



# 2045 Long Range Transportation Plan



**PASCO COUNTY  
METROPOLITAN PLANNING ORGANIZATION**  
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# PASCO COUNTY MPO

## MOBILITY 2045

### LONG RANGE TRANSPORTATION PLAN

*Prepared for*



**PASCO COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

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In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority of the MPO that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (727) 847-8140 if you have any discrimination complaints

## RESOLUTION 20-055

### **A RESOLUTION OF THE PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE MOBILITY 2045 LONG RANGE TRANSPORTATION PLAN AND CERTIFYING THE PLAN AS THE OFFICIAL LONG RANGE TRANSPORTION 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 2045 Long Range Transportation Plan (LRTP) conforming to the requirements of the Fixing America's Surface Transportation (FAST) Act; and

**WHEREAS**, the MOBILITY 2045 LRTP has addressed the FAST Act requirements for transportation plans as well as the planning factors contained in the FAST Act; and

**WHEREAS**, the MOBILITY 2045 LRTP considered the January 2018 Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs; and

**WHEREAS**, the MOBILITY 2045 LRTP considered the Metropolitan Planning Organization Advisory Council July 2017 document regarding Financial Guidelines for MPO 2045 Long Range Plans; and

**WHEREAS**, the Pasco County MPO has conducted a public involvement program throughout the MOBILITY 2045 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 2045 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 2045 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 2045 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 2045 LRTP projects costs and revenues that are anticipated to be available to fund projects to assure the MOBILITY 2045 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.

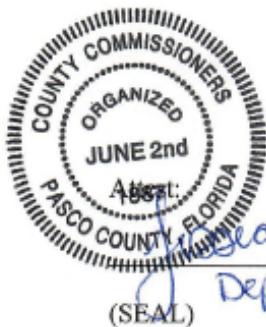
**WHEREAS**, the Pasco County MPO has facilitated significant public outreach over the past year and, during November and December (November 6th through December 6th) provided for a thirty-day comment period during which two open house workshops were facilitated prior to taking final action on the MOBILITY 2045 LRTP at the regularly scheduled MPO meeting on December 11, 2019.

**NOW, THEREFORE, BE IT RESOLVED**, that the Pasco County MPO duly assembled in regular session on this 11<sup>th</sup> day of December, 2019, having fulfilled all federal and state requirements, certifies that the MOBILITY 2045 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 2045 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 11<sup>th</sup> day of December, 2019.

**PASCO COUNTY  
METROPOLITAN PLANNING ORGANIZATION**



Jeff Starkey, MPO Chairman

12-11-2019

Deputy Clerk, Jessica L. Floyd, D.C.

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY

County Attorney's Office

## PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION

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*Special thanks: Over the last two years during the development of the LRTP, John Villeneuve, Transportation Planning Manager/MPO Director and Ali Atefi, P.E., Engineer III contributed to the development of the MOBILITY 2045 LRTP. Their efforts are recognized in completion of the Cost Affordable LRTP following their retirements in 2019.*

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## Supporting Documentation

Supporting documentation for the Pasco County MOBILITY 2045 Long Range Transportation Plan can be found in separately bound Technical Reports and include:

- 2045 Socioeconomic Data Development - Review of Historic and Projected Population Estimates
- 2045 Socioeconomic Data Development – CommunityViz Model Technical Documentation
- MOBILITY 2045 Technical Report 1: Planning Assumptions
- MOBILITY 2045 Technical Report 2: Goals and Objectives
- MOBILITY 2045 Technical Report 3: Financial Resources
- MOBILITY 2045 Technical Report 4: Socio-Cultural Resources and Environmental Justice
- MOBILITY 2045 Technical Report 5: ITS, Safety, Technology and Security
- MOBILITY 2045 Technical Report 6: Public Outreach Results and Summary
- MOBILITY 2045 Technical Report 7: Needs Plan
- MOBILITY 2045 Technical Report 8: Cost Affordable Plan
- MOBILITY 2045 Technical Report 9: Plan Performance

## **PASCO COUNTY MPO MOBILITY 2045 LONG RANGE TRANSPORTATION PLAN**

### **PREFACE**

This document was prepared by the Pasco County Metropolitan Planning Organization (MPO) in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT), District 7.

The preparation of this report has been financed in part through grant(s) from FHWA and FTA, United States Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104[f]) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

This document is consistent with the requirements of Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015.

Further, it is hereby certified that the planning process of the Pasco County MPO MOBILITY 2045 LRTP is in conformance with the provisions of 23 C.F.R. 450, 23 U.S.C. 134, and 339.175(7) Florida Statutes, and is consistent with all federal and state requirements. The last FHWA/FTA certification review of the Pasco County MPO was published in June 2017.

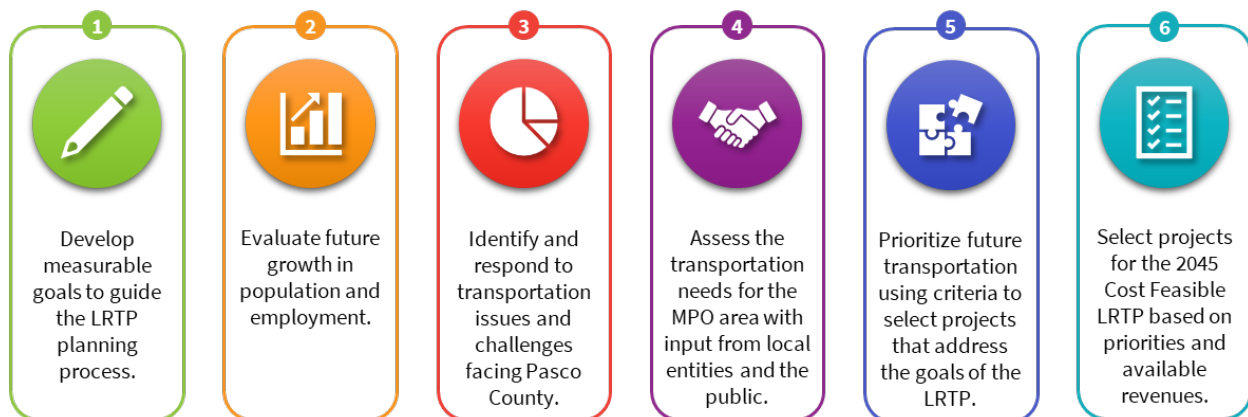
Detailed technical documentation was prepared during the development of the MOBILITY 2045 LRTP. These technical reports are available by request to the MPO. This document has been developed to demonstrate compliance of the plan development process with the federal and state requirements.

## Chapter 1 Introduction and Overview

### MOBILITY 2045 Introduction

MOBILITY 2045 is the Long Range Transportation Plan (LRTP) for Pasco County and produced by the Pasco County Metropolitan Planning Organization (MPO). Development of MOBILITY 2045 took place over two years (2018 and 2019). This document defines and illustrates the MOBILITY 2045 LRTP components in both map and tabular formats while providing an overview of the process followed for establishing a community vision and goals that guided the LRTP development. Figure 1-1 provides an overview of the steps that were followed in developing the results and recommendations for the MOBILITY 2045 LRTP.

Figure 1-1: MOBILITY 2045 Development Process



Supporting documentation for the Pasco County MOBILITY 2045 Long Range Transportation Reports can be found in separately bound Technical Reports accessible by contacting the Pasco County MPO.

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### MOBILITY 2045 Overview

The MOBILITY 2045 Cost Affordable Plan reflects an \$8 billion transportation program covering the years 2025 to 2045. This represents an increase of 6% from the program that was adopted in the MPO's 2040 LRTP. Table 1-1 compares the allocation of revenues by transportation mode/program for the MOBILITY 2045 Plan and the MOBILITY 2040 Plan (adopted in December 2014). Table 1-2 provides a breakdown of the distribution of revenues by source for the MOBILITY 2045 Plan, and Table 1-3 further categorizes the local revenues by local revenue source and allocation to transportation programs.

Table 1-1: MOBILITY 2040 and MOBILITY 2045 Spending Comparison by Transportation Mode

Mode/Program	MOBILITY 2040 Adopted Dec 2019		MOBILITY 2045 (Adopted Dec 2019)	
	Total Cost* (in millions)	Percent Distribution	Total Cost* (in millions)	Percent Distribution
Highway Expansion	\$4,782	63.6%	\$5,781	71.1%
Transit (Operations & Capital)	\$1,881	25.0%	\$768	9.4%
Trails, Sidewalks, Bicycle Facilities	\$94	1.3%	\$183	2.3%
ITS/CMP	\$71	0.9%	\$273	3.4%
Highway Maintenance	\$689	9.2%	\$1,120	13.8%
<b>TOTAL</b>	<b>\$7,517</b>	<b>100.0%</b>	<b>\$8,125</b>	<b>100.0%</b>

\* Total cost shown in Future Year of Expenditure amounts.

Table 1-2: Distribution of Revenues by Source

Revenue Source	Total Revenue* (in millions)	Percent Distribution
Federal and State	\$2,171	27%
MPO Attributable	\$152	2%
Local	\$3,941	48%
Private Contributions	\$1,861	23%
<b>TOTAL</b>	<b>\$8,125</b>	<b>100.0%</b>

\* Total Revenue shown in Future Year of Expenditure amounts.

The following key observations have been made regarding the MOBILITY 2045 Cost Affordable Plan:

- Transit investment decreased significantly, from nearly 25% in MOBILITY 2040 to 10% in MOBILITY 2045. This is a direct result of a new transportation surtax not being included in the MOBILITY 2045 revenues which was included for MOBILITY 2040.
- Highway maintenance investment increased significantly, from more than 9% in MOBILITY 2040 to nearly 14% in MOBILITY 2045 as a result of projected increases in Tax Increment Financing revenues.
- Highway expansion investment increased, from nearly 64% in MOBILITY 2040 to about 71% in MOBILITY 2045.
- The percent allocation for Trails, Sidewalks, and Bicycle Facilities nearly doubled, from 1.3% to 2.3%.
- The investment allocation in Intelligent Transportation Systems (ITS) and the Congestion Management Process (CMP) had the greatest increase of all programs going from less than 1% to more than 3%.

Table 1-3: Allocation of Revenues to L RTP Programs (\$ millions of future revenues)

Funding Programs and Sources	2025	2026-2030	2031-2035	2036-2045	Total
<b>Roadways</b>	<b>\$150.94</b>	<b>\$1,292.68</b>	<b>\$1,421.27</b>	<b>\$2,916.35</b>	<b>\$5,781.23</b>
Strategic Intermodal System	\$0.00	\$259.73	\$62.87	\$525.23	\$847.83
Other Roads Construction & ROW - Capacity	\$23.32	\$136.65	\$147.82	\$307.99	\$615.78
Other Roads Construction & ROW – Product Support	\$5.13	\$31.16	\$33.62	\$69.96	\$139.87
TMA Funds	\$5.63	\$27.16	\$26.47	\$41.75	\$101.01
TRIP Funds	\$0.74	\$5.50	\$6.10	\$12.52	\$24.86
5-Cent Local Option Fuel Tax	\$10.57	\$54.53	\$57.24	\$120.93	\$243.27
Mobility Fees	\$30.08	\$142.58	\$143.21	\$262.95	\$578.81
Tax Increment Financing	\$26.34	\$162.36	\$217.64	\$623.91	\$1,030.24
Tax Increment Financing (VOPH)	\$1.23	\$7.43	\$9.72	\$27.24	\$45.62
Penny for Pasco (1.0%), 18% for Transp.	\$11.42	\$66.27	\$84.58	\$245.72	\$407.99
Developer Contributions	\$36.48	\$399.31	\$632.00	\$678.14	\$1,745.93
<b>Transit Revenues</b>	<b>\$27.68</b>	<b>\$149.64</b>	<b>\$161.46</b>	<b>\$429.09</b>	<b>\$767.86</b>
Federal 5307	\$3.88	\$20.17	\$22.15	\$51.08	\$97.28
Federal 5311	\$0.58	\$3.01	\$3.33	\$7.73	\$14.65
FDOT Block Grant	\$1.17	\$6.17	\$6.82	\$15.83	\$29.99
FDOT Urban Corridor Grant	\$1.13	\$5.88	\$6.50	\$15.09	\$28.60
FDOT Service Development Grant	\$0.71	\$1.62	\$0.00	\$0.00	\$2.33
State New Starts Transit Funds	\$4.53	\$25.92	\$28.24	\$59.34	\$118.03
Local Match	\$2.07	\$7.75	\$0.00	\$0.00	\$9.82
Penny for Pasco (1.0%), 18% for Transp.	\$0.82	\$4.73	\$6.04	\$17.55	\$29.14
Mobility Fees	\$0.16	\$0.76	\$0.76	\$1.46	\$3.14
Tax Increment Financing	\$7.18	\$44.28	\$59.36	\$170.16	\$280.98
Fare Revenue	\$1.73	\$9.72	\$16.84	\$64.76	\$93.05
Paratransit	\$1.52	\$7.98	\$8.74	\$19.86	\$38.10
Other (Local/Private)	\$2.20	\$11.65	\$2.68	\$6.23	\$22.76
<b>Bicycle and Pedestrian</b>	<b>\$5.89</b>	<b>\$32.57</b>	<b>\$39.15</b>	<b>\$105.32</b>	<b>\$182.94</b>
TALU (>200,000 Population)	\$0.44	\$2.22	\$2.22	\$4.43	\$9.31
TALT (Any Area)	\$0.58	\$2.91	\$2.91	\$5.83	\$12.23
Mobility Fees	\$0.79	\$3.78	\$3.81	\$7.31	\$15.68
Penny for Pasco (1.0%), 18% for Transp.	\$4.08	\$23.67	\$30.21	\$87.76	\$145.71
<b>Roadway Maintenance</b>	<b>\$38.65</b>	<b>\$213.76</b>	<b>\$250.02</b>	<b>\$618.02</b>	<b>\$1,120.45</b>
State Constitutional Fuel Tax	\$4.88	\$25.15	\$26.34	\$55.62	\$111.99
County Fuel Tax	\$2.16	\$11.16	\$11.72	\$24.78	\$49.82
Ninth-Cent Fuel Tax	\$2.59	\$13.33	\$13.97	\$29.76	\$59.65
6-Cent Local Option Fuel Tax	\$14.65	\$75.56	\$79.28	\$167.55	\$337.04
Tax Increment Financing	\$14.37	\$88.56	\$118.71	\$340.31	\$561.95
<b>Congestion Management and Technology</b>	<b>\$8.30</b>	<b>\$56.12</b>	<b>\$60.91</b>	<b>\$147.99</b>	<b>\$273.32</b>
Other Roads Construction & ROW - Capacity	\$5.83	\$40.41	\$43.21	\$89.50	\$178.95
Other Roads Construction & ROW – Product Support	\$1.28	\$7.79	\$8.41	\$17.49	\$34.97
TMA Funds	\$0.60	\$3.96	\$4.65	\$20.50	\$29.71
Mobility Fees	\$0.60	\$3.96	\$4.65	\$20.50	\$29.71

\* Total Revenue shown in Future Year of Expenditure amounts.

## Plan Development

The development process of creating the MOBILITY 2045 LRTP resulted from significant efforts over 2018 and 2019. Efforts undertaken to develop the plan include:

- Review of planning assumptions and federal/state planning requirements.
- Development of population and employment projections to support transportation demand projections.
- Participation in the regional planning and coordination process for the development of long range transportation plans in the Tampa Bay Region.
- Significant coordination with the Tampa Bay Area Regional Transportation Authority (TBARTA) and adjacent MPOs and counties in the development of a regional public transportation system that includes premium transit options.
- Regional environmental consultation workshop with adjacent MPOs and environmental regulatory agencies to identify potential environmental mitigation strategies.
- Public workshops/open houses to receive citizen input on transportation needs and priorities.
- Participation in the FHWA Resilience and Durability Pilot Study with adjacent MPOs to assess the potential climate vulnerability and risks of the transportation network to weather related events.
- Discussion groups to obtain input from social service and other agencies regarding the transportation needs of the traditionally under-served populations (minority, low-income, older adults, persons with disabilities, and other population segments).
- Identification of transportation needs, including highway, transit, bicycle, pedestrian, multi-use trail, intersection/safety improvements, technology, and other transportation projects.
- Prioritization of transportation projects for inclusion in the 2045 Cost Affordable Transportation Plan.

Previous outreach efforts during the LRTP development in 2018 included the It's TIME Pasco and the It's TIME Tampa Bay online surveys. More than 2,400 Pasco residents provided input of the transportation needs and issues in Pasco County.



## Public Participation

During the MOBILITY 2045 update, there were a multitude of tools used in the public involvement process to engage a full range of community stakeholders and facilitate their active participation in the plan development. As public input was one of the key elements that helped guide the plan, the outreach process was designed to maximize public engagement. The following section outlines the outreach techniques and a summary of the public involvement portion of the MOBILITY 2045 update.

## Outreach Techniques

**Project Website** – the project website was the single source of all information and project-related materials for the MOBILITY 2045 update. The website included links to all the maps, documents, and presentations developed for the plan as well as information about the project schedule and how to get involved.

**Social Media** – Social media was a key forum for communication regarding event and meeting announcements and project updates. The Pasco County Development Services Facebook, Instagram, and Twitter accounts (@PlanningPasco) were used by the Pasco MPO to connect with the community and distribute information about the MOBILITY 2045 update.

**Online surveys** – Two online surveys were conducted to provide opportunities for residents to comment on and share ideas on the type of transportation investments that are best needed to serve Pasco County and the Tampa Bay region through the year 2045. The It's TIME Pasco online survey was targeted for Pasco residents and The It's TIME Tampa Bay online survey was a tri-county (Hillsborough, Pasco, Pinellas) regional outreach effort.

**Web Map** – a web map was developed for the public to vote on transportation projects and to prioritize transportation improvements in Pasco County.

**Community Workshops and Presentations** – Workshops were held at various locations throughout Pasco County and provided an opportunity for the public to learn about MOBILITY 2045. Workshops and presentations also provided opportunity for residents to comment on transportation at the countywide level as well as comment on specific issues, needs, and transportation projects within more defined sub-areas of the county.

**MPO Board and Committee Meetings** – Meetings with the MPO Board and Committees were held throughout the project to discuss and review technical analyses and the development of the different phases involved in the MOBILITY 2045 update. These meetings provided the opportunity for members to provide input on developing the vision and direction the LRTP would take. Topics covered during these meetings included topics such as the Vision and Goals, transportation revenue scenarios, the Needs Assessment, project cost assumptions and the Cost Feasible Plan.

**Regional Committee Meetings** – Regional coordination with the Hillsborough MPO (Plan Hillsborough) and the Pinellas MPO (Forward Pinellas) was conducted on a monthly basis to coordinate the development of each MPO's 2045 LRTP through the Technical Review Team Meetings.

The following graphic summarizes the public involvement activities and participation that took place as part of MOBILITY 2045. More than 4,300 people participated in MOBILITY 2045 through one of the many techniques used in the public outreach process.



## L RTP Report Overview

This report is organized into four major sections:

- Chapter 1 (this section) includes an Introduction and Overview of the report, an overview of the transportation investment in MOBILITY 2045, a summary of the report format, public participation overview, and a summary list of activities completed to develop the Plan.
- Chapter 2 provides an overview of the goals of the MOBILITY 2045 LRTP and their consistency with state and federal planning requirements.
- Chapter 3 includes a review of the population and employment growth expected in Pasco County by 2045. This projected growth creates the backdrop for determining future travel demands and the areas of greatest need for future transportation investments.
- Chapter 4 presents the Pasco County MPO Multimodal Cost Affordable LRTP, which includes a geographic and tabular review of the major capacity projects and approach for identifying future projects in the walk/bike and congestion management programs.
- Chapter 5 concludes the report with identifying the key next steps that must be taken to ensure that the projects identified in the plan transition to implementation.

For additional information, please contact the Pasco County MPO at (727) 847-8140 or (352) 521-4274.

## Chapter 2 Vision and Goals

The MOBILITY 2045 Long Range Transportation Plan (LRTP) was developed to be consistent with the requirements of the FAST Act, which was signed into law on December 4, 2015. As with previous transportation laws, the FAST Act includes a series of metropolitan planning factors that ensure that the work of the MPO is based on a continuous, cooperative, and comprehensive process.

### Federal Planning Factors

Following are the ten planning factors that are to be applied to the metropolitan planning process for all metropolitan planning organizations, including the Pasco MPO:

- 1) **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) **Safety:** Increase the safety of the transportation system for motorized and non-motorized users.
- 3) **Security:** Increase the security of the transportation system for motorized and non-motorized users.
- 4) **Accessibility:** Increase accessibility and mobility of people and freight.
- 5) **Environment:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- 6) **Connectivity:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7) **Efficient Management:** Promote efficient system management and operation.
- 8) **Preservation:** Emphasize the preservation of the existing transportation system.
- 9) **Resiliency:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- 10) **Enhance Travel:** Enhance travel and tourism.

### MOBILITY 2045 Goals

In addition to addressing the federal planning factors, consistency with the FDOT's 2015 Florida Transportation Plan (FTP) Policy Element and policies included in the local government comprehensive plan has been included in review and development of the LRTP Goals and Objectives listed below.



**Goal 1** Provide multimodal facilities and services that **support economic development**



**Goal 2** **Improve the safety and security** of the multimodal transportation network for motorized and non-motorized users.



**Goal 3** Maximize opportunity for **local and regional connectivity and modal choice** for all Pasco County residents, employees, visitors, and commerce



**Goal 4** **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.



Goal 5 Manage and provide a **reliable and efficient multimodal transportation system.**



Goal 6 **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.

## State and Federal Consistency

Consistency with the National Planning Factors and Goals of the FTP are critical components of the MOBILITY 2045 LRTP. Demonstrating this consistency is a major milestone in conducting the LRTP and ensuring that the planning conducted by the Pasco MPO meets and supports the expectations of the federal and state requirements.

Table 2-1 provides the correlation between the Goals of the FTP and the Goals of the MOBILITY 2045 LRTP.

*Table 2-1: Comparison of FTP and MOBILITY 2045 LRTP Goals*

2015 FDOT FTP Policy Element Goals	MOBILITY 2045 LRTP Goals
1. Safety and Security for Residents, Visitors, and Businesses	Goal 2 - Improve Safety and Security
2. Agile, Resilient, and Quality Infrastructure	Goal 4 - Create Quality Places Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System
3. Efficient and Reliable Mobility for People and Freight	Goal 1 - Support Economic Development Goal 3 - Provide Local and Regional Connectivity and Transportation Choices
4. More Transportation Choices for People and Freight	Goal 1 - Support Economic Development Goal 3 - Provide Local and Regional Connectivity and Transportation Choices Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System
5. Transportation Solutions that Support Florida's Global Economic Competitiveness	Goal 1 - Support Economic Development
6. Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play	Goal 4 - Create Quality Places
7. Transportation Solutions that Support Florida's Environment and Conserve Energy	Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System

Demonstrating consistency with the ten National Planning Factors listed in the FAST Act, is shown in Table 2-2. These factors outline the federal position on planning. The Goals identified by the MPO were aligned with these factors.

Table 2-2: Comparison of FAST Act Planning Factors and MOBILITY 2045 LRTP Goals

FAST Act Planning Factors	MOBILITY 2045 LRTP Goals					
	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
Economic Vitality	✓				✓	✓
Increase Safety	✓	✓			✓	✓
Increase Security		✓			✓	✓
Increase Accessibility and Mobility	✓		✓		✓	✓
Improve Quality of Life, Environment, Energy Conservation, and Plan Consistency				✓		✓
Connectivity			✓	✓	✓	✓
System Management		✓			✓	✓
Preservation				✓		✓
Improve Resiliency and Reliability		✓			✓	✓
Enhance Travel and Tourism	✓					✓

## Chapter 3 Future Population and Employment Growth

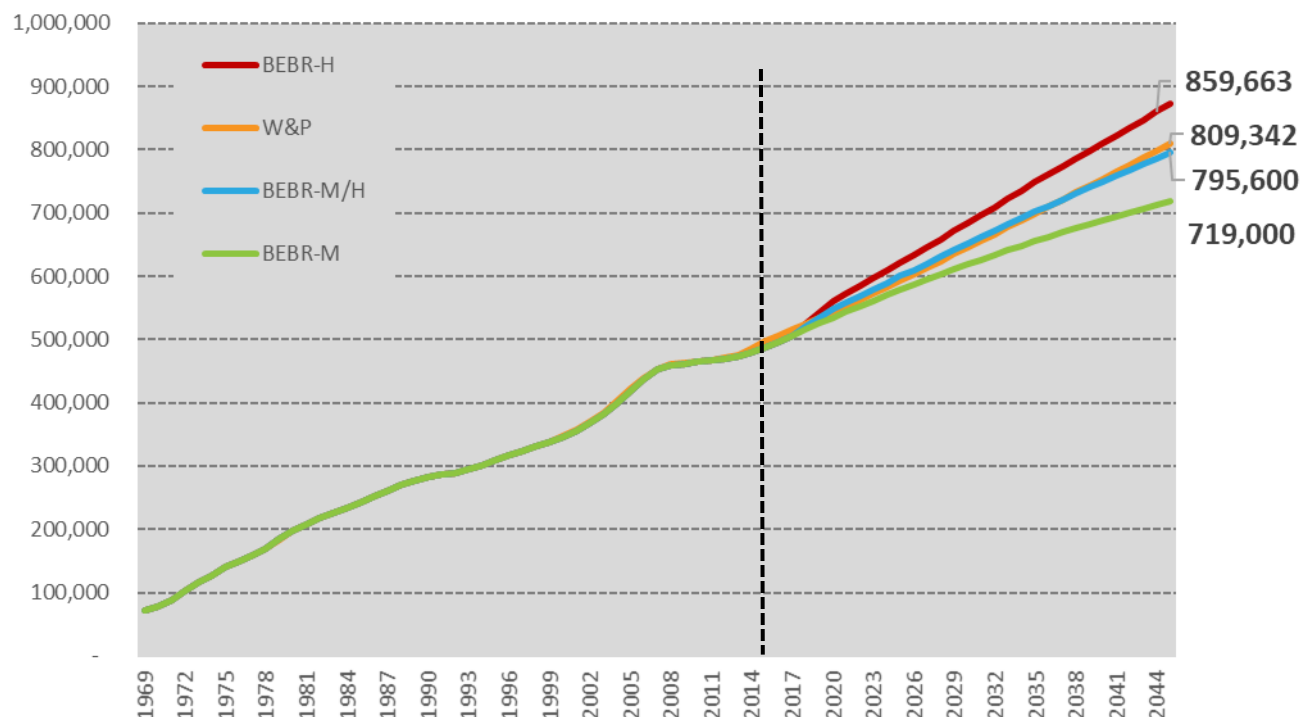
### Countywide Growth Forecast

For the purpose of determining future transportation needs, the projected population and employment for 2045 was estimated and distributed throughout the county based on approved developments and Pasco County's Future Land Use Map.

It is forecasted that Pasco County 2045 household population will be 785,428 persons with an employment total of 266,561 employees. This represents an increase in population of 311,003 persons and 109,061 employees from 2015 to 2045.

The projected population represents an average of the forecasted Medium and High population projections developed by the Bureau of Economic and Business Research (BEBR). Forecasts of future population in previous LRTP updates have included a faster and higher continued growth expectation for Pasco County utilizing the BEBR high estimate. Development of the 2045 population included a review of current trends and historic BEBR projections along with estimates developed by Woods & Poole (W&P) for comparative purposes. Figure 3-1 shows the historic population growth of Pasco county relative to projected growth from these sources.

Figure 3-1: Pasco County Population Historic Growth and Forecast



Pasco County has also implemented economic policies to encourage job growth within the county as well as land use policies regarding the location for future coordinated growth of population and employment centers. Currently, as much as 45 percent of the Pasco County workforce is employed in

Hillsborough or Pinellas counties according to the US Census Bureau’s OnTheMap Application. The forecast was developed based on the assumption that the population-to-jobs ratio would remain relatively constant when comparing total jobs with population. However, unemployment has been returning to previous historic levels (down from 12% to 5%) and a transition from service-based jobs to industrial jobs affects the mix of future employment, wages and transportation needs. Through review with Pasco County staff from the Office of Economic Growth the assumptions of population-to-jobs and industry mix were verified and determined to be reasonable for estimating growth in jobs for the next 30 years. Table 3-1 presents the recommended population and employment forecasts for Pasco County.

*Table 3-1: Population and Employment Forecast Recommendation*

Variable	2015	2035	2045	2015 – 2045 Growth
Household Population	477,662	691,614	785,428	307,766
Group Quarters Population	6,335	8,965	9,572	3,237
Total Population	483,997	700,579	795,000	311,003
Employees	157,500	228,187	266,561	109,061
Employees/Population Ratio	0.33	0.33	0.34	n/a

## Growth Allocation

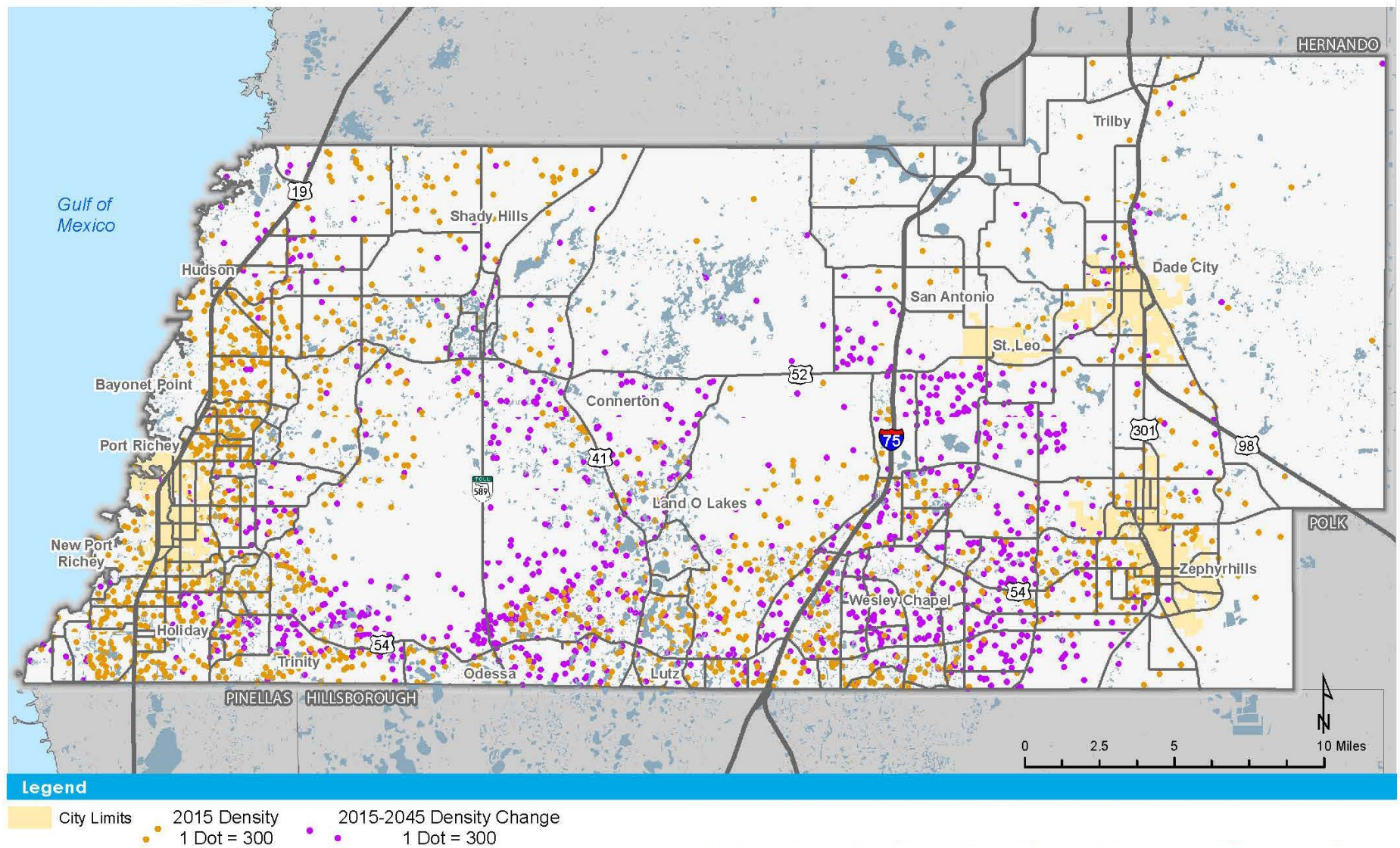
The MPO developed a land use allocation model using the *CommunityViz* Software to distribute future population and employment growth based on location, build out potential, and development attractiveness. The allocation model divided the county into a series of grid cells to represent the different development types, patterns, and intensities anticipated for the study area. Existing development status was assigned to each parcel in Pasco County using 2015 aerial photography and the property appraiser database. Values for development status were recorded as Open Space, Agriculture, Developed, Undeveloped, or Committed Development

Information from Pasco County on Master Planned Unit Developments (MPUDs) and approved developments as of November 13, 2018 were incorporated into the forecasts of future growth. Approved dwelling units and employees were allocated to the grid cells based on the timeframe in which approved development are expected to occur. The remainder of the population and employment growth was allocated using the *CommunityViz* land use allocation model. Figure 3-2 shows the distribution of the base year (2015) and future 2045 population in Pasco County. Consistent with the County’s Comprehensive Plan, Table 3-2 shows the distribution of future growth to the County Market Areas.

*Table 3-2: Population and Employment Growth to Pasco Market Areas*

Market Area	Population Growth Percentage	Employment Growth Percentage
Gateway Crossings (South)	56%	68%
Harbors (West)	10%	4%
Midlands (Central)	28%	21%
Highlands (East)	3%	5%
Countryside (North)	3%	2%

Figure 3-2: Existing and Future Population



## Chapter 4 MOBILITY 2045 Cost Affordable Plan

Determining the transportation projects and strategies to include in the MOBILITY 2045 Cost Affordable LRTP was based on an evaluation of the prioritized needs and availability of transportation revenues. This section provides a listing of the major projects included as Cost Affordable in the LRTP along with a series of maps and detailed funding tables.

### Roadway Capacity Projects

The 2045 Cost Affordable roadway network includes significant capacity improvements throughout Pasco County. Highlights of these roadway capacity projects include the following:

#### Committed Project (2020 – 2024)

- Collier Pkwy: Bell Lake Road to Parkway Blvd widen to 4 lanes
- Clinton Ave Ext: from Uradco Place (east of I-75) to Fort King Road construct new/widen to 4 lanes
- Little Road: from Trinity Blvd to SR 54 widen to 6 lanes
- Overpass Road and I-75 Interchange
- Ridge Road: from Moon Lake Road to US 41 construct new 4 lanes and add interchange at Suncoast Parkway
- SR 52: from Suncoast Parkway to US 41 widen to 4 lanes
- Trinity Blvd: from Little Road to SR 54 widen to 4 lanes
- US 41: from N of Connerton Blvd to S of SR 52 widen to 4 lanes
- Wesley Chapel Blvd: from SR 56 to Oakley Blvd widen to 6 lanes



*The recently completed SR 56 extension to US 301 provides a continuous corridor across southern Pasco County.*

#### East/West Roadway Projects (2025 – 2045)

- North County Line Road: from East Road to Shady Hills Road widen to 4 lanes
- Overpass Road Ext: from I-75 to US 301 construct new 4 lanes
- South County Line Road: from Dale Mabry Hwy to I-75 widen to 4 lanes
- SR 52: from US 41 to Old Pasco Road widen to 4 lanes
- Tower Road: from Gunn Hwy to Sunlake Blvd construct new/widen to 4 lanes



*Florida DOT Diverging Diamond Interchange currently under construction at SR 56 and I-75.*

- Zephyrhills West Extension: from SR 54 to US 301 construct new/widen to 4 lanes
- Construction of several developer roadways in the central and east portion of the county

### North/South Roadway Projects (2025 – 2045)

- Moon Lake Road: from Ridge Road to S of SR 52 widen to 4 lanes
- Shady Hills Road: from SR 52 to County Line Road widen to 4 lanes
- Starkey Blvd: from Rangeland Blvd to Decubellis widen to 4 lanes
- Old Pasco Road from Overpass Road to SR 52 widen to 4 lanes
- US 98 – re-aligned to connect to Clinton Road Extension at US 301
- US 301: redesign one-way pair in Zephyrhills; reduce to 2 lanes one-way on 6<sup>th</sup> Street and Gall Blvd
- US 301: from Eiland Blvd to Kossik Rd widen to 6 lanes
- Construction of several developer roadways in the central and east portion of the county

### Future Corridor Improvements (2020 – 2045)

- SR 54/56 – Alternative improvements within the SR 54/56 corridor are currently being evaluated as part of the Vision 54/56 assessment. Future corridor alternatives could include, but are not necessarily 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 – corridor improvements will be based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

### Constrained Roadways

There are no formally-adopted constrained roadways contained in the Comprehensive Plan for Pasco County. As a result, constrained roadways are not identified in MOBILITY 2045 LRTP. It should be noted, however, that the Comprehensive Plan for the City of St. Leo constrains SR 52 to a 2-lane undivided road in the vicinity of St. Leo University.

During the development of the MOBILITY 2040 LRTP, the MPO Board adopted a series of policy statements intended to guide future transportation decisions and funding. The below policy regarding the maximum number of general purpose lanes was adopted on June 12, 2014.

- **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.

### Roadway Maintenance

- State roads: While not specifically reflected in the MOBILITY 2045 Plan, FDOT has committed to include sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:
  - 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 open to the public 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 and is allocating the 6-cent Local Option Fuel Tax to ensure that additional local resources are available to meet the maintenance needs of the county road network. Revenues collected from a Countywide Tax Increment Finance policy is allocated for capital roadway maintenance activities as shown previously in Table 1-3.

## Transit Projects

The 2045 Cost Affordable Transit Element includes significant service and facility improvements throughout Pasco County and was developed using the following:

- Access Pasco Transit Development Plan, 2019–2028 (September 2018)
- Transit needs assessment through 2045
- Significant input from the public, MPO committees, and the MPO Board

Major elements of the 2045 Cost Affordable Transit Element are summarized below.

## Improvements to Existing Local Bus (2020 – 2045)

- Increase service frequency to 15 minutes on Route 19.
- Increase service frequency to 30 minutes on all other existing routes.
- Expand 3 hours of service at night on existing routes.
- Add Sunday service on existing routes.

## New Service Expansion (2020 – 2045)

- Wiregrass Hopper
- Shady Hills Connector
- St. Leo University Connector
- Regional I-75 Express
- US 19 Express
- Regional Rapid Transit (I-275)
- Land O Lakes Circulator
- SR 54 Cross County Express
- SR 52 Cross County Express
- Starkey Connector



## Transit Infrastructure/Access (2020 – 2045)

- 4 “super stops” to serve as complementary facilities for transit use support key transfer locations.
- Purchasing 236 new transit vehicles for replacement and expansion
- Expansion of Demand Response Services to provide complementary paratransit services

- Bus bays, bus shelters, benches, and signs needed to accommodate new transit service expansion, address ADA accessibility, and safety.

### Transit System Constraints

There are no formally-adopted constraints on the transit system contained in the Comprehensive Plan for Pasco County or its municipalities. As a result, constrained transit needs are not identified in the MOBILITY 2045 LRTP.

### Walk/Bike Program

Developing an active (walking and cycling) transportation system in Pasco is built on completing the existing network of sidewalk, trails, bike lanes, and paths in a manner that recognizes the unique needs of the users and function of transportation facilities. Highlights of the approach proposed in the MOBILITY 2045 LRTP include the following:

- All road widening and construction projects in the LRTP will include appropriate bicycle facilities and sidewalks
- Continued implementation of bicycle and sidewalk safety projects currently prioritized for implementation.
- Use Pasco County's recently updated roadway cross-section designs, which include appropriate bike/ped facilities, when filling gaps in the system or resurfacing/rehabilitation existing roadways
- Identify opportunities for local road connections in established areas as alternatives to busy, and often unsafe, arterials
- Prepare a comprehensive bike/ped plan that would consider opportunities, constraints, and evaluation of alternative solutions or projects specific to the needs and vision of the County's Market Areas
- Prioritized identified projects based on technical criteria for implementation
- Coordinate with FDOT, County and City staff for utilizing the \$183 million set aside in the LRTP through 2045 for walk/bike

### Congestion Management Program

As a follow up activity to the MOBILITY 2045 LRTP, the MPO will be updating the recommendations of the Congestion Management Process. This update will consider

- 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 Advanced Traffic Management Systems (ATMS) on US 19 from the Pinellas County line to CR 1-Little Rd.
- Implementation of ITS improvements on the corridors illustrated in Figure 4-5 along with providing opportunities to further explore connected vehicle technologies.
- Safety improvements on corridors and road segments identified with high crash rates and strategies included in the Pasco Countywide Pedestrian and Bicycle Safety Action Plan.
- Identification of future technology projects that provide safety and mobility benefits for the users of the transportation system.

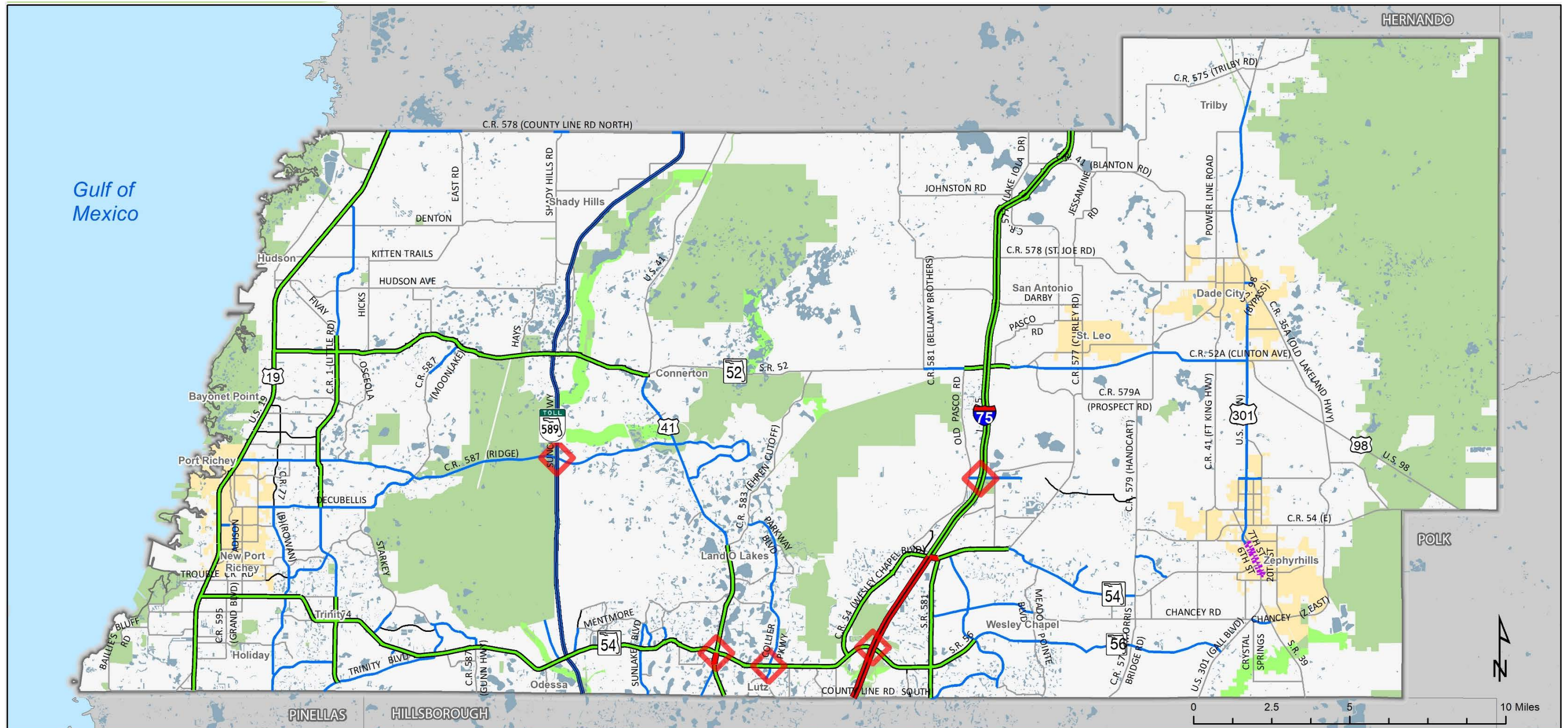
\$273 million for ITS and CMP improvements have been identified through 2045 implementation of the recommendations coming out of the Congestion Management Process. Funding of these projects and strategies will be coordinated with FDOT, County, and City staff for implementation.

## Maps and Tables

The following pages include a series of maps and tables illustrating the projects included in the Cost Affordable MOBILITY 2045 LRTP.

- Figure 4-1 illustrates the transportation network resulting from the completion of the committed roadway capacity projects by 2024
- Figure 4-2 shows the 2045 cost affordable roadway number of lanes and cost affordable projects
- Table 4-1 is a detailed listing of the roadway project costs and revenues for the Cost Affordable Plan.
- Figure 4-3 shows the 2045 cost affordable transit system in Pasco County
- Table 4-2 shows the timing and costs of the transit service improvements included in the Cost Affordable Plan.
- Figure 4-4 illustrates the multimodal network of bicycle and pedestrian facilities along with system gaps on the arterial and collector roadway system.
- Figure 4-5 shows the existing and planned Intelligent Transportation System corridors and potential system expansions for consideration through the Congestion Management Process

Figure 4-1: Existing and Committed Roadway Number of Lanes (2024)



## Legend

- Number of Lanes**
- 2 Lane One Way
  - 2 Lane Divided
  - 2 Lane Undivided
  - 4 Lane Divided
  - 4 Lane Freeway
  - 6 Lane Divided
  - 6 Lane Freeway
  - 8 Lane Divided
  - 8 Lane Freeway
  - 10 Lane Freeway
  - New / Improved Interchange
  - Critical Linkages
  - Parks and Publicly Owned Land
  - City Limits

Figure 4-2: Roadway Capacity Improvements and Number of Lanes (2025–2045)

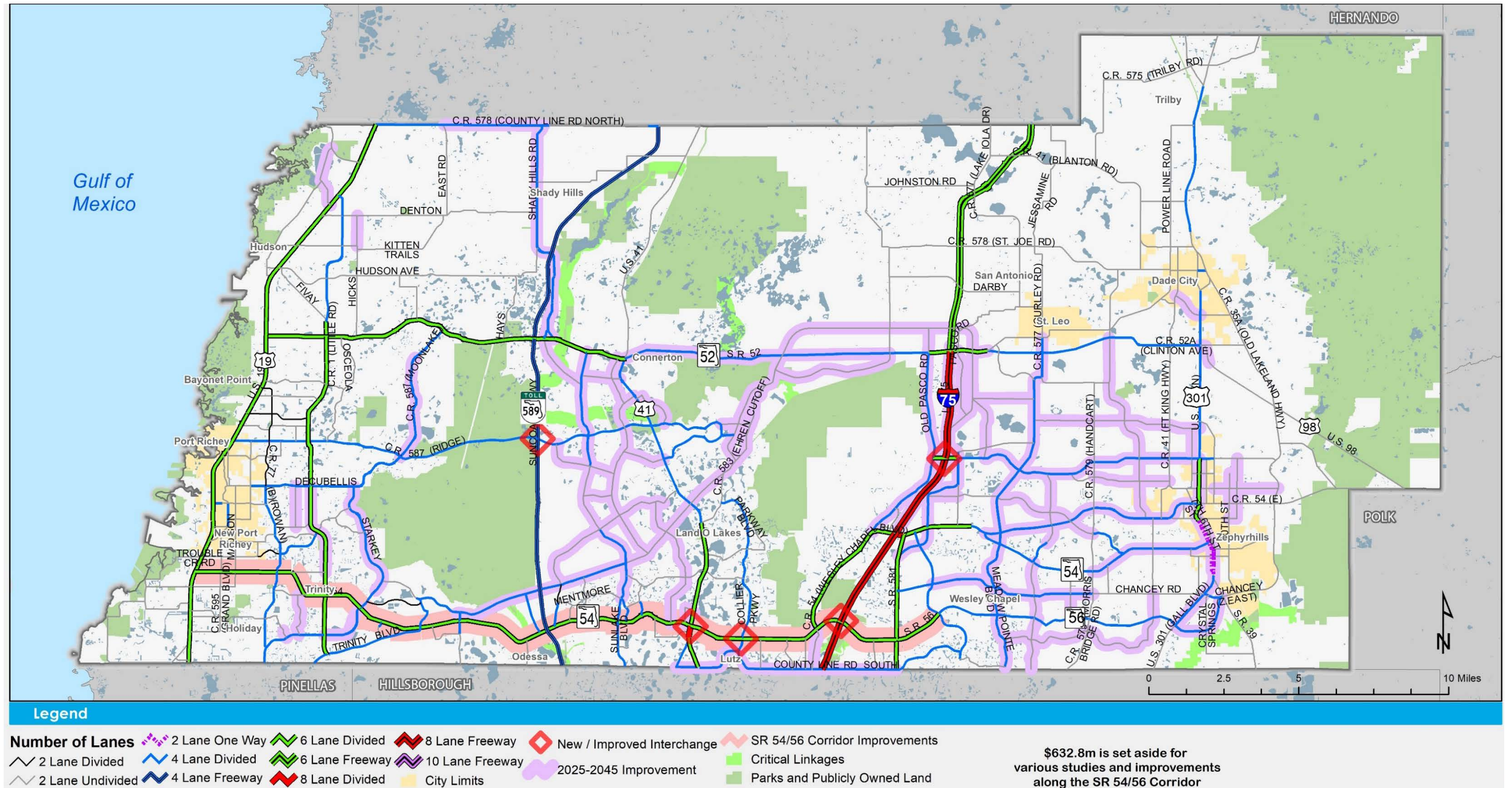


Table 4-1: Roadway Project Cost and Revenues (2019–2045)

State / Federal Revenue Balancing (YOE)						County Revenue Balancing (YOE)					
	2025	2026-2030	2031-2035	2036-2045	Total		2025	2026-2030	2031-2035	2036-2045	Total
Strategic Intermodal System (SIS)						General County Transportation Funds (CoGen)	\$75,246,126	\$410,631,659	\$487,419,248	\$1,224,290,632	\$2,197,587,666
Available Revenues	\$0	\$259,731,143	\$62,867,000	\$525,234,344	\$847,832,487	Total Amount Spent	\$71,323,103	\$425,312,336	\$498,327,798	\$1,202,282,431	\$2,197,245,668
Total Amount Spent	\$0	\$259,731,143	\$62,867,000	\$525,234,344	\$847,832,487	Total Amount Remaining	\$3,923,023	-\$14,680,677	-\$10,908,549	\$22,008,201	\$341,998
Total Amount Remaining	\$0	\$0	\$0	\$0	\$0						
Other State Roadways						County Mobility Fees for SIS (CoMF)	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200
Preliminary Engineering (OAPE)	\$5,128,000	\$31,160,000	\$33,624,000	\$69,960,000	\$139,872,000	Total Amount Spent	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200
Total Amount Spent	\$0	\$0	\$2,804,601	\$24,249,360	\$27,053,961	Total Amount Remaining	\$0	\$0	\$0	\$0	\$0
Total Amount Remaining	\$5,128,000	\$31,160,000	\$30,819,399	\$45,710,640	\$112,818,039						
Other State Roadways Right-of-Way & Construction (OARC)	\$23,320,000	\$136,648,000	\$147,824,000	\$307,992,000	\$615,784,000	Village of Pasadena Hills (CoVOPH)	\$1,230,000	\$7,430,000	\$9,720,000	\$27,240,000	\$45,620,000
Total Amount Spent	\$23,320,000	\$136,648,000	\$147,824,000	\$307,992,000	\$615,784,000	Total Amount Spent	\$471,240	\$6,905,688	\$8,524,211	\$0	\$15,901,140
Total Amount Remaining	\$0	\$0	\$0	\$0	\$0	Total Amount Remaining	\$758,760	\$524,312	\$1,195,789	\$27,240,000	\$29,718,860
Federal Trasnportion Management Area (TMA)	\$5,625,000	\$27,160,000	\$26,470,000	\$41,750,000	\$101,005,000	Other (TBD) Revenues	\$10,448,302	\$0	\$0	\$0	\$10,448,302
Total Amount Spent	\$0	\$24,715,091	\$25,000,000	\$39,909,169	\$89,624,260	Total Amount Spent	\$10,448,302	\$0	\$0	\$0	\$10,448,302
Total Amount Remaining	\$5,625,000	\$2,444,909	\$1,470,000	\$1,840,831	\$11,380,740	Total Amount Remaining	\$0	\$0	\$0	\$0	\$0
State Transportation Regional Incentive Program (TRIP)	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000	\$24,860,000	Developer Revenue Balancing (YOE)					
Total Amount Spent	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000	\$24,860,000	Developer Revenues	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900	\$1,745,934,095
Total Amount Remaining	\$0	\$0	\$0	\$0	\$0	Total Amount Spent	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900	\$1,745,934,095
						Total Amount Remaining	\$0	\$0	\$0	\$0	\$0

Project Number	On Street	From	To	2019 Lanes	2045 Lanes	Project Development & Environment / Design			Right of Way			Construction			Total Cost
						Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	
SIS Roadways															
3200	I-75 / I-275	S of County Line Road	SR 56	Interchange Modification		SIS	2019 - 2024	\$7,582,999	SIS	2019 - 2024	\$2,189,100	SIS	2026 - 2030	\$69,809,191	\$79,581,290
3023	I-75	SR 56	Wesley Chapel Blvd	8F	10F	SIS	2031 - 2035	\$12,019,000		Unfunded	\$0		Unfunded	\$0	\$12,019,000
3022	I-75	Wesley Chapel Blvd	SR 52	6F	8F	SIS	2036 - 2045	\$23,754,000	SIS	2036 - 2045	\$10,437,000	SIS	2036 - 2045	\$258,441,344	\$292,632,344
3021	I-75	SR 52	Hernando County Line	6F	8F	SIS	2031 - 2035	\$4,848,000	SIS	2036 - 2045	\$15,002,000		Unfunded	\$0	\$19,850,000
3202	Ridge Road @ Suncoast Pkwy						Completed			Completed		SIS	2019 - 2024	\$12,654,973	\$12,654,973
3203	US 19	Pinellas County Line	Hernando County Line	Corridor / Int. Improvements		SIS	2031 - 2035	\$1,000,000		Unfunded			Unfunded		\$1,000,000
3020	Suncoast Pkwy	Hillsborough County Line	SR 52	4F	6F	SIS	2019 - 2024	\$23,750,000		Unfunded			Unfunded		\$23,750,000
State Roadways															
3100a	Clinton Ave Ext (New SR 52)	Urdaco Pl	Fort King Rd	00 / 2U	4D		Completed			Completed			Under Construction		\$0
3201	SR 52	US 41 (Land O' Lakes Blvd)	CR 581/Bellamy Brothers	2U	4D		Completed		OARC	2019 - 2024	\$23,592,360	OARC	2026 - 2030	\$109,078,089	\$132,670,449
3007	SR 52	Urdaco Pl	Clinton Ave Ext	4D	6D	OAPE	2031 - 2035	\$2,804,601		Completed		OARC	2036 - 2045	\$16,859,221	\$19,663,822
3076	SR 54	Morris Bridge Rd	US 301	2U	4D	OAPE	2036 - 2045	\$24,249,360	OARC	2036 - 2045	\$110,235,384	OARC	2036 - 2045	\$110,235,384	\$244,720,128
3111	SR 56 Extension	US 301	SR 39	00	4D	OARC	2025	\$7,903,525	OARC	2031 - 2035	\$31,797,898	OARC	2036 - 2045	\$61,893,994	\$116,595,417
									TMA	2031 - 2035	\$15,000,000				
3018a	US 301 (Gall Blvd)	SR 56	SR 39	2U	4D	OAPE	2019 - 2024	\$3,146,468	OARC	2019 - 2024	\$20,625,740	OARC	2031 - 2035	\$36,529,208	\$60,301,416
3077	US 301 (6th, 7th, Gall)	SR 39	CR 54	3O	2O	OAPE	2019 - 2024	\$7,032,239	OARC	2019 - 2024	\$15,979,630	OARC	2031 - 2035	\$69,966,983	\$92,978,852
3019	US 301	S of CR 54/Eiland	Kossik Rd	4D	6D	OAPE	2019 - 2024	\$3,885,108	OARC	2025	\$11,375,900	OARC	2026 - 2030	\$13,284,577	\$41,830,162
												TMA	2026 - 2030	\$13,284,577	
3209	US 98 Realignment	@ Clinton Ave		00	2U	TMA	2026 - 2030	\$505,006	TMA	2026 - 2030	\$3,157,994	TMA	2026 - 2030	\$7,767,514	\$11,430,514

Project Number	On Street	From	To	2019 Lanes	2045 Lanes	Project Development & Environment / Design			Right of Way			Construction			Total Cost
						Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	

SR 54/56 Corridor Improvements

3188	SR 54	US 41		Intersection / Interchange	SIS	2019 - 2024	\$8,505,130	SIS	2019 - 2024	\$28,615,500	SIS	2026 - 2030	\$189,921,952	\$227,042,582
3189	SR 54	Collier Pkwy		Intersection / Interchange	SIS	2031 - 2035	\$15,000,000	SIS	2031 - 2035	\$30,000,000	SIS	2036 - 2045	\$217,600,000	\$262,600,000
	Future Corridor Improvements	Alternative improvements within the SR 54/56 corridor will be evaluated as part of ongoing Vision 54/56 corridor assessment and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes, and alternative intersection designs. In addition, future corridor assessment will include significant public engagement regarding alternative improvements to the SR 54/56 corridor.									CoGen	2036 - 2045	\$10,000,000	\$10,000,000
											CoMF	2025	\$4,110,600	\$4,110,600
											CoMF	2026 - 2030	\$19,639,100	\$19,639,100
											CoMF	2031 - 2035	\$19,815,900	\$19,815,900
											CoMF	2036 - 2045	\$37,988,600	\$37,988,600
											OARC	2025	\$4,040,575	\$4,040,575
											OARC	2026 - 2030	\$14,285,334	\$14,285,334
											OARC	2031 - 2035	\$9,529,911	\$9,529,911
											OARC	2036 - 2045	\$8,768,018	\$8,768,018
											TMA	2031 - 2035	\$10,000,000	\$10,000,000
											TMA	2036 - 2045	\$5,000,000	\$5,000,000

County Roads

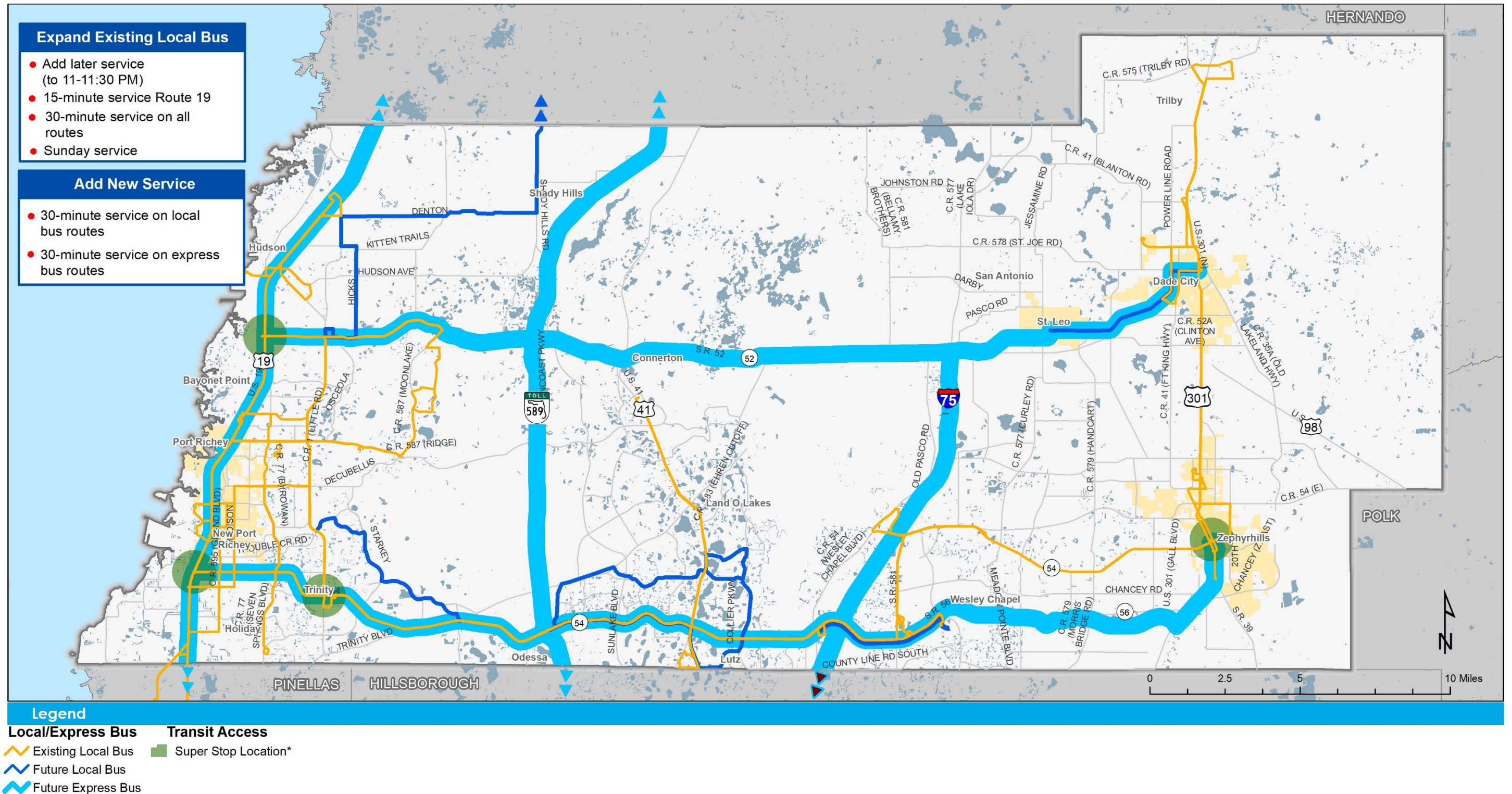
3133	20th St	CR 54	Pretty Pond Rd	00	2U	CoGen	2036 - 2045	\$1,064,323	CoGen	2036 - 2045	\$6,655,618	CoGen	2036 - 2045	\$16,370,392	\$24,090,333
3117	23rd St	North Ave	Otis Allen Rd	00	2U	CoGen	2036 - 2045	\$2,120,774	CoGen	2036 - 2045	\$13,262,024	CoGen	2036 - 2045	\$32,619,737	\$48,002,536
3092	Boyette Road Realignment	SR 54	Boyette Rd	00	4D	CoGen	2036 - 2045	\$3,250,429	CoGen	2036 - 2045	\$20,314,073	CoGen	2036 - 2045	\$49,971,466	\$73,535,968
3167	Boyette Rd	Boyette Rd Realignment	Overpass Rd	2U	4D	CoGen	2036 - 2045	\$1,303,853	CoGen	2036 - 2045	\$8,148,639	CoGen	2036 - 2045	\$20,045,193	\$29,497,686
3106a	Boyette Rd Ext	Overpass Rd	McKendree Rd	00	2U	CoGen	2031 - 2035	\$1,979,335	CoGen	2031 - 2035	\$12,377,541	CoGen	2031 - 2035	\$30,444,232	\$44,801,107
3014a	Bruce B Downs Loop Rd	SR 581	Wiregrass Ranch Blvd	00	4D	CoGen	2026 - 2030	\$605,370	CoGen	2026 - 2030	\$3,785,427	CoGen	2026 - 2030	\$9,312,492	\$13,703,290
3014b	Bruce B Downs Loop Rd	Wiregrass Ranch Blvd	SR 54	00	4D	CoGen	2036 - 2045	\$869,442	CoGen	2036 - 2045	\$5,436,690	CoGen	2036 - 2045	\$13,374,749	\$19,680,882
3080	Chancey Rd / Ext	Mansfield Rd	Morris Bridge Rd	00	4D	CoGen	2036 - 2045	\$6,333,824	CoGen	2036 - 2045	\$39,605,877	CoGen	2036 - 2045	\$97,434,020	\$143,373,720
3113	Coats Rd	Chancey Rd	Oldwoods Ave	00	2U	CoGen	2031 - 2035	\$1,289,870	CoGen	2031 - 2035	\$8,066,047	CoGen	2036 - 2045	\$26,239,381	\$35,595,297
3067a	Collier Parkway	S of Bell Lake Rd	Hale Rd	4D	4D		Completed			Completed		CoGen	2019 - 2024	\$10,217,488	\$10,217,488
3067b	Collier Parkway	Hale Rd	Parkway Blvd	2U	4D		Completed			Completed		CoGen	2019 - 2024	\$6,685,250	\$6,685,250
3028a	CR 578 (County Line Rd)	East Rd	Shady Hills Rd	2U	4D	CoGen	2036 - 2045	\$2,922,480	CoGen	2036 - 2045	\$18,279,030	CoGen	2036 - 2045	\$32,440,190	\$66,161,700
												TRIP	2036 - 2045	\$12,520,000	
3069	County Line Rd	Dale Mabry	US 41 (Land O' Lakes Blvd)	2U	4D	CoGen	2031 - 2035	\$521,511	CoGen	2031 - 2035	\$3,261,865	CoGen	2036 - 2045	\$10,611,167	\$14,394,543
3010	County Line Rd	US 41 (Land O' Lakes Blvd)	SR 581	2U	4D	CoGen	2031 - 2035	\$4,845,960	CoGen	2031 - 2035	\$30,309,683	CoGen	2036 - 2045	\$119,100,371	\$154,256,014
3152a	CR 539 Ext (Overpass Rd / Kossik Rd)	CR 579 (Handcart Rd)	US 301	00	2U	CoGen	2031 - 2035	\$1,821,250	CoGen	2031 - 2035	\$1,894,100	CoGen	2031 - 2035	\$20,944,375	\$24,659,725
3152b	CR 539 Ext (Overpass Rd / Kossik Rd)	CR 579 (Handcart Rd)	US 301	2U	4D	CoGen	2031 - 2035	\$1,821,250	CoGen	2031 - 2035	\$1,894,100	CoGen	2036 - 2045	\$27,700,625	\$31,415,975
3032	CR 587 (Moon Lake)	Ridge Rd	S of SR 52	2U	4D		Completed		CoGen	2019 - 2024	\$2,000,000	CoGen	2026 - 2030	\$70,974,942	\$72,974,942
3098	Curley Rd (Realignment)	SR 54	Curley Rd	00	4D	CoGen	2025	\$1,390,234	CoGen	2025	\$8,688,488	CoGen	2031 - 2035	\$27,839,021	\$37,917,743
3099	Curley Rd	Meadow Pointe Blvd Ext.	Overpass Rd	2U	4D	CoGen	2019 - 2024	\$684,000	CoVOPH	2025	\$471,240	CoGen	2026 - 2030	\$10,600,000	\$17,355,240
												CoVOPH	2026 - 2030	\$5,600,000	
3103	Curley Rd	Overpass Rd	Clinton Ave Ext	2U	4D	CoGen	2019 - 2024	\$3,116,000	CoGen	2025	\$2,146,760	CoGen	2026 - 2030	\$73,800,000	\$79,062,760
3173	Daughtry Rd ext	Wire Rd	Old Lakeland Highway	00	2U	CoGen	2036 - 2045	\$2,269,623	CoGen	2036 - 2045	\$14,192,824	TMA	2036 - 2045	\$34,909,169	\$51,371,616
3206	Decubellis Road (III)	Little Road	Starkey Blvd	2U	4D	CoGen	2019 - 2024	\$250,000	CoGen	2019 - 2024	\$358,378	CoGen	2019 - 2024	\$10,098,424	\$10,706,802
3205	Decubellis Road (II)	Starkey Blvd	Town Center	2U	4D		Completed		CoGen	2019 - 2024	\$215,000	CoGen	2019 - 2024	\$10,000,116	\$10,215,116
3095	Eiland Blvd	CR 579 (Handcart Rd)	Fort King Hwy	2U	4D	CoGen	2031 - 2035	\$2,893,232	CoGen	2036 - 2045	\$23,893,400	CoGen	2036 - 2045	\$58,780,601	\$85,567,233
3137	Eiland Blvd	Fort King Hwy	Gall Blvd	2U	4D	CoGen	2036 - 2045	\$206,480	CoGen	2036 - 2045	\$1,289,292	CoGen	2036 - 2045	\$3,171,813	\$4,667,586
3170	Greenslope Dr Ext	Kossik Rd	Bailey Hill Rd	00	2U	CoGen	2031 - 2035	\$534,668	CoGen	2031 - 2035	\$3,337,392	CoGen	2031 - 2035	\$8,211,759	\$12,083,819
3179	Hicks Rd	Denton Ave	New York Ave	00	2U	CoGen	2026 - 2030	\$685,415	CoGen	2031 - 2035	\$5,032,993	CoGen	2031 - 2035	\$12,379,326	\$18,097,734
3132	Keefer Rd	Curley Rd	Fort King Rd	00	2U	CoGen	2036 - 2045	\$4,827,391	CoGen	2036 - 2045	\$30,187,531	CoGen	2036 - 2045	\$74,250,307	\$109,265,230
3171	Keefer Rd ext / Bailey Hill Rd	Fort King Rd	Gall Blvd	00	2U	CoGen	2036 - 2045	\$1,093,616	CoGen	2036 - 2045	\$6,838,794	CoGen	2036 - 2045	\$16,820,935	\$24,753,344
3207	Little Road	Trinity Blvd	S of SR 54	4D	6D		2019 - 2024	\$211,361		Completed		CoGen	2019 - 2024	\$5,872,388	\$6,083,749
3003	Little Rd	Old County Rd 54	Decubellis Rd	4D	6D	CoGen	2031 - 2035	\$2,724,885	CoGen	2031 - 2035	\$17,020,931	CoGen	2031 - 2035	\$41,866,309	\$61,612,125
3104a	McKendree Rd / Kenton Rd Ext	Overpass Rd	SR 52	00	2U	Dev	2031 - 2035	\$3,012,093	Dev	2031 - 2035	\$29,985,317	Dev	2031 - 2035	\$46,329,145	\$79,326,556
3144a	Meadow Pointe Blvd	Hillsborough / Pasco County Line Rd	Oldwoods Ave	2U	4D	CoGen	2031 - 2035	\$730,112		Completed		CoGen	2031 - 2035	\$11,215,490	\$11,945,602
3144b	Meadow Pointe Blvd	Oldwoods Ave	SR-56	2U	4D	CoGen	2031 - 2035	\$333,312		Completed		CoGen	2031 - 2035	\$5,120,115	\$5,453,427
3097	Meadow Pointe Blvd	SR 56	SR 54	2U	4D	CoGen	2031 - 2035	\$2,478,528	CoGen	2019 - 2024	\$9,984,693	CoGen	2036 - 2045	\$50,355,241	\$62,818,461
3163	Morgan Rd / Hunt Rd	SR 54	US 41 (Land O' Lakes Blvd)	00	2U	CoGen	2036 - 2045	\$920,915	CoGen	2036 - 2045	\$5,758,844	CoGen	2036 - 2045	\$14,164,653	\$20,844,412
3088	Morningside Drive	Fort King Rd	US 301	00	2U	CoGen	2019 - 2024	\$570,838	CoGen	2019 - 2024	\$3,569,670	Other (TBD)	2025	\$10,448,302	\$14,588,810
3118	North Ave	21st St	23rd St	00	2U	CoGen	2036 - 2045	\$275,561	CoGen	2036 - 2045	\$1,723,189	CoGen	2036 - 2045	\$4,238,416	\$6,237,166
3075	Old Pasco Rd	Wesley Chapel Blvd	SR 52	2U	4D	CoGen	2025	\$3,614,564	CoGen	2026 - 2030	\$28,970,472	CoGen	2026 - 2030	\$66,586,934	\$105,411,969
						TRIP	2025	\$740,000				TRIP	2026 - 2030	\$5,500,000	

Project Number	On Street	From	To	2019 Lanes	2045 Lanes	Project Development & Environment / Design			Right of Way			Construction			Total Cost
						Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	
County Roads Continued															
3039	Osteen Rd	Plathe Rd	De Cubellis Rd	00	2U	CoGen	2036 - 2045	\$1,453,243	CoGen	2036 - 2045	\$9,087,693	CoGen	2036 - 2045	\$22,352,407	\$32,893,343
3015a	Overpass Rd	Old Pasco Rd	Boyette Rd	2U	4D	CoGen	2019 - 2024	\$2,670,466	CoGen	2019 - 2024	\$6,253,687	CoGen	2019 - 2024	\$62,830,072	\$71,754,225
3015b	Overpass Rd	Old Pasco Rd	Boyette Rd	4D	6D	CoGen	2036 - 2045	\$975,767		Completed		CoGen	2036 - 2045	\$14,992,113	\$15,967,881
3017b	Overpass Rd Ext	Mckendree Rd/Kenton Rd Ext	Epperson Blvd	00	4D	CoGen	2019 - 2024	\$1,325,000	CoGen	2025	\$1,639,820	CoGen	2025	\$18,132,625	\$21,097,445
3017c	Overpass Rd Ext	Epperson Blvd	Sunshine Rd	2D	4D	CoGen	2019 - 2024	\$1,157,120	CoGen	2025	\$8,598,012	CoGen	2025	\$21,152,131	\$30,907,263
3017d	Overpass Rd Ext	Sunshine Rd	Handcart Rd	00	4D	CoGen	2019 - 2024	\$1,325,000	CoVOPH	2031 - 2035	\$2,135,900	CoGen	2031 - 2035	\$23,618,125	\$27,079,025
3038	Perrine Ranch Rd Extn	7 Spring Blvd	Trinity Oaks Blvd	00	2U	CoGen	2036 - 2045	\$189,851	CoGen	2036 - 2045	\$1,185,044	CoGen	2036 - 2045	\$2,915,838	\$4,290,732
3211	Prospect Rd	Highland Blvd	Clinton Ave Ext	0	2U	CoVOPH	2026 - 2030	\$1,305,688	CoGen	2026 - 2030	\$0	CoVOPH	2031 - 2035	\$6,388,311	\$7,694,000
3053	Ridge Rd Ext	Suncoast Pkwy	US 41 (Land O' Lakes Blvd)	00	4D		Completed		CoGen	2019 - 2024	\$2,000,000	CoGen	2019 - 2024	\$46,233,892	\$48,233,892
3048	Shady Hills Rd	SR 52	Pasco / Hernando County Line	2U	4D	CoGen	2036 - 2045	\$7,089,603	CoGen	2036 - 2045	\$44,342,837	CoGen	2036 - 2045	\$109,068,280	\$160,500,720
3161	South Branch Ranch Rd	SR 54	Tower Rd Ext	00	4D	Dev	2019 - 2024	\$1,069,061	Dev	2019 - 2024	\$6,681,268	Dev	2019 - 2024	\$16,435,540	\$24,185,869
3036	Starkey Blvd Extn	SR 54	Little Rd	00	4D	CoGen	2031 - 2035	\$1,552,114	CoGen	2031 - 2035	\$9,705,486	CoGen	2031 - 2035	\$23,876,367	\$35,133,968
3034a	Starkey Blvd	Tower Road	River Crossing Blvd	2U	4D	CoGen	2031 - 2035	\$2,253,824		Completed		CoGen	2031 - 2035	\$34,621,730	\$36,875,554
3034b	Starkey Blvd	River Crossing Blvd	De Cubellis Rd	2U	4D	CoGen	2019 - 2024	\$1,878,762		Completed		CoGen	2026 - 2030	\$24,644,400	\$26,523,162
3066	Sunlake Blvd	Mentmore Blvd	Lake Patience Rd	2U	4D	CoGen	2026 - 2030	\$769,501		Completed		CoGen	2026 - 2030	\$11,830,150	\$12,599,651
3154	Sunlake Blvd	Lake Patience Rd	Tower Rd	2U	4D	CoGen	2025	\$259,834		Completed		CoGen	2026 - 2030	\$4,427,424	\$4,687,258
3049a	SunLake Blvd	Tower Rd Ext	Bexley Ranch Blvd	00	4D	Dev	2025	\$1,352,019	Dev	2025	\$14,346,521	Dev	2025	\$20,785,671	\$36,484,210
3049c	SunLake Blvd	Bexley Ranch Blvd	New Collector Road "A"	00	2U	Dev	2026 - 2030	\$1,555,963	Dev	2026 - 2030	\$35,921,293	Dev	2026 - 2030	\$23,932,339	\$61,409,596
3049b	SunLake Blvd	New Collector Road "A"	SR 52	00	4D	CoGen	2025	\$3,428,021		Completed		CoGen	2026 - 2030	\$58,459,064	\$61,887,086
3051	Tower Rd	Gunn Hwy	Bexley Ranch Blvd	00	4D	CoGen	2025	\$2,272,614	CoGen	2026 - 2030	\$15,740,749	CoGen	2031 - 2035	\$44,369,119	\$68,482,482
3040a	Tower Rd	East of Ballantrae Blvd	Lake Patience Rd	00	2U	Dev	2026 - 2030	\$505,006	Dev	2026 - 2030	\$4,474,721	Dev	2026 - 2030	\$7,767,514	\$12,747,240
3040b	Tower Rd	Bexley Ranch Blvd	Lake Patience Rd	2U	4D	CoGen	2026 - 2030	\$1,236,787		Completed		CoGen	2026 - 2030	\$18,998,694	\$20,235,481
3141a	Tower Rd	Lake Patience Rd	Sunlake Blvd	00	4D	CoGen	2026 - 2030	\$387,024	CoGen	2026 - 2030	\$16,987,857	CoGen	2026 - 2030	\$5,950,032	\$23,324,913
3141b	Tower Rd	Sunlake Blvd	Drexel Rd	0	2U	CoGen	2026 - 2030	\$559,601	CoGen	2026 - 2030	\$0	CoGen	2031 - 2035	\$10,106,992	\$10,666,593
3141c	Tower Rd	Drexel Rd	Land O Lakes Blvd (US 41)	0	2U	CoGen	2031 - 2035	\$1,787,011	CoGen	2031 - 2035	\$4,469,946	CoGen	2031 - 2035	\$27,486,088	\$33,743,044
3142a	Tower Rd Ext / Caliente Blvd	Land O Lakes Blvd (US 41)	Ehren Cutoff	00	2U	CoGen	2031 - 2035	\$1,218,052		Completed		CoGen	2031 - 2035	\$18,734,912	\$19,952,964
3011	Wesley Chapel Blvd	SR 54/56	Magnolia Blvd	4D	6D		Completed			Completed		CoGen	2019 - 2024	\$36,645,282	\$36,645,282
3012	Wesley Chapel Blvd	Magnolia Blvd	N of Oakley Blvd	4D	6D		Completed			Completed		CoGen	2019 - 2024	\$11,387,338	\$11,387,338
3094	Z West Ext	SR 54	Handcart Rd	00	4D	CoGen	2031 - 2035	\$4,322,803	CoGen	2031 - 2035	\$27,016,040	CoGen	2036 - 2045	\$87,895,962	\$119,234,804

Project Number	On Street	From	To	2019 Lanes	2045 Lanes	Project Development & Envrionemnt / Design			Right of Way			Construction			Total Cost
						Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	
Developer Roads (funded with Developer and County funds)															
3056a	Bexley Ranch Rd	Tower Rd	Sunlake Blvd	00	2U	Dev	2026 - 2030	\$1,876,710	Dev	2026 - 2030	\$23,340,900	Dev	2026 - 2030	\$28,865,760	\$54,083,370
3056b	Bexley Ranch Rd	Sunlake Blvd	US 41 (Land O' Lakes Blvd)	00	2U	Dev	2031 - 2035	\$1,955,294	Dev	2031 - 2035	\$24,318,260	Dev	2031 - 2035	\$30,074,464	\$56,348,018
3054	Bulloch Blvd	Asbel Rd	SR 52	00	2U	Dev	2026 - 2030	\$5,286,514	Dev	2026 - 2030	\$33,058,608	Dev	2026 - 2030	\$81,312,110	\$119,657,232
3061a	Collier Parkway Ext	Ehren Cutoff (S)	Ehren Cutoff (N)	00	2U	Dev	2031 - 2035	\$4,909,768	Dev	2031 - 2035	\$30,684,369	Dev	2031 - 2035	\$53,263,938	\$88,858,075
3123a	Collier Parkway Ext	SR 52	Bellamy Brothers Blvd	00	2U	Dev	2036 - 2045	\$4,292,393	Dev	2036 - 2045	\$26,841,983	Dev	2036 - 2045	\$66,021,480	\$97,155,855
3123b	Collier Parkway Ext	Bellamy Brothers Blvd	McKendree Rd	00	2U	Dev	2036 - 2045	\$3,624,687	Dev	2036 - 2045	\$22,666,563	Dev	2036 - 2045	\$55,751,472	\$82,042,722
3059a	Connerton Blvd	Flourish Drive	Ehren Cutoff Rd	00	2U	Dev	2026 - 2030	\$682,440	Dev	2026 - 2030	\$11,019,624	Dev	2026 - 2030	\$10,496,640	\$22,198,704
3110	Dean Dairy	Eiland Blvd	Prospect Rd	00	2U	Dev	2036 - 2045	\$3,587,201	Dev	2036 - 2045	\$22,391,242	Dev	2036 - 2045	\$55,094,379	\$81,072,822
3062	Drexel Rd	Lake Patience Rd	Tower Rd	00	2U	Dev	2031 - 2035	\$1,403,398	Dev	2031 - 2035	\$8,775,992	Dev	2031 - 2035	\$21,585,736	\$31,765,125
3162	Drexel Rd	Tower Rd	Bexley Rd	00	2U	Dev	2031 - 2035	\$985,575	Dev	2031 - 2035	\$6,163,178	Dev	2031 - 2035	\$15,159,169	\$22,307,922
3164	Mirada Blvd	SR 52	Curley Rd	00	2U		Completed		Dev	2019 - 2024	\$7,204,361	Dev	2019 - 2024	\$17,720,099	\$24,924,460
3158	New Collector "A"	Ridge Rd	SunLake Blvd Ext / New rd	00	2U	Dev	2036 - 2045	\$2,611,423	Dev	2036 - 2045	\$16,330,230	Dev	2036 - 2045	\$40,166,404	\$59,108,058
3157	New Collector west of US 41	Sunlake Blvd Ext	US 41 (Land O' Lakes Blvd)	00	2U	Dev	2036 - 2045	\$1,371,005	Dev	2036 - 2045	\$8,573,424	Dev	2036 - 2045	\$21,087,493	\$31,031,922
3055	New Connector	Sunlake Blvd	Rdway "A"	00	2U	Dev	2036 - 2045	\$1,027,647	Dev	2036 - 2045	\$6,426,264	Dev	2036 - 2045	\$15,806,265	\$23,260,175
3074	New Connector	Ehren Cutoff	SR 52	00	2U	Dev	2036 - 2045	\$4,478,656	Dev	2036 - 2045	\$28,006,760	Dev	2036 - 2045	\$68,886,406	\$101,371,821
3156	New Ext of SunLake Blvd	SunLake Blvd Ext	SR 52	00	2U	Dev	2036 - 2045	\$2,180,905	Dev	2036 - 2045	\$13,638,043	Dev	2036 - 2045	\$33,544,605	\$49,363,553
3089	New River Rd	Chancey Rd	SR 56	00	2U	Dev	2036 - 2045	\$847,962	Dev	2036 - 2045	\$5,302,630	Dev	2036 - 2045	\$13,042,535	\$19,193,127
3030	Old Dixie Hwy	New York Ave	Aripeka Rd	00	2U	Dev	2031 - 2035	\$953,607	Dev	2031 - 2035	\$5,963,269	Dev	2031 - 2035	\$14,667,464	\$21,584,339
3124	Old Pasco Rd Ext	SR 52	Collier Parkway Ext	00	2U	Dev	2036 - 2045	\$870,992	Dev	2036 - 2045	\$5,446,645	Dev	2036 - 2045	\$13,396,760	\$19,714,397
3112	Oldwoods Ave	Meadow Pointe Blvd	Coats Rd	00	2U	Dev	2031 - 2035	\$4,368,914	Dev	2031 - 2035	\$27,320,503	Dev	2031 - 2035	\$67,198,466	\$98,887,883
3165	Pasco Towne Center Drive	McKendree Rd Ext	SR 52	00	2U	Dev	2031 - 2035	\$1,802,963	Dev	2031 - 2035	\$11,274,619	Dev	2031 - 2035	\$27,731,447	\$40,809,029
3155	Racetrack Rd	US 19	Old Dixie Hwy (3030)	0	2U	Dev	2031 - 2035	\$494,435	Dev	2031 - 2035	\$3,086,252	Dev	2031 - 2035	\$7,593,822	\$11,174,508
3083a	River Glen Blvd / Wynfields Blvd	Hillsborough County Line	Overpass Rd Ext	00	2U	Dev	2026 - 2030	\$4,190,182	Dev	2026 - 2030	\$55,321,224	Dev	2026 - 2030	\$64,449,370	\$123,960,775
3058	Roach's Run	Rdway "A"	US 41 (Land O' Lakes Blvd)	00	2U	Dev	2036 - 2045	\$1,498,825	Dev	2036 - 2045	\$9,372,723	Dev	2036 - 2045	\$23,053,476	\$33,925,024
3109a	Sunshine Rd	Overpass Rd	Handcart Rd	00	2U		Completed			Completed	\$0	Dev	2019 - 2024	\$7,077,280	\$7,077,280
3109b	Sunshine Rd	Handcart Rd	Ft. King Rd	00	2U	Dev	2031 - 2035	\$2,027,416	Dev	2031 - 2035	\$12,678,210	Dev	2031 - 2035	\$31,183,768	\$45,889,393
3057a	Symphony Drive (Asbel Dr. Ext.)	Central Blvd	US 41 (Land O' Lakes Blvd)	00	2U		Completed			Completed			2019 - 2024	\$460,463	\$460,463
3057b	Symphony Drive	Connerton Blvd	Central Blvd	00	2U	Dev	2036 - 2045	\$1,755,249	Dev	2036 - 2045	\$10,976,249	Dev	2036 - 2045	\$26,997,565	\$39,729,064
3166	Tyndall Rd	McKendree Rd Ext	Curley Rd / St	00	2U	Dev	2031 - 2035	\$825,516	Dev	2031 - 2035	\$5,162,268	Dev	2031 - 2035	\$12,697,295	\$18,685,080
3160	Welbilt Blvd	Mitchell Blvd	Mitchell Ranch Rd	00	2U	Dev	2026 - 2030	\$232,030	Dev	2026 - 2030	\$1,450,970	Dev	2026 - 2030	\$3,568,858	\$5,251,858
3093	Wells Rd Ext	SR 581 Ext	Boyette Rd	00	2U	Dev	2031 - 2035	\$803,629	Dev	2031 - 2035	\$5,025,399	Dev	2031 - 2035	\$12,360,646	\$18,189,673
3096	Wells Rd Ext	Curley Rd	Eiland Blvd	00	2U	Dev	2031 - 2035	\$2,905,602	Dev	2031 - 2035	\$18,169,852	Dev	2031 - 2035	\$44,691,204	\$65,766,658
3071a	Wesley Chapel Blvd	County Line Rd	SR 54	00	2U	Dev	2036 - 2045	\$1,428,555	Dev	2036 - 2045	\$17,767,137	Dev	2036 - 2045	\$21,972,669	\$41,168,360
3064	Wilson Rd	SR 54	Lake Patience Rd	00	2U	Dev	2031 - 2035	\$1,431,975	Dev	2031 - 2035	\$8,954,696	Dev	2031 - 2035	\$22,025,281	\$32,411,952
3091	Wiregrass Ranch Blvd Ext.	Chancey RD	SR 54	00	4D		Completed			Completed		Dev	2019 - 2024	\$21,298,410	\$21,298,410

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: OAPE = Other State Roadways Product Support, OARC = Other State Roadways Right of Way & Construction, TMA = Transportation Management Area Funds, TRIP = Transportation Regional Incentive Program  
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

Figure 4-3: MOBILITY 2045 Cost Affordable Transit Plan, 2020–2040



\*Super Stops are enhanced bus stops that may include a kiosk, real-time bus arrival information display, lighting, covered seating, bike storage, and other amenities.

Table 4-2: MOBILITY 2045 Cost Affordable Transit Operating and Capital Costs Summary, 2020–2045

Proposed Improvement	Implementation Year	Capital Costs (YOE*)			Operating Cost (YOE*)	Total Cost (YOE*)
		Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure		
Continue existing fixed-route service	Ongoing	\$39,027,189	\$0	\$0	\$139,933,377	\$178,960,566
Continue existing paratransit service (ADA & TD)	Ongoing	\$5,430,783	\$0	\$0	\$49,516,731	\$54,947,514
Support Vehicles	Ongoing	\$392,565	\$0	\$0	\$0	\$392,565
Increase Frequency to 30-minutes on Existing Routes	2024	\$0	\$20,838,828	\$0	\$140,637,376	\$161,476,204
Increase Frequency to 15-minutes on Route 19	2020	\$0	\$7,908,425	\$0	\$53,724,987	\$61,633,412
Expand Hours of Service 3 Hours at Night on All Routes	2021	\$0	\$0	\$0	\$18,916,678	\$18,916,678
Add Sunday Service on Existing Routes	2026	\$0	\$0	\$0	\$25,172,723	\$25,172,723
SR 52 Cross County Express	2022	\$0	\$2,455,218	\$0	\$5,505,513	\$7,960,731
Wiregrass Hopper	2023	\$0	\$225,389	\$0	\$7,322,143	\$7,547,532
Shady Hills Connector	2024	\$0	\$2,554,408	\$0	\$9,228,429	\$11,782,837
St. Leo University Connector	2027	\$0	\$243,968	\$0	\$2,115,856	\$2,359,824
Regional Express I-75 (off peak)	2029	\$0	\$2,820,273	\$0	\$14,757,925	\$17,578,198
Regional Express I-75 (peak)	2029	\$0	\$4,230,410	\$0	\$11,068,442	\$15,298,852
US 19 Express (PHSC to Tarpon Mall)	2033	\$0	\$5,640,548	\$0	\$44,273,776	\$49,914,324
Regional Rapid Transit (I-275)	2029	\$0	\$5,640,548	\$0	\$44,273,776	\$49,914,324
Land O Lakes Circulator (Roundtrip)	2029	\$0	\$4,230,410	\$0	\$32,178,354	\$36,408,764
SR 54 Cross County Express	2033	\$0	\$8,210,539	\$0	\$26,225,743	\$34,436,282
Suncoast Express	2033	\$0	\$2,691,737	\$0	\$34,967,656	\$37,659,393
Starkey Connector	2029	\$0	\$1,410,137	\$0	\$11,068,442	\$12,478,579
Paratransit (ADA) service for new local routes	2020-2045	\$0	\$885,201	\$0	\$2,198,443	\$3,083,644
Super Stops	2020-2045	\$0	\$0	\$3,696,385	\$0	\$3,696,385
Other capital infrastructure	2020-2045	\$0	\$0	\$25,425,048	\$0	\$25,425,048
<b>Total</b>		<b>\$44,850,537</b>	<b>\$69,986,039</b>	<b>\$29,121,433</b>	<b>\$673,086,370</b>	<b>\$817,044,379</b>

\*YOE = Year of Expenditure

Table 4-3: 25-Year Cost Affordable Transit Financial Plan (Year-of-Expenditure)

	FY2020-FY2025	FY2026-FY2030	FY2031-FY2035	FY2036-FY2040	FY2041-FY2045	Total
<b>Operating</b>						
<b>Costs</b>	<b>\$52,256,583</b>	<b>\$88,741,513</b>	<b>\$156,753,758</b>	<b>\$179,727,036</b>	<b>\$195,607,479</b>	<b>\$673,086,370</b>
<b>Revenues</b>	<b>\$61,054,225</b>	<b>\$114,845,563</b>	<b>\$147,498,221</b>	<b>\$184,126,484</b>	<b>\$189,753,959</b>	<b>\$697,278,452</b>
Federal	\$1,826,064	\$1,563,115	\$1,616,725	\$1,663,892	\$1,715,975	\$8,385,772
State	\$18,048,622	\$39,617,541	\$41,551,120	\$44,366,546	\$45,896,174	\$189,480,003
Local	\$25,879,486	\$51,445,882	\$68,077,416	\$96,814,194	\$97,122,270	\$339,339,248
Paratransit	\$8,747,939	\$8,431,532	\$9,873,732	\$10,742,023	\$11,686,673	\$49,481,899
Fares	\$6,552,115	\$13,787,493	\$26,379,228	\$30,539,829	\$33,332,867	\$110,591,531
<b>Capital</b>						
<b>Costs</b>	<b>\$23,893,403</b>	<b>\$28,953,406</b>	<b>\$23,789,788</b>	<b>\$26,763,232</b>	<b>\$40,558,182</b>	<b>\$143,958,010</b>
<b>Revenues</b>	<b>\$25,071,834</b>	<b>\$22,364,029</b>	<b>\$24,619,877</b>	<b>\$27,071,409</b>	<b>\$29,812,987</b>	<b>\$128,940,135</b>
Federal	\$24,913,734	\$21,608,679	\$23,857,727	\$26,340,859	\$29,082,437	\$125,803,435
Local	\$158,100	\$755,350	\$762,150	\$730,550	\$730,550	\$3,136,700
<b>Total Costs &amp; Revenues</b>						
<b>Costs</b>	<b>\$76,149,986</b>	<b>\$117,694,919</b>	<b>\$180,543,546</b>	<b>\$206,490,268</b>	<b>\$236,165,661</b>	<b>\$817,044,379</b>
<b>Revenues</b>	<b>\$86,126,059</b>	<b>\$137,209,592</b>	<b>\$172,118,098</b>	<b>\$211,197,893</b>	<b>\$219,566,945</b>	<b>\$826,218,588</b>
Federal	\$26,739,798	\$23,171,793	\$25,474,453	\$28,004,751	\$30,798,412	\$134,189,207
State	\$18,048,622	\$39,617,541	\$41,551,120	\$44,366,546	\$45,896,174	\$189,480,003
Local	\$26,037,586	\$52,201,232	\$68,839,566	\$97,544,744	\$97,852,820	\$342,475,948
Paratransit	\$8,747,939	\$8,431,532	\$9,873,732	\$10,742,023	\$11,686,673	\$49,481,899
Fares	\$6,552,115	\$13,787,493	\$26,379,228	\$30,539,829	\$33,332,867	\$110,591,531

Figure 4-4: Existing, Planned and Future Bicycle and Pedestrian Facilities

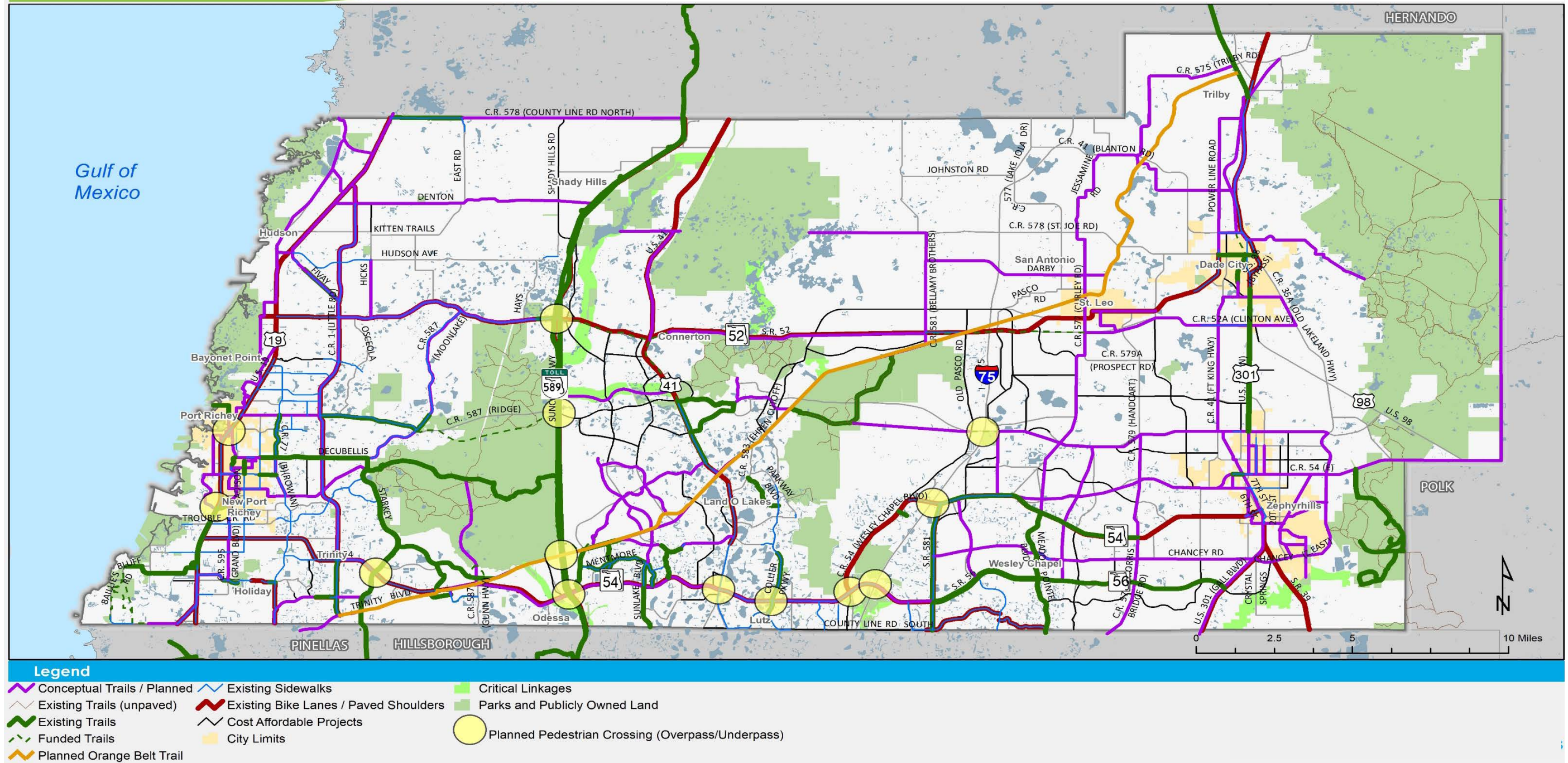
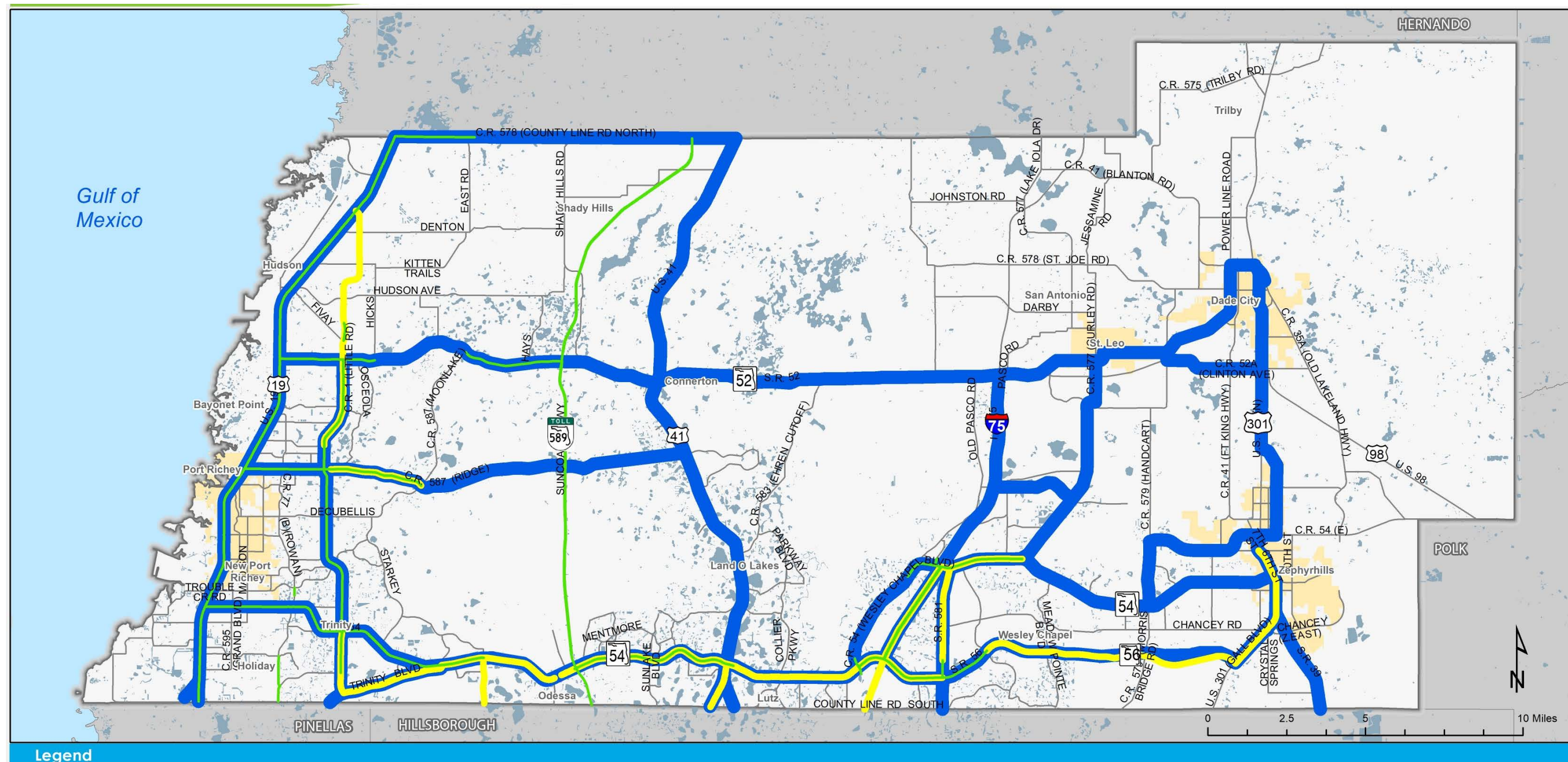


Figure 4-5: Existing and Future Technology/Intelligent Transportation Systems (ITS) Corridors



## Chapter 5 Next Steps and Implementation

MOBILITY 2045 is the next step in the evolution of long-range transportation planning for Pasco County. With each five-year update of the LRTP, updates are incorporated to address the latest guidance from the federal and state level and meet the ever-changing transportation needs of Pasco County.

Pasco County is experiencing high growth in multi-family residential development and commercial development and employment to support the growing population. This plan considers land use scenarios and growth at the county and regional level. Given the high growth and changing land use patterns within the county, it is paramount that transportation planning and land use changes be closely coordinated. This linkage and the relationship between land use and transportation has been strengthened through the development of this plan.

MOBILITY 2045 also continues to emphasize multimodal planning and safety. As Pasco County becomes more densely populated, transit and active transportation modes (bicycling and walking) become more instrumental in providing mobility choices. This plan builds upon and reinforces a commitment to bicycle facilities, pedestrian facilities, and multi-use paths in Pasco County. With increased densities, congestion, and the presence of bicyclists and pedestrians, safety is a focus of this plan. Short-term improvements at the intersection and corridor level are envisioned to make the transportation environment safer for all travelers.

Technology also takes a large leap forward in MOBILITY 2045 as automated, connected, electric, and shared (ACES) vehicle impacts on the landscape are being considered. These technologies along with traffic signal and intelligent transportation system (ITS) implementation will impact roadway capacity, land use, and the safety of future transportation system users.

Other factors such as resiliency and climate change are also affecting planning for future transportation needs. These are considered in MOBILITY 2045 as they will have long term, continuing impacts on the way the transportation system is built and maintained for years to come.

This plan also continues to reinforce a commitment to the citizens of Pasco County. Environmental Justice considerations have been made to ensure that the distribution of projects is equitable and meets the needs of all citizens. The development of MOBILITY 2045 also included extensive public involvement activities and changes to projects and priorities were made based upon public input.

MOBILITY 2045 not only identifies and prioritizes cost affordable projects through 2045, it also sets the groundwork for logical next steps in project implementation and development. This includes a concerted effort to advance and follow through with all plan programs and elements. The following list includes next steps to consider for plan implementation.

- Updating the MPO's Congestion Management Process to identify short-term, lower cost projects to immediately have an impact on congestion and safety within the County.
- Working closely with the County's comprehensive planners to consider the impacts of proposed and new developments and providing supportive transportation infrastructure.
- Providing consistency with the nature and character of the County's market areas rather than a one-size fits all approach to transportation and land use coordination.

- Working closely with regional partners through the Tampa Bay TMA and TBARTA to advance regional transportation projects.
- Advancing transportation projects by partnering with state, federal, and local partners.
- Conducting a subarea analysis of transportation needs within the growing and changing Zephyrhills Airport area.
- Continuing the development and use of land use scenario planning.