



PASCO COUNTY FISCAL YEAR 2016-2020 CAPITAL IMPROVEMENT PLAN

INTRODUCTION

Like all other growing Counties, Pasco is faced with the challenge of providing an ever-increasing number of services and facilities, while being sensitive to the reality of limited financial resources. This is even more relevant in the current economy as Pasco's population has continued growing, but there is uncertainty in the future of current funding sources. The construction and improvement of streets and roads, recreation facilities, public safety facilities and services must not only keep pace with the growing population, but should also match the level of quality Pasco's citizens have come to expect and appreciate. It is essential that the County has a comprehensive approach not only in planning for future assets, but also for maintaining and replacing its current inventory. A long-range plan for funding these expenditures is vital, as decisions about investments in these assets affect the availability and quality of most government services.

WHAT IS CAPITAL IMPROVEMENT?

In the private sector, clear criteria usually exist for determining which capital investments to make and when to make them. Most often, the decision rests on the best way to maximize profits. The return for a capital investment by government, however, is often a social benefit, which, while real, is often difficult to measure since it cannot be captured in revenue streams.

Pasco's capital assets are the physical foundation of our service delivery. Some examples our residents notice on a daily basis include the variety of county-owned and maintained facilities, ranging from recreational assets like Sunwest Park, Starkey Park, & Samuel W. Pasco Athletic Complex, to public buildings like the Dade City Historic Courthouse, West Pasco Government Center, Fire Stations, and the Judicial Centers. Other items that we use every day, and may not realize are capital improvements include roads, water, and sewer improvements, as well as the public transportation system, and the vehicles and equipment needed to maintain all of the systems.

Decisions made regarding the Capital Improvement Plan (CIP) are very important because capital improvement projects are generally large and expensive, and the assets they create will likely be required for decades of public use. Capital projects generally take multiple years to complete, require special funding sources, and are included in the CIP Budget which is separate from the County's Operating Budget.

CAPITAL PLANNING

The Capital Improvement Program (CIP) is the tool that allows Pasco's decision makers to assess how, when, and where future improvements are to be made. The document itself is a snapshot into the next five years – existing and future capital needs and the funding needed to make them a reality. The most current year is proposed as part of the annual budget. The remaining four years represent estimates of future revenue and expenditures. The CIP is derived from a variety of sources – the County's Strategic Plan, Business Plan, Comprehensive Plan, Facilities Master Plan, Parks + Open Space Master Plan, Long Range Transportation Plan, Libraries Strategic Plan, as well as recommendations from citizens, the Board of County Commissioners and staff. As such, the CIP is a dynamic document that proposes the acquisition, construction, enhancement, or replacement of public infrastructure to serve Pasco County citizens.



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Development of the CIP allows the County to clearly assess its needs, ensuring the projects that are proposed are the ones that will best serve the needs of the community, while still balancing the community's ability to pay for the projects. Finally, the CIP promotes financial stability through long term planning of resources and needs. The impact of capital funding on the operating budget is clearly visible and can be forecasted several years out.

By prioritizing projects according to criteria founded in the County's mission and plans, the CIP process also creates a more understandable and defensible investment decision-making process, improves linkages between capital investments and the County's long-term vision and goals, and builds citizen confidence by making a more effective use of County resources. In addition, the availability of funding is driven primarily by State law and County ordinances governing the funding sources. The limitations of those funds are further described in the Description of Funding Sources section.

DEFINITION

Capital Projects are defined as one-time activities, which are non-recurring in nature that provide for the acquisition, improvement, development, construction, or extension of the useful life of the County's capital assets. Capital assets include, but are not limited to land, buildings, parks, streets, utilities, and other items of value from which the community derives benefit. To qualify for inclusion in the Capital Budget, the project must have a total cost of at least \$50,000, an anticipated useful life of at least five years, and meet one of the following criteria:

- It is a new construction, expansion, renovation, or replacement project for an existing facility or facilities. This provision includes planning, engineering, architectural and feasibility studies as well as office and other equipment necessary to complete the project.
- It is a major maintenance or rehabilitation project that meets the criteria of extending the useful life of an existing facility or facilities.
- It is an initial vehicle or major equipment purchase that meets the minimum cost and anticipated life guidelines.

Furthermore, consideration will be given to items that are typically purchased from impact fees or other capital funds in multiple amounts (e.g. police vehicles) where the combined purchase price and expected lifespan meet the defined minimum amounts.

KEYS TO UNDERSTANDING THE CIP

1. The CIP is a complex process. This process includes identifying, prioritizing, and finding funding for needed projects; developing and approving the annual CIP Budget and implementing multi-year capital improvement projects.
2. Many County departments and organizations are involved in the CIP. Asset-owning departments identify, prioritize, and—working with the County Administrator, the Board of County Commissioners, and appropriate County departments—find funding sources for needed capital improvement projects. The Office of Management and Budget reviews project funding requests, confirms the availability of funds, and with departments, develops the CIP budget.
3. The projects are then vetted by a scoring committee that evaluates each project, using a scoring matrix that allows for the prioritization of projects. The matrix allows for an objective and consistent



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evaluation and scoring process. The submitted projects, more often than not, exceed the anticipated available funding for the five-year CIP.

4. The CIP may be constrained by limited available funding and funding sources that have specific restrictions on how they can be used. The County's infrastructure needs significantly exceed available resources, so the County has competing priorities for limited funds. The CIP is funded from various sources which often have restrictions on how they can be used, for example based on the type of project or a specific community or geographic location. As a result, there is relatively little discretionary funding available and some Departments, such as Public Utilities which is supported through water and sewer rates, have significantly more available funds than others.
5. The annual CIP Budget process is the County's mechanism for getting projects approved and implemented.
6. The goal of the CIP is to identify projects that will be funded in the Capital Budget. The ranking of CIP projects may be used to influence funding for the annual Capital Budget. The inclusion of a project in the CIP does not mean it will be completed, funded or purchased. It is a tool used to identify the best use of County funds with the monies available.

CIP PROCESS

Development of the County's CIP is an interactive process that takes approximately six to eight months to complete, from the initial stages of project identification to budget approval. All County departments and constitutional officers with capital needs submit project requests. These requests are reviewed for accuracy and availability of funding by the Office of Management and Budget's (OMB) Capital Project Planning Coordinator. Determining the availability of funds includes an analysis of fund balance and historical and current revenue trends. The Capital Project Team then reviews the proposed list for overlap, conflict, and priorities as appropriate. It is at this time that difficult choices must be made to decide which projects will be included in the proposed CIP and in what year(s) they can be funded.

The proposed plan is presented to County Administration and then to the Board of County Commissioners (BCC) at the same time as the operating budget. After work sessions and public hearings are conducted and appropriate changes and adjustments are made, the CIP is adopted in conjunction with the County's annual budget. The first year of the CIP is the County's Capital Budget. Upon adoption of the CIP, funds are appropriated for those projects identified in the first year of the plan and remain appropriated until the project is complete.

DESCRIPTION OF FUNDING SOURCES

American Recovery and Reinvestment Act of 2009 Fund (B124) – enacted by Congress on February 17, 2009 to stimulate the economy by providing funding for “shovel-ready” construction projects. FDOT received \$1.3 billion in ARRA funding for highway improvements; with Pasco County receiving \$8,071,453 in State funds and \$5,200,000 in Local Funds. These funds were obligated to construct U.S. 41 from Gator Lane to Ridge Road Extension, Starkey Park Multi-Use Path from Massachusetts to Congress Street, and the S.R. 54 and Suncoast Parkway widening project from west of Suncoast Parkway to Meadowbrook Lane. This funding allowed the advancement of the construction of U.S. 41 and the Starkey Park Multi-Use Path. S.R. 54 and Suncoast Parkway was a new project that had not been identified in the CIP, but was a necessary improvement to a well-traveled, congested interchange in an area that is planned for economic development and targeted business and industry, most specifically with the pending development of T. Rowe Price. In addition to roadway projects, federal funding was received for fifty transit shelters totaling \$1,250,000 and five replacement transit buses totaling \$1,872,487 with the funds being committed for expenditure between



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July 1, 2009 and September 30, 2012. Unfortunately, the follow-on federal funding that was anticipated in the “Jobs to Main Street” bill did not materialize, and future federal funding is not anticipated.

Capital Improvement Fund (B301) – used to finance projects that otherwise cannot be funded by impact fees. Financing is provided primarily through previous operating transfers from several funds as well as fund balance.

Combat (B180) and Rescue (B184) Impact Fee Funds – ordinance established on January 13, 2004, to impose impact fees on new residential construction to protect the health, safety and general welfare of citizens by providing adequate public facilities. These fees are used to fund construction of new stations, purchase land, renovate and build additions to existing stations and to purchase equipment for these stations so that the levels of service can be maintained accordingly with the growth in the County.

Court Costs for Court Facilities Fund (B170) – to account for additional court costs assessed to any person pleading guilty or nolo contendere to, or found guilty of, any felony, misdemeanor or criminal traffic offense under the laws of the State, so long as the person has the ability to pay and will not be prevented from making restitution or other compensation to victims or from paying child support. Pursuant to Florida Statutes 939.18, a court may assess up to \$150 in additional court costs which may be used for the construction of courthouses and court-related buildings and for maintenance or repair of court facilities, exclusive of janitorial or custodial services. This was modified in the 2004 legislative session to include a surcharge of up to \$15 for any infraction or violation if passed by ordinance. The Board of County Commissioners passed this ordinance on June 8, 2004.

Department of Housing and Urban Development Fund (B126) – reflects federal revenue received from the US Department of Housing and Urban Development. Pasco County is an entitlement community in the Community Development Block Grant (CDBG) program. The primary CDBG objectives are to provide affordable housing, create suitable living environments and expand economic opportunities. Allocation priorities for CDBG are based upon a competitive application process. Community Development Division staff and County Administration review all applications before a proposed list is submitted to the Pasco County Board of County Commissioners for approval. In reviewing the applications, the priorities listed in the consolidated plan are weighed and a final proposed list is recommended. The list of projects approved by the Board of County Commissioners is submitted to the US Department of Housing and Urban Development for review, approval and funding.

Department of Transportation Grant Fund (B128) – grants funded from the Federal or State government intended to promote projects involving linkage or access to multiple modes of transportation to facilitate the intermodal or multimodal movement of people and goods.

Developer Pipeline Projects (various funds) – as a condition of approval for large-scale development projects, there are instances when Developers are obligated to improve a roadway on the County’s collector and arterial roadway network or the State Highway System in order to receive project approval. These projects are referred to as “Developer Pipeline Projects.” The programming of these projects is tied to the timelines in their approved Development Agreements. Construction of “Developer Pipeline Projects” is not actually considered committed until a Letter of Credit or Financial Guarantee to fully construct the improvement is posted or accepted by Pasco County. New development projects are required to complete a Traffic Impact Study to determine their impacts to the County’s roadway network and pay their proportionate fair share towards improving a specific roadway, intersection, etc., as a result of their development. These funds are budgeted for this specific project and programmed in the CIP when the project can be fully funded.



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E911 Emergency Services Fund (B156) – to account for the maintenance of an enhanced emergency communications system that links ambulance, law enforcement and fire dispatching service for the County and all cities within the County.

Florida Boating and Improvement Fund (B159) – to account for the improvement of boating facilities to include docks, channel markers, rest rooms, sidewalks and those items which improve facilities for boating or boaters.

Florida Office of Tourism, Trade and Economic Development (B146) – grants intended to provide the infrastructure necessary to stimulate economic development by private enterprise.

Half-Cent Sales Tax CIP Fund (B331) – funded from proceeds associated with the issuance of the Half-Cent Sales Tax Revenue Bonds, Series 2003. The total proceeds transferred to the capital fund were \$48,608,601.

Hurricane Mitigation Fee Fund (B188) – to account for hurricane shelter retrofitting and traffic management services in Pasco County.

School Impact Fee Fund (B168) – to account for impact fees charged to new construction activity. These fees assist in providing for additional schools to accommodate growth in the County.

Libraries Impact Fee Fund (B185) – ordinance established on September 4, 2002, to impose an impact fee on new residential construction so as to finance new library facilities. The volume of new residential construction warranted the need for libraries impact fees so that existing levels of libraries services will continue to be provided.

Local Option Gas Tax Fund (B103) – reflects revenue received from the six-cent gas tax funds and 80% of the two-cent constitutional gas tax. The Local Option Gas Tax (LOGT) was first levied September 1, 1983, for two cents; a third and fourth cent levied September 1, 1984; and a fifth and sixth cent levied on September 1, 1986. This revenue is used to finance certain road improvements, road maintenance and construction and road-related drainage facilities. Local governments may pledge the LOGT to secure the payment of bonds. In 1993, the Florida Legislature authorized an additional five cents of LOGT on motor fuel, which the Board of County Commissioners has not adopted, and a new ninth-cent of LOGT on motor fuel and special fuel. On January 1, 1994, special fuel became subject to the ninth-cent per gallon in every County of the State. On June 18, 2002, the Board of County Commissioners adopted the levy of the remaining revenue from the ninth cent gas tax. Effective January 1, 2003, the ninth cent fuel tax provided for a maintenance crew to help maintain the County's rapidly growing road network. On September 9, 2014, the Board of County Commissioners adopted the full five cents of the Second Local Option Gas Tax effective January 1, 2015. The Second Local Option Gas Tax was adopted to facilitate capital funding allowing the First Local Option to be allocated to the Road and Bridge Fund (B107) for operations and maintenance. The maintenance crew and proceeds are accounted for in the Road and Bridge fund and may be found in the Development Services (Section 8) of the document.

Mobility Fee Funds (B311, B312, B313) – a transportation system charge to recoup the proportionate cost of transportation demand generated by all new development. This fee, which includes assessments for roadways, transit, and bicycle/pedestrian facilities, is designed to encourage



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development of specific land uses in specific locations and promote compact, mixed-use and energy efficient development.

Multi-Modal Transportation Fund (B178) – accounts for the finance or refinance of transportation capital improvements, transportation capital expenses, and transportation operation and maintenance expenses. This fund receives 33.33% of tax increment revenues from the General Fund to pay for these expenses.

Parks and Recreation Impact Fee Funds (B181, B182, B183) – ordinance established on January 29, 2002, to impose impact fees on new residential construction so as to finance new Parks and Recreation facilities. The volume of new residential construction warranted the need for Parks and Recreation impact fees so that existing levels of parks and recreation services continue to be provided and future deficiencies will be prevented from occurring. The County is divided into three parks and recreation impact fee zones - West (B181), Central (B182) and East (B183) to assure that all fees collected and funds expended are accountable in each zone.

Paving Assessment Fund (B114) – accounts for revenues received from paving assessments. Ordinance No. 85-06 was adopted May 7, 1985, and revised in February 1989, November 1990, June 1997, April 1999, and revised last by Ordinance No. 02-17. Ordinance No. 02-17 was adopted July 30, 2002, and is the document governing paving assessments. Local roads, primarily for access to abutting property of limited continuity and not for through traffic, are assessed 100% to the benefited property owners. The assessments may be paid in full upon substantial completion or in equal specified periods, together with interest for resurfacing, rehabilitation or reconstruction, respectively. In prior years, a portion of the local option gas tax revenues were budgeted to supplement the receipts from the repayment of assessments for paving of residential streets. This has created a self-sustaining revolving fund with receipts from previously completed projects funding initial costs for current projects.

Penny for Pasco Fund (B300) – a Local Option Sales Surtax was passed by Pasco County voters on March 9, 2004. The surtax became effective on January 1, 2005, and will exist for a ten-year period thereafter. Proceeds are divided amongst the Pasco County School Board, local municipalities and Pasco County Government. The proceeds of the sales surtax result in a 1/2 mill Countywide property tax reduction. Pasco County's proceeds of the Local Option Sales Surtax are distributed as follows: 50% for transportation improvements and to address traffic congestion, 25% for the acquisition of environmentally sensitive lands, 20% for improving public safety and 5% is for contingency. (See Exhibit A to this Introduction for additional information.)

Road and Bridge Fund (B107) – to account for the maintenance of County roads, to include traffic signs and signals.

School Infrastructure Program – the General Appropriations Act (GAA) for FY 09 allocated \$10,000,000 for a School Infrastructure Program. Eligibility for funding consideration was based on school enrollment growth for a five-year period ending in 2007-08. Funding from the program was intended to help counties and/or school districts with infrastructure issues. Projects were prioritized based on project need and importance, reasonableness of cost estimates, and project status. Pasco County was one of six Counties/School Districts in the State eligible for funding consideration and, applied for and received \$4,200,000 in Fiscal Year 2009. In FY 10, the GAA allocated \$10,000,000 for the School Infrastructure Program. Again, Pasco County applied for and received \$3,865,000. In FY 11, the GAA allocated \$10,000,000 for the School Infrastructure Program. Again, Pasco County applied for and received \$4,211,970.



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Solid Waste System Fund (B450) – to account for the financing of respective services to the general public where all or most of the costs involved are paid in the form of charges to users of such services.

Solid Waste Resource Recovery Bonds 2008 (B451) – proceeds created by the issuance of the \$19,945,000.00 solid waste disposal and resource recovery system revenue bond series 2008 D. The total proceeds deposited into the project fund were \$18,000,000.00 to finance capital projects.

Stormwater Management Fund (B193) – funded from a non-ad valorem assessment, based upon an equivalent residential unit (ERU) of impervious surface area. The capital portion of the assessment is used to engineer and construct stormwater capital projects. In addition, funding is received through the Southwest Florida Water Management District's Cooperative Funding Program. Within the District's 16 County jurisdictional areas there are eight basin boards. The boundaries are delineated along watersheds rather than political lines. Each of the basins has ad valorem taxing authority up to .5 mills. A major portion of the monies that are generated each year are dedicated to assisting local governments cooperatively fund water resource-related projects that help implement the District's mission, goals and strategic objectives. The Cooperative Funding Program has historically been a 50/50 cost share on projects approved by the basins.

Tommytown Capital Fund (B326) – Proceeds created by the issuance of the \$13,000,000 Section 108 Housing and Urban Development (HUD) Note borrowed to provide funds for the Tommytown Neighborhood revitalization project.

Tourist Development Tax Fund (B113) – to account for the collection and use of a two percent Tourist Development Tax imposed pursuant to County ordinance and in accordance with Section 125.0104 of the Florida Statutes.

Transportation Impact Fee Funds (B161, B163, B165) – ordinance established on April 29, 1986 to impose an impact fee for the exclusive purpose of providing increased capacity on the major road network system (arterial and collector roads within Pasco County). The County is divided into three transportation impact fee zones - West (B161), Central (B162) and East (B163) to assure that all fees collected and funds expended are accountable in each zone. In addition, funds collected from all zones may be spent for improvements on the State Highway System.

Tree Fund (B195) – reflects revenues collected from the unlawful removal, topping or irreversible damage of trees as per County ordinance and is used to purchase, plant and maintain native trees on land within Pasco County.

US 19 Concurrency Fund (B160) – reflects revenues received from impact fees charged to new construction activity near US 19 under the County's "New Development Fair Share Contribution for Road Improvement Ordinance." These fees assist in providing increased capacity for US 19 to accommodate the increased demand.

Utilities Capital Improvement Funds (B401 Pasco Water and Sewer Fund) – funds set aside within the B401 to finance water, wastewater, and reclaimed projects that otherwise can not be funded by impact fees or by the Utilities Renewal and Replacement Fund.

Utilities Renewal and Replacement Funds (B401 Pasco Water and Sewer Fund) – an amount equal to five percent (5%) of the gross revenue of the system for the previous fiscal year is deposited into a



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renewal, replacement, and improvement account. Such monies shall be used only for the purpose of paying the cost of capital assets and extraordinary repairs to the system.

Villages of Pasadena Hills Transportation Fund (B314) – to account for funds collected within the Villages of Pasadena Hills (VOPH) Dependent District. These funds include tax increment revenues and external improvement fees. Tax increment revenues are the portion of the County-wide 33.3% home rule tax increment revenues that are generated from the real property in the Villages of Pasadena Hills Dependent District and earmarked for transportation improvements that benefit the Villages of Pasadena Hills, including the planned I-75/Overpass Road interchange. The tax increment revenues are calculated as 97% of the ad valorem tax revenues generated by applying the millage rate in effect for the current fiscal year, exclusive of any debt service millage, to 33.33% of the difference between the current taxable valuation and the base taxable valuation (the base taxable valuation is presently based on 2012 taxable values). The external improvement fees are an amount equivalent to twenty-four (24) percent of the mobility fees and mobility fee surcharges collected on certain properties within the Villages of Pasadena Hills.

Water and Wastewater Impact Fees (B401 Pasco Water and Sewer Fund) – ordinances established on March 24, 1987 to impose new impact fees on new service connections to defray all or a portion of the costs of the water and/or wastewater service facilities to accommodate the impact to the existing infrastructure. These impact fees are to finance new construction.

Water and Sewer Bonds 2006 Fund (B430) – Proceeds created by the issuance of the \$71,160,000.00 water and sewer refunding revenue bond.

Water and Sewer Bonds 2009 Fund (B431) – Proceeds created by the issuance of the \$115,655,000.00 taxable water and sewer revenue bond series 2009 B. The total proceeds deposited into the project fund were \$105,000,000.00 to finance capital projects.

Water and Sewer Bonds 2014 Fund (B432) – Proceeds that will be created by the issuance of a \$50,000,000.00 water and sewer refunding revenue bond in 2014.



EXHIBIT A

PENNY FOR PASCO SUMMARY INFORMATION

On December 16, 2003, the BCC approved Ordinance No. 03-39 for a local government infrastructure surtax of one percent upon taxable transactions occurring within Pasco County under Chapter 212, Florida Statutes. This surtax is known as the Penny for Pasco and is effective from January 1, 2005 to December 31, 2014.

The monies received from the surtax are to be utilized by Pasco County, the municipalities of Pasco County, and the District School Board of Pasco County. In consideration of the benefit derived from receiving the equivalent of half a mill in property taxes from the Penny, the District School Board of Pasco County agreed to reduce by half a mill the capital outlay school property millage for ten years. The funds are also used to acquire land, finance, plan, construct, reconstruct, improve infrastructure, address transportation deficiencies and safety needs, and for Pasco County to acquire land for conservation and the protection of natural resources to benefit the citizens of Pasco County.

The surtax proceeds are distributed by the Florida Department of Revenue by first distributing the equivalent of half a mill multiplied by 0.9665 to the School District. The remaining funds are distributed as follows:

Recipient	Share of Proceeds
Pasco County	45.00%
School District of Pasco County	45.00%
City of New Port Richey	4.24%
City of Zephyrhills	2.91%
City of Dade City	1.68%
City of Port Richey	0.81%
City of San Antonio	0.19%
Town of St. Leo	0.17%

The County's 45% share of the remaining surtax proceeds are allocated as follows: 50% for transportation infrastructure; 25% for acquisition of environmentally sensitive lands for conservation purposes; 20% to finance, plan for and acquire public safety vehicles for use by the Sheriff's Department, Emergency Medical Services, and Fire suppression; and 5% for public infrastructure.

Transportation Infrastructure

The BCC originally identified twenty (20) transportation improvement projects for construction with the surtax and these projects are substantially complete. An Interlocal Agreement was executed by the City of New Port Richey and Pasco County on May 26, 2010, to remove the Congress Street and Orchid Lake Road/Pine Hill Road Intersection Improvement from the project list

Completed Projects

- Advanced County-Wide Right-of-Way Acquisition
- Clinton Avenue Widening from east of Pasadena Road to west of Fort King Road
- C.R. 54 from Old Pasco Road to S.R. 581
- Main Street Widening from Congress Street to Rowan Road



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- Seven Springs Median Channelization
- Starkey Trail Extension along Massachusetts Avenue from Congress Street to Rowan Road
- S.R. 54 Addition of Paved Shoulders from Curley Road to Morris Bridge Road
- Ten Intersection Improvements (Countywide) including I-75 and C.R. 54 Interchange
- U.S. 19 Median Channelization/Right-Turn Lanes
- U.S. 19 Transit Shelters

Status of Remaining Projects

- The construction of the transit shelters is occurring simultaneously with the transportation improvements under construction by FDOT on U.S. 301.

As a result of some of the original projects being funded by different revenue sources instead of the surtax and several other projects being completed at less than originally estimated, the BCC was able to add twenty (21) new projects to the program in Fiscal Year 09/10. Ten (10) of these new projects have been completed and ten (10) are underway. The Florida Department of Transportation (FDOT) is partnering with Pasco County to design, acquire right-of-way and construct the SR 52/Clinton Avenue Extension from Uradco Place to east of Fort King Road, as a new 4-lane roadway. As a result of this project being added to FDOT’s Five-Year Work Program, the Clinton Avenue project from Meigs Lane to Pasadena Road will be included with the FDOT project, and will not appear as a stand-alone project in the CIP.

Completed Projects (10):

1. Hudson Avenue and Little Road Intersection Improvement
2. Little Road and Fox Hollow Drive Intersection Improvement
3. Little Road and Rancho Del Rio Drive Intersection Improvement
4. Little Road and River Crossing Boulevard Intersection Improvement
5. Perrine Ranch Road and Grand Boulevard Intersection Improvement
6. Perrine Ranch Road and Seven Springs Boulevard Intersection Improvement
7. Ridge Road and Sterling Lane Median Channelization
8. Seven Springs Boulevard and Jenner Avenue Intersection Improvement
9. Seven Springs Boulevard and Lassen Avenue Intersection Improvement
10. Starkey Trail Extension along Massachusetts Phases II, III and IV

Remaining Projects (10):

Projects in Route Study or Design and Permitting	Projects in Right-of-Way Acquisition	Projects Under Construction
	Boyette Road and Wells Road Intersection	
Parkway Boulevard and Shining Star Drive Intersection	Curley Road and Old St. Joe Road Intersection	
SR 54 and Morris Bridge Road Intersection	Hudson Avenue and Hicks Road Intersection	Shady Hills Road and Softwind Lane Realignment
		Little Road and Massachusetts Avenue/DeCubellis Road Intersection



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Projects in Route Study or Design and Permitting	Projects in Right-of-Way Acquisition	Projects Under Construction
	Old Pasco Road and Quail Hollow Boulevard Intersection	
	SR 54 and Morris Bridge Road Intersection (Advanced ROW Acquisition)	

Transportation

As a result of continuing success with spending the Penny for Pasco funding, fourteen new projects were added to the program in Fiscal Year 2013/14. Of those fourteen projects some of these were identified as new projects with the 2015 Penny for Pasco Renewal and either the Route Study or Design was advanced through this savings. FDOT is completing the design and/or construction of four of these projects (Clinton Avenue and Prospect Road Intersection as part of the SR 52/Clinton Avenue Extension, Mile Stretch Drive Sidewalk, Moog Road Sidewalk and the Tri-County Trail in Pasco County from Starkey Boulevard to the Pinellas County Line).

Intersection Improvements

- Bell Lake Road and Collier Parkway (This project is included in the Bell Lake Road Safety Improvement project for construction.)
- Clinton Avenue and Prospect Road Intersection (This project is now included in the new FDOT SR 52/Clinton Avenue Extension project from Uradco Place to east of Fort King Road.)
- Starkey Boulevard and Alico Pass Intersection Improvement

Sidewalks/Multiuse Paths

- Alico Pass Sidewalk from Sagamore Court to Starkey Boulevard
- Coastal Anclote Bicycle/Pedestrian Trail (Advance Design)
- Hicks Road Sidewalk from S.R. 52 to Hudson Avenue
- Mile Stretch Drive Sidewalk from U.S. 19 to Arcadia Road (Design Only, FDOT to fund Construction)
- Moog Road Sidewalk from Springfield Drive to U.S. 19 (Design Only, FDOT to fund Construction)
- Progress Parkway Multiuse Path from C.R. 54 (Wesley Chapel Boulevard) to Villagebrook Drive
- Suncoast Trail Bicycle/Pedestrian Overpasses at S.R. 52 and the Suncoast Parkway and S.R. 54 and the Suncoast Parkway
- Trouble Creek Road Sidewalk from Ackerman Street to Madison Street

Road Improvements

- C.R. 54 Widening from U.S. 301 to 23rd Street (Joint FDOT, City of Zephyrhills and Pasco County Project)
- Chancey Road Connection from Double Branch Elementary School to Foxwood Boulevard

Several of these projects are underway, either in the planning phase, design/permitting, right-of-way acquisition or construction.



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Projects in Route Study or Design and Permitting	Projects in Right-of-Way Acquisition	Projects Under Construction
		Bell Lake Road Safety Improvement and Bell Lake Road and Collier Parkway Intersection Improvement
Coastal Anclote Bicycle/Pedestrian Trail		Chancey Road Connection from Double Branch Elementary School to Foxwood Boulevard
CR 54 Widening from US 301 to 23 rd Street		Mile Stretch Drive Sidewalk from US 19 to Arcadia Road
		Moog Road Sidewalk from Springfield Drive to US 19
Hicks Road Sidewalk Project from SR 52 to Hudson Avenue		Progress Parkway Multiuse Path from C.R. 54 (Wesley Chapel Boulevard) to Villagebrook Drive
Starkey Boulevard and Alico Pass Intersection Improvement		
Tri-County Trail in Pasco County		
Trouble Creek Road Sidewalk from Ackerman Street to Madison Street		

Environmental Lands

The Environmental Lands Acquisition and Management Program (ELAMP) began in July of 2004, with the adoption of the Penny for Pasco. The Environmental Lands Acquisition Selection Committee (ELASC) is responsible for reviewing and nominating properties for acquisition and environmental protection. The goal of ELAMP is to protect natural communities, uplands and wetlands, connect natural linkages, conserve viable populations of native plants and animals, protect the habitat of listed species, protect water resources and wetland systems, protect unique natural resources, enhance recreational opportunities and expand environmental education opportunities. Target Areas include parcels within critical linkages, ecological planning units and the agricultural reserve area

Properties are first nominated by the owner or an authorized agent. Nominations are then presented to the ELASC for Initial Review for a Pass/Fail evaluation. If a project is deemed consistent with the program's goals, the Scientific Sub-Committee reviews and scores the project. This evaluation is based upon specific site scoring criteria established by the Environmental Lands Acquisition Task Force. Upon completion of the site review and evaluation, ELASC makes a formal recommendation to the BCC to add the property to the ELAMP Acquisition List.

If approved for acquisition by the BCC, staff can then proceed with securing appraisals, obtaining title information, and researching any other information that is relevant for use in acquisition discussions, and actual negotiations for the project. If staff is successful in obtaining a Purchase and Sale Agreement for the subject property, it is presented to the BCC for final approval. Upon successful negotiations with the property owner, the property will be acquired through either a perpetual conservation easement or a fee title acquisition. The property is then subject to monitoring and management by staff to ensure environmental protection measures are implemented in accordance



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with the County’s Comprehensive Plan Policies. Where appropriate, public access for passive recreational uses is developed.

A total of 2,791 acres of environmentally sensitive properties have been acquired to date. Total expenditures to date including acquisition services are approximately \$19 million.

Project	Acres Acquired
Aripeka Heights	210
Baillie’s Bluff	110
Boy Scout Property	19
Cypress Creek	255
Gills	691
Hawk Ranch	465
Jimison	20
Morsani Property	598
Pasco Palms	115
Tierra del Sol	179
Upper Pithlachascotee River Preserve	129
Total	2,791

Staff also manages Crockett Lake (520 acres) a future wetland mitigation bank site, Hidden River (72 acres, 580 acres in conservation easements and other County property that were not acquired through the ELAMP. There are 23 active projects on the ELAMP Acquisition List totaling approximately 14,020 acres.

Public Safety

The Sheriff’s Office and the Fire Rescue Department have both utilized the Penny for Pasco to purchase equipment that would otherwise be funded by property taxes.

Public Infrastructure

- Backup Generator and Automatic Transfer Switch at Animal Services
- Demolition of Dade City Old Jail and Construction of Parking Lot
- Elevator Modernization at West Pasco Government Center
- Elevator Replacement at Public Works/Utilities Building
- Emergency Operations Center Remodel and Air Handler Replacement
- Environmental Laboratory Roof Replacement
- Generator and Transfer Switch at Fire Station 24
- Remodeling of Kitchens and Bathrooms at Fire Stations 34, 24, 20,19, and 17
- Replacement of Cooling Tower at Hudson Library
- Replacement of Fire Alarm System at Jack Alberts Records Retention Center
- Replacement of Roof of A, B, and D Pods at Jail in Land O’Lakes
- Supervisor of Election Roof Replacement
- Kalwall Replacement at the “Hap” Clark Building, LOL



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2015 Penny for Pasco

On July 10, 2012, the BCC approved Ordinance No. 12-16 for the continuation of Penny for Pasco, effective January 1, 2015 through December 31, 2024. The surtax proceeds will be distributed between the County (45%), District School Board of Pasco County (45%) and the Municipalities (10%). In accordance with Subsection 212.055(2)(c), Florida Statutes, the surtax proceeds shall be divided among and distributed on a monthly basis by the Florida Department of Revenue based upon the following percentages:

Recipient	Share of Proceeds
Pasco County	45.00%
School District of Pasco County	45.00%
City of New Port Richey	3.74%
City of Zephyrhills	3.34%
City of Dade City	1.62%
City of Port Richey	0.67%
City of San Antonio	0.34%
Town of St. Leo	0.29%

The County’s 45% share of the remaining surtax proceeds are allocated as follows:

- a) 20% for establishing and funding the Jobs and Economic Development Trust Fund for the purpose of improving the local economy through incentivizing economic development;
- b) 20% to public safety infrastructure to include a public communication system, public safety vehicles for use as Sheriff Department vehicles, Fire Department vehicles, emergency medical vehicles or other vehicles and equipment necessary to outfit these vehicles for official use, or equipment that has a life expectancy of at least five years;
- c) 20% for the acquisition of environmentally sensitive lands for conservation purposes and/or to protect the County’s natural resources, including less than fee simple land acquisitions, conservation easements, purchase of development rights, etc.; and,
- d) 40% of the proceeds will be used for transportation infrastructure that includes any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of roads and transportation facilities, and any associated land acquisition, land improvement, design, permitting and engineering costs, as well as public transportation vehicles.

The BCC also approved and established a Pasco County Projects List by Resolution No.12-248 on July 10, 2012. The projects are described below:

Jobs and Economic Opportunities Trust Fund

The Jobs and Economic Opportunities Trust Fund (the JEO Fund) will be created pursuant to Section 212.055(2)(d)3, Florida Statutes, for the purpose of funding economic development projects having a general public purpose of improving the local economy. The JEO Fund will be made available for economic development projects proposed by the BCC through an application and review process to be



PASCO COUNTY FISCAL YEAR 2016-2020 CAPITAL IMPROVEMENT PLAN

established and administered by the County. The compliance criteria requires that a project qualify under the Pasco County Target Industry Job Creation Incentive Ordinance or other criteria established by the BCC.

Public Safety

Proceeds for public safety will be shared 50/50 between the Pasco County Fire Rescue and the Sheriff's Office. Vehicles and equipment will be purchased for the Sheriff's Office, Emergency Management Services and Fire Rescue. Proceeds will also be used for a Fire Rescue Training Facility Upgrade/Expansion, Fire Station 13 Reconstruction and a County-Wide Public Safety Communication System.

Environmental Lands

Proceeds will be used to continue the Environmental Lands Acquisition Program created by Pasco County in 2004 through Resolution No. 04-233 for the purpose of acquiring interests in real property to provide the following to the citizens of Pasco County:

- Protect the remaining natural communities for future generations
- Connect major public lands through acquisition of a "corridor" connecting them
- Conserve native plants, animals and their habitats
- Protect water resources and wetlands
- Enhance natural resource-based recreational and educational opportunities
- Promote the preservation of lands near residential neighborhoods that increase quality of life

Transportation

Bicycle/Pedestrian Trails

- Bi-County Trail
- Coastal-Anclote Bicycle/Pedestrian Trail (Design is being completed thru cost savings from original Penny for Pasco.)
- Fivay Trail
- Tri-County Trail Extension from Starkey Boulevard to Pinellas County Line (FDOT is funding and completing the design and construction.)
- Withlacoochee Trail Extension

Public Transportation

- Bus Bays and Transit Shelters on S.R. 54
- East Pasco Maintenance and Wash Rack Facilities
- Land Acquisition for a Transfer Station on U.S. 19
- Replacement Buses

Roadway and Safety Improvements

- Bicycle/Pedestrian Overpass at Suncoast Trail and S.R. 52
- Bicycle/Pedestrian Overpass at Suncoast Trail and S.R. 54
- Cecelia Drive at Baillie Drive Intersection
- Clinton Avenue and Prospect Road Intersection (FDOT is completing this project as part of the SR 52/Clinton Avenue Extension project.)



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- County Line Road South Sidewalk from East of Northwood Palms Boulevard to Big Creek Drive (FDOT is funding design and construction.)
- C.R. 54 Widening from East of U.S. 301 to 23rd Street (Design is being completed thru cost savings from original Penny for Pasco.)
- Cummer Road Sidewalks
- Ehren Road Crash Reduction
- Embassy Boulevard Sidewalk
- Emergency Fire Signal at U.S. 41 and Central Boulevard
- Emergency Fire Signal at U.S. 301 and S.R. 575
- Fox Hollow Drive Sidewalk
- Interchange at I-75 and Overpass Road
- Little Road and Denton Avenue Intersection Improvement
- Marine Parkway Pedestrian Safety Rapid Flash Beacons
- Regency Park Pedestrian Safety Rapid Flash Beacons
- Rowan Road at Massachusetts Avenue Merge Lanes
- Shady Hills Road at County Line Road Intersection Improvement
- Tree Breeze at Moon Lake Road Traffic Signal
- U.S. 41 at S.R. 52 Intersection Improvement (FDOT will be completing this project with the SR 52 widening from East of the Suncoast Parkway to East of US 41, with funding from the County.)

Projects in Route Study or Design and Permitting	Projects in Right-of-Way Acquisition	Projects Under Construction
Clinton Avenue and Prospect Road Intersection		
Coastal-Anclote Bicycle/Pedestrian Trail		
County Line Road Sidewalk		
East Pasco Maintenance and Wash Rack Facilities		
Fox Hollow Drive Sidewalk		
Interchange at I-75 and Overpass Road		
Marine Parkway Pedestrian Safety Rapid Flash Beacons		
Regency Park Pedestrian Safety Rapid Flash Beacons		
Tri-County Trail Extension		
US 41 at SR 52 Intersection Improvement		

SUMMARY

The Capital Improvement Plan consists of 256 projects for a total of \$1,334,910,126; of which \$314,186,760 is programmed in Fiscal Year 2016. These figures account for project costs only. They do not include miscellaneous costs for a transportation lobbyist, indirect cost, and Clerk's fees. This explains the difference between the Project Cost Summary and the Budgetary Cost Summary.



Pasco County
Fiscal Year 2016-2020 Project Cost Summary

Summary of Expenses

Business Unit	Prior Year Expenses	FY 2016 Budget	FY 2017 Projected	FY 2018 Projected	FY 2019 Projected	FY 2020 Projected	Future Funding	Total Est Cost
Constitutional Officers Capital	21,279,101	3,654,196	1,446,558	1,555,049	1,669,086	1,786,388	9,298,771	40,689,149
Development Services Capital	144,951,663	156,143,182	118,576,133	53,150,164	43,151,085	58,085,940	273,465,514	847,523,681
Internal Services Capital	1,035,373	20,760,820	1,150,000	1,150,000	1,150,000	1,150,000	0	26,396,193
Judicial Capital	200,000	449,365	0	0	0	0	0	649,365
Public Safety and Administration Capital	7,363,569	27,085,656	5,289,447	6,178,409	6,178,589	5,959,514	23,437,450	81,492,634
Public Services Capital	36,943,053	41,490,354	14,731,864	9,421,768	8,546,443	11,149,199	31,819,607	154,102,288
Utilities Capital Improvements	30,182,141	64,603,187	29,634,689	21,370,600	21,674,599	16,591,600	0	184,056,816
	241,954,900	314,186,760	170,828,691	92,825,990	82,369,802	94,722,641	338,021,342	1,334,910,126



Pasco County
Fiscal Year 2016 Budgetary Cost Summary

Capital

	FY 2013 Actual	FY 2014 Actual	FY 2015 Adopted	FY 2016 Budget
Community Development	0	0	0	0
Public Services Capital	12,849,845	18,827,861	52,062,832	51,190,354
Development Services Capital	36,757,151	34,274,314	96,299,404	162,899,715
Utilities Capital Improvements	4,621,547	33,819,613	82,937,062	64,663,187
Internal Services Capital	3,603,722	8,046,573	19,774,631	20,528,293
Legislative/Administrative Capital	1,190,084	2,074,451	0	0
Public Safety and Administration Capital	1,296,225	3,922,756	24,153,448	27,544,172
Constitutional Officers Capital	2,154,969	2,292,036	3,927,249	4,026,088
Judicial Capital	176,750	1,481	0	250,000
	<u>62,650,293</u>	<u>103,259,085</u>	<u>279,154,626</u>	<u>331,101,809</u>
Total County Budget	<u>62,650,293</u>	<u>103,259,085</u>	<u>279,154,626</u>	<u>331,101,809</u>