funds in the long range transportation plan must be consistent with federal and state policy.

INFORMATION RELATED TO CERTAIN STATE FUNDS AND PROGRAMS

Additional estimates are provided for certain state funds and programs. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds. Tables 4 and 5 provide estimates of funds for state programs that have matching funds, and other, requirements.

Transportation Regional Incentive Program (TRIP) Funds – these are estimates of districtwide funds for the TRIP program that are not included in an FDOT Work Program as of July 1, 2013.

New Starts Transit Funds – these are estimates of statewide funds for the New Starts program that are not included in an FDOT Work Program as of July 1, 2013.

NON-CAPACITY PROGRAMS

Table 6 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans. Guidance on documenting these funds is included in the *2040 Revenue Forecast Handbook*.

No metropolitan estimates for these or other non-capacity programs have been developed. Consistent with MPOAC “Financial Guidelines for MPO 2040 Long Range Plans”, the Department will prepare a summary of these program estimates and state objectives (to be entitled “Appendix for the Metropolitan Long Range Plan, 2040 Revenue Forecast”) and provide the Appendix to each MPO for inclusion in the documentation of the metropolitan long range transportation plan.

FORECAST YEARS

Tables 1-5 contain revenue estimates for Fiscal Years 2019-2040. The MPO should use the TIP/STIP to summarize estimates for Fiscal Years 2014-2018. Table 6 contains revenue estimates for Fiscal Years 2014-2040 because this summary information is not readily available in the 5-Year Work Program.

¹ “Schedule A” specifies and distributes estimated funds legally available in the years covered by the FDOT 5-year Work Program. FDOT’s Work Program Instructions contain Schedule A and a “Program Allocation Guide” which describes the processes, assumptions, and requirements used to develop Work Program fund allocations.

Revenue Estimates for District Seven

Table 1
Capacity Program Estimates
 State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
 Florida Department of Transportation

Capacity Programs	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
SIS Highways Construction & ROW ^{1,2}	N/A	N/A	N/A	N/A	N/A
Other Arterials Construction & ROW²	233.5	521.6	493.1	1,078.9	2,327.1
Citrus	10.4	23.1	21.9	47.8	103.2
Hernando	13.8	30.8	29.1	63.6	137.2
Hillsborough	104.7	233.8	221.0	483.5	1,043.0
Pasco	35.8	80.1	75.7	165.6	357.2
Pinellas	68.9	153.9	145.5	318.3	686.5
Transit²	113.8	293.1	308.2	646.1	1,361.2
Citrus	5.0	13.0	13.7	28.6	60.4
Hernando	6.7	17.3	18.2	38.1	80.3
Hillsborough	51.0	131.4	138.1	289.5	610.1
Pasco	17.5	45.0	47.3	99.2	208.9
Pinellas	33.6	86.5	90.9	190.6	401.6

¹ To be provided separately.

² May be supplemented with TMA Funds. See Table 2 and guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Table 2
TMA Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Management Area	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TMA	65.9	164.8	164.8	329.7	725.3
Hillsborough	29.6	73.9	73.9	147.8	325.1
Pinellas	19.5	48.6	48.6	97.3	214.0
Pasco	10.1	25.3	25.3	50.6	111.3

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

Table 3
Transportation Alternatives Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

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

¹ Use of these funds must be consistent with federal and state policy. See guidance in the *2040 Revenue Forecast Handbook*. Funds will be programmed based on the regional priority list and based on population for Transportation Alternatives programs. For project listing, please refer to page 2 of the *Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs November 2012*.

Revenue Estimates for District Seven
For Information Purposes

Table 4
TRIP Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Regional Incentive Program	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
Districtwide TRIP Funds	1.0	7.3	7.3	14.6	30.3

¹ For informational purposes. Estimates are for TRIP Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 5
New Starts Transit Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

New Starts Transit	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
Statewide New Starts Transit Funds	63	174	174	349	760

¹ For informational purposes. Estimates are for New Starts Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 6
State Highway System Operations and Maintenance Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

State Highway System Operations & Maintenance	2040 Revenue Forecast					
	FYs 2014-15	FYs 2016-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	27 Year Total
Districtwide SHS O&M Funds	391	1,080	1,102	1,208	2,653	6,434

¹ For informational purposes. See guidance for documenting these funds in the *2040 Revenue Forecast Handbook*.

Rows may not sum to columns because of rounding.



APPENDIX D
FDOT Work Program

← Main Street
Cypress Knoll Dr →

Main St

BLACKWELL
INSURANCE



Appendix D
Pasco MPO MOBILITY 2040 Long Range Transportation Plan
FDOT 5-Year Work Program (FY 15/16 - 19/20)

LFP -LOCAL FUNDS FOR PARTICIPATING	11,503	0	0	0	0	0	0	11,503
SA -STP, ANY AREA	2,433,000	233,700	0	0	0	0	0	2,666,700
SL -STP, AREAS <= 200K	344,300	0	0	0	0	0	0	344,300
TRIP -TRANS REGIONAL INCENTIVE PROGM	11,503	0	0	0	0	0	0	11,503
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	11,744,000	0	0	0	0	0	11,744,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	224,901	0	0	0	0	0	224,901
DS -STATE PRIMARY HIGHWAYS & PTO	0	4,598,351	0	0	0	0	0	4,598,351
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	266,423	0	0	0	0	0	0	266,423
Item 256243 2 Totals:	4,379,967	16,800,952	0	0	0	0	0	21,180,919
Project Total:	4,443,947	16,800,952	0	0	0	0	0	21,244,899

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 256323 1 Project Description: SR 52 (SCHRADER HWY) FROM W OF SUNCOAST PKWY TO E OF US 41 (SR 45) *NON-SIS*								
District: 07 County: PASCO Type of Work: ADD LANES & RECONSTRUCT Project Length: 4.769								
Extra Description: 2 TO 6 LANES, INCLUDES INTERSECTION IMP, SIDEWALK/BIKE LANE								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	33,381	0	0	0	0	0	0	33,381
DEM -ENVIRONMENTAL MITIGATION- WETLANDS	461	0	0	0	0	0	0	461
DIH -STATE IN-HOUSE PRODUCT SUPPORT	109,699	0	0	0	0	0	0	109,699
DS -STATE PRIMARY HIGHWAYS & PTO	696,659	0	0	0	0	0	0	696,659
MG -MINIMUM GUARANTEE	3,375,000	0	0	0	0	0	0	3,375,000
RIGHT OF WAY / MANAGED BY FDOT								
BNDS -BOND - STATE	1,096,284	0	0	0	0	0	0	1,096,284
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	0	2,900,000	0	0	0	2,900,000
DDR -DISTRICT DEDICATED REVENUE	256	2,260,099	1,994,827	8,185,564	1,517,926	0	0	13,958,672
DIH -STATE IN-HOUSE PRODUCT SUPPORT	161,818	400,000	300,000	290,400	0	0	0	1,152,218
DS -STATE PRIMARY HIGHWAYS & PTO	900,000	3,781,041	3,788,711	0	5,056,635	452,686	0	13,979,073

Appendix D
Pasco MPO MOBILITY 2040 Long Range Transportation Plan
FDOT 5-Year Work Program (FY 15/16 - 19/20)

TRIP -TRANS REGIONAL INCENTIVE PROGM	13,030	0	0	0	0	0	0	13,030
RAILROAD & UTILITIES / MANAGED BY FDOT								
-UNFUNDED	0	0	0	0	0	0	2,000,000	2,000,000
CONSTRUCTION / MANAGED BY FDOT								
-UNFUNDED	0	0	0	0	0	0	88,988,774	88,988,774
ENVIRONMENTAL / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	1,164,763	32,635	0	0	0	0	0	1,197,398
DS -STATE PRIMARY HIGHWAYS & PTO	16,910	1,132,127	0	0	0	0	0	1,149,037
Item 256334 1 Totals:	7,350,847	1,164,762	0	0	0	4,429,700	95,728,774	108,674,083
Project Total:	16,442,882	10,764,559	6,182,570	16,076,248	67,137,736	4,882,386	95,728,774	217,215,155

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 256324 1 Project Description: US 41 (SR 45) FROM TOWER RD TO RIDGE RD *NON-SIS*								
District: 07 County: PASCO Type of Work: ADD LANES & RECONSTRUCT Project Length: 2.841								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,778,744	0	0	0	0	0	0	2,778,744
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	7,488,107	0	0	0	0	0	0	7,488,107
RAILROAD & UTILITIES / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	72,431	0	0	0	0	0	0	72,431
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	15,939,281	0	0	0	0	0	0	15,939,281
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	347,566	0	0	0	0	0	0	347,566
Item 256324 1 Totals:	26,626,129	0	0	0	0	0	0	26,626,129
Item Number: 256324 2 Project Description: US 41 (SR 45) FROM N OF CONNERTON BLVD TO S OF SR 52 *NON-SIS*								
District: 07 County: PASCO Type of Work: ADD LANES & RECONSTRUCT Project Length: 2.231								
Extra Description: 2 TO 4 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	319	0	0	0	0	0	0	319

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Pasco MPO MOBILITY 2040 Long Range Transportation Plan
FDOT 5-Year Work Program (FY 15/16 - 19/20)

Item 256422 1 Totals:		342,377	0	0	0	0	0	0	0	342,377
Item Number: 256422 2 Project Description: US 301 (SR 41/GALL) FROM SR 39 TO S OF CR 54 *NON-SIS*										
District: 07 County: PASCO Type of Work: ADD LANES & RECONSTRUCT Project Length: 5.184										
Extra Description: NEW ONE-WAY PAIR (3-LANES EACH DIRECTION) ON 6TH AND 7TH ST										
<u>PRELIMINARY ENGINEERING / MANAGED BY FDOT</u>										
DDR -DISTRICT DEDICATED REVENUE	1,728,659	0	0	0	0	0	0	0	0	1,728,659
DIH -STATE IN-HOUSE PRODUCT SUPPORT	199,484	0	0	0	0	0	0	0	0	199,484
DS -STATE PRIMARY HIGHWAYS & PTO	4,075,519	0	0	0	0	0	0	0	0	4,075,519
<u>RIGHT OF WAY / MANAGED BY FDOT</u>										
ACSA -ADVANCE CONSTRUCTION (SA)	194,100	0	0	0	0	0	0	0	0	194,100
ACSU -ADVANCE CONSTRUCTION (SU)	0	876,742	0	0	0	0	0	0	0	876,742
CM -CONGESTION MITIGATION - AQ	214,145	0	0	0	0	0	0	0	0	214,145
DDR -DISTRICT DEDICATED REVENUE	28,000	0	2,023,108	1,626,650	0	2,342,032	0	0	0	6,019,790
DIH -STATE IN-HOUSE PRODUCT SUPPORT	60,000	700,000	440,000	0	0	0	0	0	0	1,200,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	641,146	0	0	0	0	0	0	641,146
SA -STP, ANY AREA	0	0	1,000,000	0	0	0	0	0	0	1,000,000
SU -STP, URBAN AREAS > 200K	0	3,027,500	3,469,350	0	8,472,627	0	0	0	0	14,969,477
<u>CONSTRUCTION / MANAGED BY FDOT</u>										
-UNFUNDED	0	0	0	0	0	43,514,307	0	0	0	43,514,307
<u>ENVIRONMENTAL / MANAGED BY FDOT</u>										
DS -STATE PRIMARY HIGHWAYS & PTO	24,789	0	0	0	0	0	0	0	0	24,789
Item 256422 2 Totals:		6,524,696	4,604,242	7,573,604	1,626,650	8,472,627	45,856,339	0	0	74,658,158
Item Number: 427160 1 Project Description: US 301/SR39/41/GALL FROM N OF TUCKER RD TO N OF GEIGER RD *NON-SIS*										
District: 07 County: PASCO Type of Work: RESURFACING Project Length: 2.205										
<u>PRELIMINARY ENGINEERING / MANAGED BY FDOT</u>										
-TOTAL OUTSIDE YEARS	822,846	0	0	0	0	0	0	0	0	822,846
<u>CONSTRUCTION / MANAGED BY FDOT</u>										
-TOTAL OUTSIDE YEARS	2,467,315	0	0	0	0	0	0	0	0	2,467,315
Item 427160 1 Totals:		3,290,161	0	0	0	0	0	0	0	3,290,161
Project Total:		10,157,234	4,604,242	7,573,604	1,626,650	8,472,627	45,856,339	0	0	78,290,696

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FDOT 5-Year Work Program (FY 15/16 - 19/20)

NHPP -IM, BRDG REPL, NATNL HWY-MAP21	1,349,176	0	0	0	0	0	0	1,349,176
ENVIRONMENTAL / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	2,156,181	0	0	0	0	0	0	2,156,181
DEMWW -ENVIRONMEN MITIGATION- WETLANDS	320,991	0	0	0	0	0	0	320,991
DI -ST. - S/W INTER/INTRASTATE HWY	29,008	0	0	0	0	0	0	29,008
DS -STATE PRIMARY HIGHWAYS & PTO	610,597	0	0	0	0	0	0	610,597
DESIGN BUILD / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	668,798	0	0	0	0	0	0	668,798
DDR -DISTRICT DEDICATED REVENUE	600,216	0	0	0	0	0	0	600,216
DI -ST. - S/W INTER/INTRASTATE HWY	150,000	0	0	0	0	0	0	150,000
DS -STATE PRIMARY HIGHWAYS & PTO	106,136	0	0	0	0	0	0	106,136
NHPP -IM, BRDG REPL, NATNL HWY-MAP21	75,991,382	0	0	0	0	0	0	75,991,382
SA -STP, ANY AREA	102,887	0	0	0	0	0	0	102,887
Item 258736 2 Totals:	124,676,788	1,435	0	0	0	0	0	124,678,223
Project Total:	124,792,006	1,435	0	0	0	0	0	124,793,441

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 405920 5 Project Description: TRAFFIC SIGNAL MAINTENANCE AND OPERATION FOR LOCAL GOVERNMENT *NON-SIS*								
District: 07 County: PASCO Type of Work: TRAFFIC SIGNALS Project Length: .001								
Extra Description: 8801(PASCO COUNTY)								
OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	2,064,481	259,000	0	0	0	0	0	2,323,481
Item 405920 5 Totals:	2,064,481	259,000	0	0	0	0	0	2,323,481
Project Total:	2,064,481	259,000	0	0	0	0	0	2,323,481

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 408075 1 Project Description: US 301 (GALL BLVD) FROM CR 54 TO DADE CITY BYPASS *NON-SIS*								
District: 07 County: PASCO Type of Work: PD&E/EMO STUDY Project Length: 7.122								
P D & E / MANAGED BY FDOT								

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Pasco MPO MOBILITY 2040 Long Range Transportation Plan
FDOT 5-Year Work Program (FY 15/16 - 19/20)

Item Number: 411014 2 Project Description: I-75 (SR 93) FROM N OF SR 52 TO PASCO/HERNANDO CO/L *SIS*									
District: 07 County: PASCO Type of Work: ADD LANES & RECONSTRUCT Project Length: 7.794									
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
-TOTAL OUTSIDE YEARS	4,722,775	0	0	0	0	0	0	0	4,722,775
RIGHT OF WAY / MANAGED BY FDOT									
-TOTAL OUTSIDE YEARS	3,624,207	0	0	0	0	0	0	0	3,624,207
RAILROAD & UTILITIES / MANAGED BY FDOT									
-TOTAL OUTSIDE YEARS	19,500	0	0	0	0	0	0	0	19,500
ENVIRONMENTAL / MANAGED BY FDOT									
-TOTAL OUTSIDE YEARS	6,597,376	0	0	0	0	0	0	0	6,597,376
DESIGN BUILD / MANAGED BY FDOT									
-TOTAL OUTSIDE YEARS	50,867,297	0	0	0	0	0	0	0	50,867,297
Item 411014 2 Totals:	65,831,155	0	0	0	0	0	0	0	65,831,155
Item Number: 411014 4 Project Description: I-75 (SR 93) FROM N OF SR 52 TO PASCO/HERNANDO CO/L *SIS*									
District: 07 County: PASCO Type of Work: LANDSCAPING Project Length: 7.794									
Extra Description: LANDSCAPE ONLY PROJECT. FUNDS FROM SEGMENT 2 FOR LANDSCAPE ITEMS.									
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
DDR -DISTRICT DEDICATED REVENUE	4,919	0	0	0	0	0	0	0	4,919
DIH -STATE IN-HOUSE PRODUCT SUPPORT	4,541	0	0	0	0	0	0	0	4,541
DS -STATE PRIMARY HIGHWAYS & PTO	368,000	0	0	0	0	0	0	0	368,000
CONSTRUCTION / MANAGED BY FDOT									
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	721,830	0	0	0	0	0	721,830
ENVIRONMENTAL / MANAGED BY FDOT									
DS -STATE PRIMARY HIGHWAYS & PTO	0	10,000	0	0	0	0	0	0	10,000
Item 411014 4 Totals:	377,460	10,000	721,830	0	0	0	0	0	1,109,290
Project Total:	68,958,796	10,000	721,830	0	0	0	0	0	69,690,626

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 416561 1 Project Description: SR 54 FROM CURLEY RD TO MORRIS BRIDGE RD *NON-SIS*								
District: 07 County: PASCO Type of Work: PD&E/EMO STUDY Project Length: 8.928								

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Pasco MPO MOBILITY 2040 Long Range Transportation Plan
FDOT 5-Year Work Program (FY 15/16 - 19/20)

P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	1,333,501	0	0	0	0	0	0	1,333,501
Item 416561 1 Totals:	1,333,501	0	0	0	0	0	0	1,333,501
Item Number: 416561 2 Project Description: SR 54 FROM CR 577/CURLEY RD TO CR 579/MORRIS BRDG RD *NON-SIS*								
District: 07 County: PASCO Type of Work: ADD LANES & REHABILITATE PVMNT Project Length: 4.509								
Extra Description: 2 TO 4 LANES PLUS 2 AUX LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	676,041	0	0	0	0	0	0	676,041
CIGR -GROWTH MANAGEMENT FOR CIGP	85,891	0	0	0	0	0	0	85,891
DDR -DISTRICT DEDICATED REVENUE	663,353	0	0	0	0	0	0	663,353
DIH -STATE IN-HOUSE PRODUCT SUPPORT	252,802	0	0	0	0	0	0	252,802
DS -STATE PRIMARY HIGHWAYS & PTO	132,067	0	0	0	0	0	0	132,067
LFP -LOCAL FUNDS FOR PARTICIPATING	2,413,225	0	0	0	0	0	0	2,413,225
TRIP -TRANS REGIONAL INCENTIVE PROGM	1,651,294	0	0	0	0	0	0	1,651,294
RIGHT OF WAY / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	520,393	0	0	0	0	0	0	520,393
CIGP -COUNTY INCENTIVE GRANT PROGRAM	4,970,000	0	0	0	0	0	0	4,970,000
DDR -DISTRICT DEDICATED REVENUE	2,327,544	0	2,546,428	0	0	0	0	4,873,972
DIH -STATE IN-HOUSE PRODUCT SUPPORT	241,119	500,000	0	0	0	0	0	741,119
DS -STATE PRIMARY HIGHWAYS & PTO	2,031,196	4,528,588	674,087	0	0	0	0	7,233,871
EB -EQUITY BONUS	203,845	0	0	0	0	0	0	203,845
LFP -LOCAL FUNDS FOR PARTICIPATING	4,970,000	0	0	0	0	0	0	4,970,000
SA -STP, ANY AREA	458,881	3,837,930	0	0	0	0	0	4,296,811
SU -STP, URBAN AREAS > 200K	0	4,273,261	2,461,668	0	0	0	0	6,734,929
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	18,981,762	71,604	0	0	0	0	19,053,366
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	613,501	0	0	0	0	0	613,501
DS -STATE PRIMARY HIGHWAYS & PTO	0	1,870,658	0	0	0	0	0	1,870,658
SA -STP, ANY AREA	0	8,522,866	0	0	0	0	0	8,522,866

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SU -STP, URBAN AREAS > 200K	0	3,760,484	0	0	0	0	0	3,760,484
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	266,450	10,000	0	0	0	0	0	276,450
Item 416561 2 Totals:	21,864,101	46,899,050	5,753,787	0	0	0	0	74,516,938
Item Number: 416561 3 Project Description: SR54 @ MORRIS BRIDGE RD/EILAND BOULEVARD INTERSECTION *NON-SIS*								
District: 07 County: PASCO Type of Work: INTERSECTION IMPROVEMENT Project Length: .001								
RIGHT OF WAY / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	1,872,500	0	0	0	0	0	0	1,872,500
LFP -LOCAL FUNDS FOR PARTICIPATING	1,872,500	0	0	0	0	0	0	1,872,500
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	1,750,935	0	0	0	0	1,750,935
LFP -LOCAL FUNDS FOR PARTICIPATING	0	0	1,750,935	0	0	0	0	1,750,935
Item 416561 3 Totals:	3,745,000	0	3,501,870	0	0	0	0	7,246,870
Project Total:	26,942,602	46,899,050	9,255,657	0	0	0	0	83,097,309

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 416564 1 Project Description: US 301 (GALL BLVD) FROM SR 56 (PROPOSED) TO SR39/PAUL BUCHMAN HWY *NON-SIS*								
District: 07 County: PASCO Type of Work: PD&E/EMO STUDY Project Length: 3.488								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	590,638	0	0	0	0	0	0	590,638
Item 416564 1 Totals:	590,638	0	0	0	0	0	0	590,638
Item Number: 416564 2 Project Description: US 301 FROM SR 56 (PROPOSED) TO SR 39/PAUL BUCHMAN HWY *NON-SIS*								
District: 07 County: PASCO Type of Work: ADD LANES & RECONSTRUCT Project Length: 1.744								
Extra Description: 2 TO 4 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
SA -STP, ANY AREA	0	0	1,000	2,498,000	0	0	0	2,499,000
CONSTRUCTION / MANAGED BY FDOT								

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-UNFUNDED	0	0	0	0	0	0	4,444,248	4,444,248
Item 416564 2 Totals:	0	0	1,000	2,498,000	0	0	4,444,248	6,943,248
Project Total:	590,638	0	1,000	2,498,000	0	0	4,444,248	7,533,886

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 429028 1 Project Description: SR 54 FROM E OF LAKE CRYSTAL BL TO W OF FLINT ST *NON-SIS*								
District: 07 County: PASCO Type of Work: RESURFACING Project Length: 2.596								
Extra Description: 2 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	1,068,758	0	0	0	0	0	0	1,068,758
DIH -STATE IN-HOUSE PRODUCT SUPPORT	44,790	0	0	0	0	0	0	44,790
DS -STATE PRIMARY HIGHWAYS & PTO	29,222	0	0	0	0	0	0	29,222
CONSTRUCTION / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	2,782,374	0	0	0	0	0	0	2,782,374
DDR -DISTRICT DEDICATED REVENUE	3,000	0	0	0	0	0	0	3,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	65,898	41,080	0	0	0	0	0	106,978
DS -STATE PRIMARY HIGHWAYS & PTO	61,643	0	0	0	0	0	0	61,643
HSP -SAFETY (HIWAY SAFETY PROGRAM)	179,459	0	0	0	0	0	0	179,459
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	97,389	0	0	0	0	0	0	97,389
Item 429028 1 Totals:	4,332,533	41,080	0	0	0	0	0	4,373,613
Project Total:	4,332,533	41,080	0	0	0	0	0	4,373,613

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 430573 1 Project Description: I75/SR 56 INTERCHANGE FROM W OF CR 54 TO W OF CYPRESSRIDGE BLVD *SIS*								
District: 07 County: PASCO Type of Work: INTERCHANGE IMPROVEMENT Project Length: .961								
Extra Description: RETROFIT I75/SR56 STANDARD INTERCHGE TO DIVERGING DIAMOND								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	1,196,565	0	0	0	0	1,196,565
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,000	0	0	0	0	0	1,000

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CONSTRUCTION / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	0	131,989	0	0	0	0	0	131,989
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	4,650	0	0	0	0	0	4,650
Item 430802 2 Totals:	47,000	136,639	0	0	0	0	0	183,639
Project Total:	47,000	136,639	0	0	0	0	0	183,639

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 431315 1 Project Description: SR 52 FROM US 19/SR 55 TO E OF INDIAN DR *NON-SIS*								
District: 07 County: PASCO Type of Work: RESURFACING Project Length: 3.149								
Extra Description: 6 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	12,491	0	0	0	0	0	0	12,491
DIH -STATE IN-HOUSE PRODUCT SUPPORT	25,843	0	0	0	0	0	0	25,843
DS -STATE PRIMARY HIGHWAYS & PTO	692,635	0	0	0	0	0	0	692,635
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	1,858,353	0	0	0	0	0	1,858,353
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	243,100	0	0	0	0	0	243,100
DS -STATE PRIMARY HIGHWAYS & PTO	0	2,834,663	0	0	0	0	0	2,834,663
NHRE -NAT HWY PERFORM - RESURFACING	0	106,543	0	0	0	0	0	106,543
SA -STP, ANY AREA	0	3,510,890	0	0	0	0	0	3,510,890
ENVIRONMENTAL / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	52,614	0	0	0	0	0	0	52,614
Item 431315 1 Totals:	783,583	8,553,549	0	0	0	0	0	9,337,132
Project Total:	783,583	8,553,549	0	0	0	0	0	9,337,132

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432583 1 Project Description: SR 52 FROM E OF EHREN CUTOFF TO W OF BELLAMY BRO BLVD *NON-SIS*								
District: 07 County: PASCO Type of Work: RESURFACING Project Length: 2.949								
Extra Description: 2 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								

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DDR -DISTRICT DEDICATED REVENUE	494,044	0	0	0	0	0	0	494,044
DIH -STATE IN-HOUSE PRODUCT SUPPORT	20,444	0	0	0	0	0	0	20,444
DS -STATE PRIMARY HIGHWAYS & PTO	1,702	0	0	0	0	0	0	1,702
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	1,253,415	0	0	0	0	1,253,415
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	41,800	0	0	0	0	41,800
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	229,256	0	0	0	0	229,256
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	0	10,000	0	0	0	0	0	10,000
Item 432583 1 Totals:	516,190	10,000	1,524,471	0	0	0	0	2,050,661
Project Total:	516,190	10,000	1,524,471	0	0	0	0	2,050,661

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433697 1 Project Description: MILE STRETCH (CR595) FROM US 19 TO ARCADIA ROAD *NON-SIS*								
District: 07 County: PASCO Type of Work: SIDEWALK Project Length: .492								
Extra Description: CONSTRUCT SIDEWALK ON NORTHSIDE								
CONSTRUCTION / MANAGED BY PASCO COUNTY BOCC								
TALU -TRANSPORTATION ALTS- >200K	0	160,200	0	0	0	0	0	160,200
Item 433697 1 Totals:	0	160,200	0	0	0	0	0	160,200
Project Total:	0	160,200	0	0	0	0	0	160,200

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433699 1 Project Description: COUNTY LINE RD FROM NORTHWOOD PALMS BLVD TO W OF BRUCE B DOWNS(CR 581) *NON-SIS*								
District: 07 County: PASCO Type of Work: SIDEWALK Project Length: .650								
Extra Description: CONSTRUCT 8' BIKE/PED FACILITY/SIDEWALK TO CONNECT EXIST SW								
PRELIMINARY ENGINEERING / MANAGED BY PASCO COUNTY BOCC								
SA -STP, ANY AREA	1,000	0	0	0	0	0	0	1,000
TALT -TRANSPORTATION ALTS- ANY AREA	25,000	0	0	0	0	0	0	25,000
CONSTRUCTION / MANAGED BY PASCO COUNTY BOCC								
TALL -TRANSPORTATION ALTS- <200K	0	0	242,882	0	0	0	0	242,882

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Item 433699 1 Totals:	26,000	0	242,882	0	0	0	0	268,882
Project Total:	26,000	0	242,882	0	0	0	0	268,882

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433700 1 Project Description: HARDY TRAIL EXT FROM CHURCH AVE TO LOCK ST *NON-SIS*								
District: 07 County: PASCO Type of Work: BIKE PATH/TRAIL Project Length: .000								
Extra Description: CONSTRUCT EXTENSION OF HARDY TRAIL								
PRELIMINARY ENGINEERING / MANAGED BY CITY OF DADE CITY								
TALT -TRANSPORTATION ALTS- ANY AREA	0	34,116	0	0	0	0	0	34,116
CONSTRUCTION / MANAGED BY CITY OF DADE CITY								
TALU -TRANSPORTATION ALTS- >200K	0	0	0	582,400	0	0	0	582,400
Item 433700 1 Totals:	0	34,116	0	582,400	0	0	0	616,516
Project Total:	0	34,116	0	582,400	0	0	0	616,516

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 433760 1 Project Description: US 301 (SR39) FROM N OF GEIGER ROAD TO N OF KOSSIK ROAD *NON-SIS*								
District: 07 County: PASCO Type of Work: RESURFACING Project Length: 1.928								
Extra Description: 4 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	95,532	0	0	0	0	0	0	95,532
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	192,204	0	0	0	0	0	192,204
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	330,588	0	0	0	0	0	330,588
DS -STATE PRIMARY HIGHWAYS & PTO	0	5,212,128	0	0	0	0	0	5,212,128
ENVIRONMENTAL / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	0	10,000	0	0	0	0	0	10,000
Item 433760 1 Totals:	95,532	5,744,920	0	0	0	0	0	5,840,452
Project Total:	95,532	5,744,920	0	0	0	0	0	5,840,452

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
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Item Number: 434313 1 Project Description: OTIS ALLEN RD FROM WIRE RD TO ZEPHYRHILLS BYPASS EXT *NON-SIS*									
District: 07 County: PASCO Type of Work: PAVE SHOULDERS Project Length: 2.078									
CONSTRUCTION / MANAGED BY PASCO COUNTY BOCC									
HSP -SAFETY (HIWAY SAFETY PROGRAM)	0	193,100	0	0	0	0	0	0	193,100
Item 434313 1 Totals:	0	193,100	0	0	0	0	0	0	193,100
Project Total:	0	193,100	0	0	0	0	0	0	193,100

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 434765 1 Project Description: SR 56 FROM MEADOW POINTE BLVD TO US 301 *NON-SIS*								
District: 07 County: PASCO Type of Work: NEW ROAD CONSTRUCTION Project Length: 6.770								
Extra Description: CONNECTING SR 56 FROM MEADOW PT BLVD TO US 301 USING 2 LANES EXPANDABLE TO 6 LANES D(10/01/13)								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	4,851	0	0	0	0	0	0	4,851
DIH -STATE IN-HOUSE PRODUCT SUPPORT	29,589	0	0	0	0	0	0	29,589
DS -STATE PRIMARY HIGHWAYS & PTO	71,741	0	0	0	0	0	0	71,741
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	21,965,048	0	0	0	0	0	0	21,965,048
DIH -STATE IN-HOUSE PRODUCT SUPPORT	250,000	256,750	0	0	0	0	0	506,750
DS -STATE PRIMARY HIGHWAYS & PTO	16,445,666	0	0	0	0	0	0	16,445,666
ENVIRONMENTAL / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	3,470,000	0	0	0	0	0	0	3,470,000
Item 434765 1 Totals:	42,236,895	256,750	0	0	0	0	0	42,493,645
Project Total:	42,236,895	256,750	0	0	0	0	0	42,493,645

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435142 1 Project Description: SR 52 EXTENSION FROM E OF MCKENDREE RD TO E OF FORT KING RD *NON-SIS*								
District: 07 County: PASCO Type of Work: NEW ROAD CONSTRUCTION Project Length: 7.099								
Extra Description: 4 LANES/TO CLINTON AVE EXTENSION/EMMAUS CEMETERY RD								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								

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DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,000	0	0	0	0	0	1,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	5,688,100	0	0	0	0	0	5,688,100
RIGHT OF WAY / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	20,000	20,000	0	0	0	40,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	3,072,650	1,092,550	0	0	0	4,165,200
CONSTRUCTION / MANAGED BY FDOT								
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	0	56,831,202	0	0	56,831,202
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	1,327,200	0	0	1,327,200
Item 435142 1 Totals:	0	5,689,100	3,092,650	1,112,550	58,158,402	0	0	68,052,702
Item Number: 435915 1 Project Description: SR 52 EXTENSION FROM E OF MCKENDREE RD TO E OF US 301 *NON-SIS*								
District: 07 County: PASCO Type of Work: PD&E/EMO STUDY Project Length: 9.232								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	751,000	0	0	0	0	0	0	751,000
Item 435915 1 Totals:	751,000	0	0	0	0	0	0	751,000
Project Total:	751,000	5,689,100	3,092,650	1,112,550	58,158,402	0	0	68,803,702

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435477 1 Project Description: MITTYE LOCKE ELEMENTARY SRTS/WIGGINS DR FROM SR 54 TO TROUBLE CREEK RD *NON-SIS*								
District: 07 County: PASCO Type of Work: SIDEWALK Project Length: .507								
Extra Description: CONSTRUCT SIDEWALK FOR MITTYE LOCK ELEMENTARY SRTS								
PRELIMINARY ENGINEERING / MANAGED BY PASCO COUNTY BOCC								
TALT -TRANSPORTATION ALTS- ANY AREA	0	0	9,378	0	0	0	0	9,378
TALU -TRANSPORTATION ALTS- >200K	0	0	15,622	0	0	0	0	15,622
CONSTRUCTION / MANAGED BY PASCO COUNTY BOCC								
TALU -TRANSPORTATION ALTS- >200K	0	0	0	0	166,000	0	0	166,000
Item 435477 1 Totals:	0	0	25,000	0	166,000	0	0	191,000
Project Total:	0	0	25,000	0	166,000	0	0	191,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
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Item Number: 435894 1 Project Description: SR 575 OVER WITHLACOOCHEE RIVER BRIDGE #140031 *NON-SIS*								
District: 07 County: PASCO Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .047								
Extra Description: SUBSTRUCTURE REPAIRS INCL ADD PILE JACKET ON DEFICIENT PILES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	0	0	30,000	0	0	0	0	30,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,000	0	0	0	0	0	1,000
CONSTRUCTION / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	0	0	0	209,691	0	0	0	209,691
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	3,669	0	0	0	3,669
ENVIRONMENTAL / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	0	25,000	0	0	0	0	0	25,000
Item 435894 1 Totals:	0	26,000	30,000	213,360	0	0	0	269,360
Project Total:	0	26,000	30,000	213,360	0	0	0	269,360

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436421 1 Project Description: SR 54 FROM OLD MILLPOND DR TO LITTLE RD *NON-SIS*								
District: 07 County: PASCO Type of Work: RESURFACING Project Length: 1.660								
Extra Description: 6 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	0	0	0	0	0	0	1,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	630,000	0	0	0	0	0	630,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	3,134,037	0	0	0	3,134,037
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	109,472	0	0	0	109,472
Item 436421 1 Totals:	1,000	630,000	0	3,243,509	0	0	0	3,874,509
Project Total:	1,000	630,000	0	3,243,509	0	0	0	3,874,509

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436490 1 Project Description: SR 52 FROM E OF DRIVER LN TO E OF CR 583/EHREN CUTOFF *NON-SIS*								
District: 07 County: PASCO Type of Work: RESURFACING Project Length: 4.947								

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Extra Description: 2 LANES								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	654,000	0	0	0	0	0	654,000
DDR -DISTRICT DEDICATED REVENUE	1,168	0	0	0	0	0	0	1,168
DIH -STATE IN-HOUSE PRODUCT SUPPORT	1,000	0	0	0	0	0	0	1,000
CONSTRUCTION / MANAGED BY FDOT								
SA -STP, ANY AREA	0	0	0	3,287,419	0	0	0	3,287,419
Item 436490 1 Totals:	2,168	654,000	0	3,287,419	0	0	0	3,943,587
Project Total:	2,168	654,000	0	3,287,419	0	0	0	3,943,587

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
TRANSPORTATION PLANNING								
Item Number: 259342 1 Project Description: PASCO COUNTY MPO UPWP *NON-SIS*								
District: 07 County: PASCO Type of Work: TRANSPORTATION PLANNING Project Length: .000								
Extra Description: TRANSPORTATION PLANNING ACTIVITIES								
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
PL -METRO PLAN (85% FA; 15% OTHER)	6,856,472	591,357	591,357	591,357	591,357	591,357	0	9,813,257
PLAC -METRO PLAN (AC/REGULAR)	468,954	0	0	0	0	0	0	468,954
Item 259342 1 Totals:	7,325,426	591,357	591,357	591,357	591,357	591,357	0	10,282,211
Project Total:	7,325,426	591,357	591,357	591,357	591,357	591,357	0	10,282,211

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
MAINTENANCE								
Item Number: 400657 1 Project Description: PASCO CO (14) *NON-SIS*								
District: 07 County: PASCO Type of Work: ROUTINE MAINTENANCE Project Length: .000								
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								

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D -UNRESTRICTED STATE PRIMARY	25,433,167	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	0	32,933,167
Item 400657 1 Totals:	25,433,167	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	0	32,933,167
Item Number: 400657 2 Project Description: PASCO CO (14) *NON-SIS*								
District: 07 County: PASCO Type of Work: ROUTINE MAINTENANCE Project Length: .000								
<u>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</u>								
-TOTAL OUTSIDE YEARS	1	0	0	0	0	0	0	1
Item 400657 2 Totals:	1	0	0	0	0	0	0	1
Project Total:	25,433,168	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	0	32,933,168

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 401692 1 Project Description: PASCO CO (14) *SIS*								
District: 07 County: PASCO Type of Work: ROUTINE MAINTENANCE Project Length: .000								
<u>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</u>								
D -UNRESTRICTED STATE PRIMARY	1,294,398	15,000	15,000	15,000	15,000	15,000	0	1,369,398
Item 401692 1 Totals:	1,294,398	15,000	15,000	15,000	15,000	15,000	0	1,369,398
Item Number: 401692 2 Project Description: PASCO CO (14) *SIS*								
District: 07 County: PASCO Type of Work: ROUTINE MAINTENANCE Project Length: .000								
<u>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</u>								
-TOTAL OUTSIDE YEARS	1	0	0	0	0	0	0	1
Item 401692 2 Totals:	1	0	0	0	0	0	0	1
Project Total:	1,294,399	15,000	15,000	15,000	15,000	15,000	0	1,369,399

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
FLP: AVIATION								
Item Number: 429581 1 Project Description: ZEPHYRHILLS AIRPORT - RUNWAY 05/23 REHAB/OVERLAY *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								

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CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
DDR -DISTRICT DEDICATED REVENUE	374,947	0	0	0	0	0	0	0	374,947
DPTO -STATE - PTO	210,349	291,680	0	0	0	0	0	0	502,029
FAA -FEDERAL AVIATION ADMIN	2,366,424	3,281,400	0	0	0	0	0	0	5,647,824
LF -LOCAL FUNDS	146,625	72,920	0	0	0	0	0	0	219,545
Item 429581 1 Totals:	3,098,345	3,646,000	0	0	0	0	0	0	6,744,345
Project Total:	3,098,345	3,646,000	0	0	0	0	0	0	6,744,345

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 431259 1 Project Description: ZEPHYRHILLS AIRPORT - REHABILITATE SHADE HANGAR *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	96,000	0	0	0	0	96,000
LF -LOCAL FUNDS	0	0	24,000	0	0	0	0	24,000
Item 431259 1 Totals:	0	0	120,000	0	0	0	0	120,000
Project Total:	0	0	120,000	0	0	0	0	120,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 431260 1 Project Description: ZEPHYRHILLS AIRPORT - AIRFIELD LIGHTING REHABILITATION AND UPGRADES *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	160,000	0	120,000	0	0	280,000
LF -LOCAL FUNDS	0	0	40,000	0	30,000	0	0	70,000
Item 431260 1 Totals:	0	0	200,000	0	150,000	0	0	350,000
Project Total:	0	0	200,000	0	150,000	0	0	350,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432947 1 Project Description: ZEPHYRHILLS AIRPORT - REHABILITATE RUNWAY 1/19 INCLUDING NEW SIGNAGE *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								

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CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
DPTO -STATE - PTO	0	348,320	0	0	0	0	0	0	348,320
LF -LOCAL FUNDS	0	87,080	0	0	0	0	0	0	87,080
Item 432947 1 Totals:	0	435,400	0	0	0	0	0	0	435,400
Project Total:	0	435,400	0	0	0	0	0	0	435,400

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432993 1 Project Description: ZEPHYRHILLS AIRPORT - REHABILITATION OF TAXIWAY B DESIGN *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	120,000	0	0	0	120,000
LF -LOCAL FUNDS	0	0	0	30,000	0	0	0	30,000
Item 432993 1 Totals:	0	0	0	150,000	0	0	0	150,000
Project Total:	0	0	0	150,000	0	0	0	150,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432994 1 Project Description: ZEPHYRHILLS AIRPORT - SEAL AIRFIELD PAVEMENT - APRONS *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	9,600	0	0	0	9,600
LF -LOCAL FUNDS	0	0	0	2,400	0	0	0	2,400
Item 432994 1 Totals:	0	0	0	12,000	0	0	0	12,000
Project Total:	0	0	0	12,000	0	0	0	12,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 432995 1 Project Description: ZEPHYRHILLS AIRPORT - REHABILITATE AND REPAIR T-HANGARS ROOFS *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	296,000	0	0	0	296,000

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LF -LOCAL FUNDS	0	0	0	74,000	0	0	0	74,000
Item 432995 1 Totals:	0	0	0	370,000	0	0	0	370,000
Project Total:	0	0	0	370,000	0	0	0	370,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435216 1 Project Description: ZEPHYRHILLS AIRPORT - CONSTRUCT ACCESS ROAD TO SOUTHEAST DEVELOPMENT *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
<u>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</u>								
DPTO -STATE - PTO	0	0	0	0	625,000	0	0	625,000
LF -LOCAL FUNDS	0	0	0	0	625,000	0	0	625,000
Item 435216 1 Totals:	0	0	0	0	1,250,000	0	0	1,250,000
Project Total:	0	0	0	0	1,250,000	0	0	1,250,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435218 1 Project Description: ZEPHYRHILLS AIRPORT - DESIGN AND CONSTRUCT TWO BOX HANGARS *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000								
<u>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</u>								
DPTO -STATE - PTO	0	0	0	0	916,500	0	0	916,500
LF -LOCAL FUNDS	0	0	0	0	916,500	0	0	916,500
Item 435218 1 Totals:	0	0	0	0	1,833,000	0	0	1,833,000
Project Total:	0	0	0	0	1,833,000	0	0	1,833,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 435238 1 Project Description: ZEPHYRHILLS AIRPORT - DESIGN AND CONSTRUCT PARALLEL TAXIWAY *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION CAPACITY PROJECT Project Length: .000								
<u>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</u>								
DPTO -STATE - PTO	0	0	0	0	57,920	0	0	57,920
FAA -FEDERAL AVIATION ADMIN	0	0	0	0	651,600	0	0	651,600
LF -LOCAL FUNDS	0	0	0	0	14,480	0	0	14,480

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Item 435238 1 Totals:	0	0	0	0	724,000	0	0	724,000
Project Total:	0	0	0	0	724,000	0	0	724,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436816 1 Project Description: ZEPHYRHILLS AIRPORT - DESIGN AND CONSTRUCT TERMINAL FACILITIES *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	1,000,000	0	1,000,000
LF -LOCAL FUNDS	0	0	0	0	0	250,000	0	250,000
Item 436816 1 Totals:	0	0	0	0	0	1,250,000	0	1,250,000
Project Total:	0	0	0	0	0	1,250,000	0	1,250,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436817 1 Project Description: ZEPHYRHILLS AIRPORT - NEW ITINERANT AIRCRAFT PARKING AREA PHASE 1 *NON-SIS*								
District: 07 County: PASCO Type of Work: AVIATION CAPACITY PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO -STATE - PTO	0	0	0	0	0	270,240	0	270,240
FAA -FEDERAL AVIATION ADMIN	0	0	0	0	0	3,040,200	0	3,040,200
LF -LOCAL FUNDS	0	0	0	0	0	67,560	0	67,560
Item 436817 1 Totals:	0	0	0	0	0	3,378,000	0	3,378,000
Project Total:	0	0	0	0	0	3,378,000	0	3,378,000

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
FLP: TRANSIT								
Item Number: 402397 1 Project Description: PCPT FTA SECTION 5307 *NON-SIS*								
District: 07 County: PASCO Type of Work: CAPITAL FOR FIXED ROUTE Project Length: .000								
Extra Description: CAPITAL ASSISTANCE								

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CAPITAL / MANAGED BY PASCO								
FTA -FEDERAL TRANSIT ADMINISTRATION	15,593,897	3,472,364	3,872,363	3,125,457	3,125,457	0	0	29,189,538
Item 402397 1 Totals:	15,593,897	3,472,364	3,872,363	3,125,457	3,125,457	0	0	29,189,538
Project Total:	15,593,897	3,472,364	3,872,363	3,125,457	3,125,457	0	0	29,189,538

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 402413 1 Project Description: PCPT PUBLIC TRANSIT BLOCK GRANT PROGRAM - OPERATING *NON-SIS*								
District: 07 County: PASCO Type of Work: OPERATING/ADMIN. ASSISTANCE Project Length: .000								
Extra Description: BLOCK GRANT PROGRAM FOR OPERATIONAL ASSISTANCE								
OPERATIONS / MANAGED BY PASCO CO BOARD OF CNTY COMMISS								
DDR -DISTRICT DEDICATED REVENUE	2,012,345	519,415	519,177	532,599	550,182	1,155,382	0	5,289,100
DPTO -STATE - PTO	4,820,219	519,415	519,177	532,599	550,182	0	0	6,941,592
DS -STATE PRIMARY HIGHWAYS & PTO	4,268,944	0	0	0	0	0	0	4,268,944
LF -LOCAL FUNDS	9,580,879	1,038,830	1,038,354	1,065,198	1,100,364	1,155,382	0	14,979,007
Item 402413 1 Totals:	20,682,387	2,077,660	2,076,708	2,130,396	2,200,728	2,310,764	0	31,478,643
Project Total:	20,682,387	2,077,660	2,076,708	2,130,396	2,200,728	2,310,764	0	31,478,643

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 402414 1 Project Description: PASCO COUNTY MPO TRANSIT PLANNING SECTION 5305 *NON-SIS*								
District: 07 County: PASCO Type of Work: PTO STUDIES Project Length: .000								
Extra Description: SECTION 5305 MPO TRANSPORTATION PLANNING								
PLANNING / MANAGED BY PASCO COUNTY MPO								
DDR -DISTRICT DEDICATED REVENUE	126,027	11,360	11,360	11,701	11,701	12,052	0	184,201
DPTO -STATE - PTO	29,562	0	0	0	0	0	0	29,562
DS -STATE PRIMARY HIGHWAYS & PTO	9,132	0	0	0	0	0	0	9,132
DU -STATE PRIMARY/FEDERAL REIMB	1,317,778	90,880	90,880	93,607	93,607	96,416	0	1,783,168
LF -LOCAL FUNDS	155,562	11,360	11,360	11,701	11,701	12,052	0	213,736
Item 402414 1 Totals:	1,638,061	113,600	113,600	117,009	117,009	120,520	0	2,219,799
Project Total:	1,638,061	113,600	113,600	117,009	117,009	120,520	0	2,219,799

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Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 408319 1 Project Description: PCPT PUBLIC TRANSIT CORRIDOR PROGRAM-ROUTE 19 OPERATING *NON-SIS*								
District: 07 County: PASCO Type of Work: TRANSIT IMPROVEMENT Project Length: .000								
Extra Description: INTER-COUNTY SERVICE BETWEEN PASCO & PINELLAS ON US19								
OPERATIONS / MANAGED BY PASCO								
DDR -DISTRICT DEDICATED REVENUE	2,519,256	350,000	350,000	0	0	0	0	3,219,256
DPTO -STATE - PTO	627,094	0	0	350,000	361,407	350,000	0	1,688,501
DS -STATE PRIMARY HIGHWAYS & PTO	555,430	0	0	0	0	0	0	555,430
Item 408319 1 Totals:	3,701,780	350,000	350,000	350,000	361,407	350,000	0	5,463,187
Project Total:	3,701,780	350,000	350,000	350,000	361,407	350,000	0	5,463,187

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 422314 1 Project Description: PCPT PASCO RURAL 5311 *NON-SIS*								
District: 07 County: PASCO Type of Work: CAPITAL FOR FIXED ROUTE Project Length: .000								
Extra Description: 5311 - CAPITAL EQUIPMENT FOR NON PRIORITIZED SVC								
OPERATIONS / MANAGED BY PASCO								
DU -STATE PRIMARY/FEDERAL REIMB	387,843	0	496,000	76,550	0	445,023	0	1,405,416
LF -LOCAL FUNDS	387,843	0	496,000	76,550	0	445,023	0	1,405,416
CAPITAL / MANAGED BY PASCO								
DU -STATE PRIMARY/FEDERAL REIMB	1,781,188	795,516	108,836	124,000	400,000	0	0	3,209,540
LF -LOCAL FUNDS	538,395	795,516	27,209	124,000	100,000	0	0	1,585,120
Item 422314 1 Totals:	3,095,269	1,591,032	1,128,045	401,100	500,000	890,046	0	7,605,492
Project Total:	3,095,269	1,591,032	1,128,045	401,100	500,000	890,046	0	7,605,492

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 429940 1 Project Description: PCPT TRANSIT URBAN CORRIDOR 54 SR CONNECTOR *NON-SIS*								
District: 07 County: PASCO Type of Work: URBAN CORRIDOR IMPROVEMENTS Project Length: .000								
Extra Description: EXPRESS SERVICE ON SR 54 (ROUTE 54)								
OPERATIONS / MANAGED BY HILLSBOROUGH COUNTY								

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DPTO -STATE - PTO	1,004,000	225,000	225,000	284,806	296,213	295,000	0	2,330,019
CAPITAL / MANAGED BY HILLSBOROUGH COUNTY								
DDR -DISTRICT DEDICATED REVENUE	1,031,546	0	0	0	0	0	0	1,031,546
Item 429940 1 Totals:	2,035,546	225,000	225,000	284,806	296,213	295,000	0	3,361,565
Project Total:	2,035,546	225,000	225,000	284,806	296,213	295,000	0	3,361,565

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
Item Number: 436701 1 Project Description: PCPT MARKETING PROJECT *NON-SIS*								
District: 07 County: PASCO Type of Work: TRANSIT IMPROVEMENT Project Length: .000								
Extra Description: TRANSIT MARKETING PROJECT								
CAPITAL / MANAGED BY PASCO								
DPTO -STATE - PTO	0	90,000	0	0	0	0	0	90,000
LF -LOCAL FUNDS	0	90,000	0	0	0	0	0	90,000
Item 436701 1 Totals:	0	180,000	0	0	0	0	0	180,000
Project Total:	0	180,000	0	0	0	0	0	180,000
District 07 Totals:	421,846,906	116,635,442	43,792,891	42,463,172	146,598,936	78,825,446	147,332,635	997,495,428
Grand Total	421,846,906	116,635,442	43,792,891	42,463,172	146,598,936	78,825,446	147,332,635	997,495,428