FINAL

DECEMBER 2024

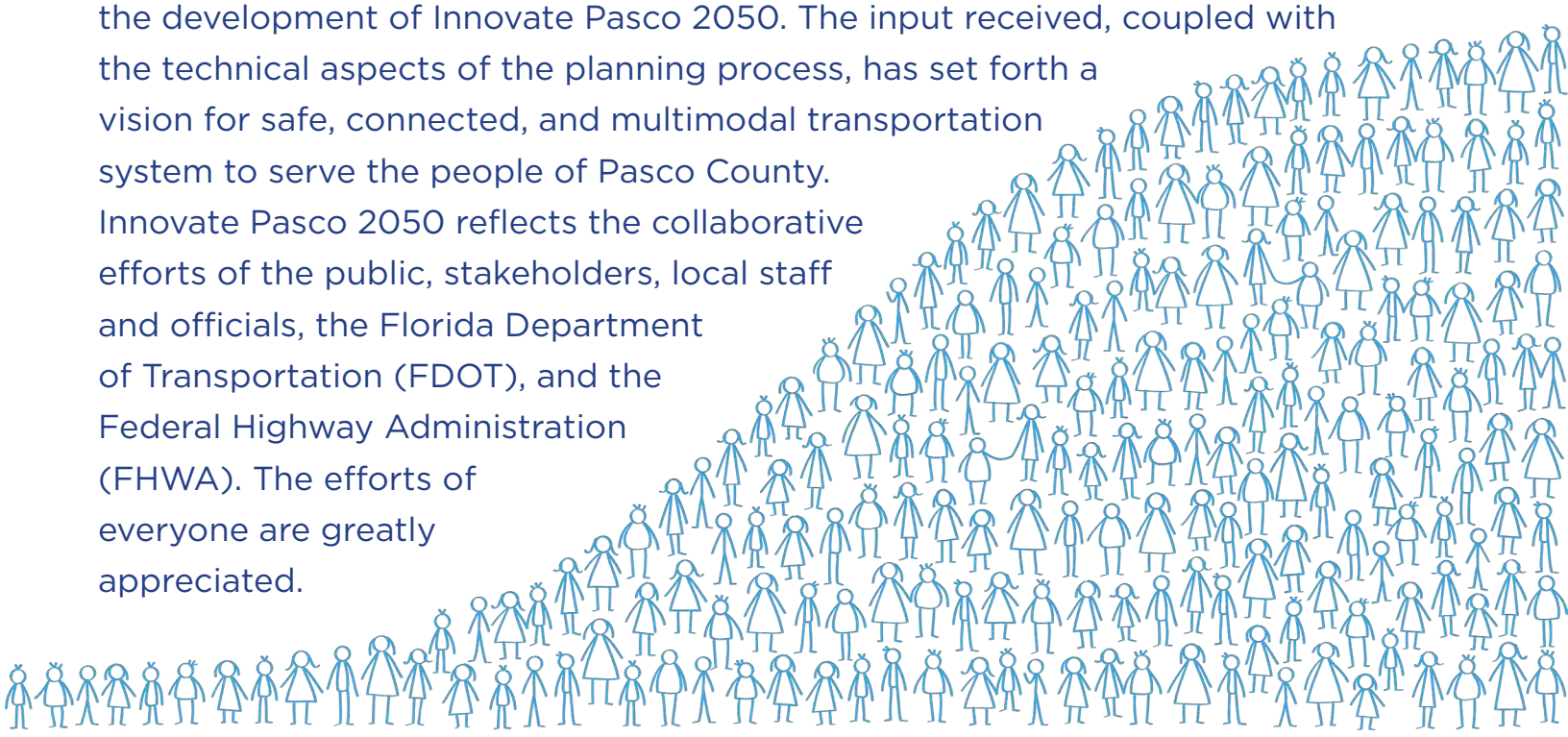
LONG RANGE TRANSPORTATION PLAN

INNOVATE PASCO 2050

LONG RANGE TRANSPORTATION PLAN

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

Pasco County thanks the many participants who offered their time and perspectives in the development of Innovate Pasco 2050. The input received, coupled with the technical aspects of the planning process, has set forth a vision for safe, connected, and multimodal transportation system to serve the people of Pasco County. Innovate Pasco 2050 reflects the collaborative efforts of the public, stakeholders, local staff and officials, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA). The efforts of everyone are greatly appreciated.



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 25-014

A RESOLUTION OF THE PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE 2050 LONG RANGE TRANSPORTATION PLAN, KNOWN AS INNOVATE PASCO 2050, AND CERTIFYING THE PLAN AS THE OFFICIAL LONG RANGE TRANSPORTION PLAN FOR PASCO COUNTY, FLORIDA.

WHEREAS, the Pasco County Metropolitan Planning Organization (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 2050 Long Range Transportation Plan (LRTP) conforming to the requirements of the 2015 Fixing America's Surface Transportation (FAST) Act and the 2021 Bipartisan Infrastructure Law (BIL); and

WHEREAS, the INNOVATE PASCO 2050 LRTP has addressed the FAST Act and BIL requirements for transportation plans as well as the planning factors contained in the FAST Act; and

WHEREAS, the INNOVATE PASCO 2050 LRTP considered the January 2018 Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs; and

WHEREAS, the INNOVATE PASCO 2050 LRTP considered the Metropolitan Planning Organization Advisory Council May 2022 document regarding Financial Guidelines for MPO 2050 Long Range Plans; and

WHEREAS, the Pasco County MPO has conducted a public involvement program throughout the INNOVATE PASCO 2050 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 INNOVATE PASCO 2050 LRTP development with involved state, regional and local agencies, including consideration of locally adopted comprehensive plans and the Florida Transportation Plan; and

WHEREAS, the INNOVATE PASCO 2050 LRTP has considered multimodal and intermodal opportunities to serve the mobility of people and goods throughout Pasco County and adjacent counties; and

WHEREAS, the INNOVATE PASCO 2050 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 INNOVATE PASCO 2050 LRTP projects transportation improvement costs and revenues that are anticipated to be available to fund projects to assure the INNOVATE PASCO 2050 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 Transportation Management Area (TMA) Leadership Group, and the Suncoast Transportation Planning Alliance (SCTPA), 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, between October 22, 2024 and November 21, 2024, provided a 30-day publicly noticed public review comment period on the Plan.

WHEREAS, the Pasco County MPO held one publicly noticed public hearing on December 10, 2024 in which opportunity for public comment on the Plan was provided prior to adoption.

NOW, THEREFORE, BE IT RESOLVED, that the Pasco County MPO duly assembled in regular session on this 10th day of December, 2024, having fulfilled all federal and state requirements, certifies that the INNOVATE PASCO 2050 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 INNOVATE PASCO 2050 Long Range Transportation Plan, including all maps, appendices, inventories, and other related materials, shall be the basis for future plans, programs, and policies of the Pasco County MPO and shall supersede the Mobility 2045 Long Range Transportation Plan adopted by MPO Resolution No. 20-055.

ADOPTED in regular session on the 10th day of December, 2024.

PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION

Matt Murphy, MPO Chairman

COUNTY COMMISSIONERS ORGANIZED JUNE 2nd FLORIDA

Attest: Nikki Alvarez-Sowles, Esq., Clerk and Comptroller

for Nicole Applewell, D.C.

(SEAL)

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

County Attorney's Office

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APPENDICES

SECTION 0

Executive Summary

WHAT IS INNOVATE PASCO 2050?

PLAN OVERVIEW

The Pasco County Metropolitan Planning Organization (MPO) serves the following municipalities in Pasco County: Zephyrhills, San Antonio, St. Leo, New Port Richey, Port Richey, and Dade City. The Pasco County MPO is responsible for the continuous, cooperative, and comprehensive transportation planning process in the region. Innovate Pasco 2050 is the MPO's multimodal transportation plan, which identifies current and anticipated transportation needs in the County for the next 20+ years. It considers all modes of transportation, including motorized vehicles, public transportation, bicycles, walking, freight and goods movement, and air travel. The plan determines the County's transportation system needs and matches them with projects to be prioritized for funding. This process results in a comprehensive blueprint for effective transportation decision-making and investment choices.

PLAN OUTLINE

Long range transportation plans serve to describe a vision for the region's transportation system and to provide a list of projects, policies, and operational strategies to achieve the vision. Innovate Pasco 2050 accomplishes this with a concise report organized into six sections:

SECTION 1

The Introduction serves as an overview to Innovate Pasco 2050. This section covers the structure of the plan, goals and objectives, and the Plan's consistency with state and federal plans.

SECTION 2

The Existing Conditions takes stock of current and projected conditions in Pasco County. This section covers the demographics and transportation characteristics of the County.

SECTION 3

The Public Engagement section provides an overview of the engagement completed in creation the plan. This section summarizes the outreach methods and engagement results.

SECTION 4

The Needs Plan Development analyzes transportation needs in the County. This section describes needs relating to roadway capacity, transit, walking and biking, and environmental mitigation and resiliency.

SECTION 5

The Cost Feasible Plan section describes the strategy to fund transportation improvements. This section includes prioritization criteria as well as state, federal, county, and transit revenue sources and allocation.

SECTION 6

The Multimodal Framework section identifies and highlights needs for transit, active transportation, and the movement of freight and goods.

GOALS AND OBJECTIVES

GOALS AND OBJECTIVES

A set of goals and objectives guided the development of Innovate Pasco 2050's recommendations, priorities, and funded project list. At a broad scale, the plan's goals and objectives help ensure that the work of the Pasco County MPO adheres to a continuous, cooperative, and comprehensive planning process. The goals and objectives have a direct correlation to the seven goals communicated in the Florida Transportation Plan Policy Element and demonstrate how Innovate Pasco 2050 supports development of a more competitive, resilient, and sustainable county and state. The goals are presented in alphabetical order.

GOAL 1 | ACCESSIBILITY AND EQUITY. Maximize opportunity for local and regional connectivity and modal choice for all Pasco County residents, employees, visitors, and commerce.

GOAL 2 | COMMUNITIES. Create quality places by coordinating transportation and land use planning with the County and cities that facilitates healthy and active living.

GOAL 3 | ECONOMY. Provide multimodal facilities and services that support economic development.

GOAL 4 | ENVIRONMENT. Protect the County's natural, agricultural, scenic, and historic resources through proactive environmental stewardship.

GOAL 5 | INFRASTRUCTURE. Maintain existing facilities in a state of good repair and focus on physical infrastructure.

GOAL 6 | MOBILITY. Focus on increasing system efficiency and reducing delay.

GOAL 7 | SAFETY AND SECURITY. Improve the safety and security of the multimodal transportation network for motorized and non-motorized users.

For more information, please see pages 25 to 29 in the LRTP Report.

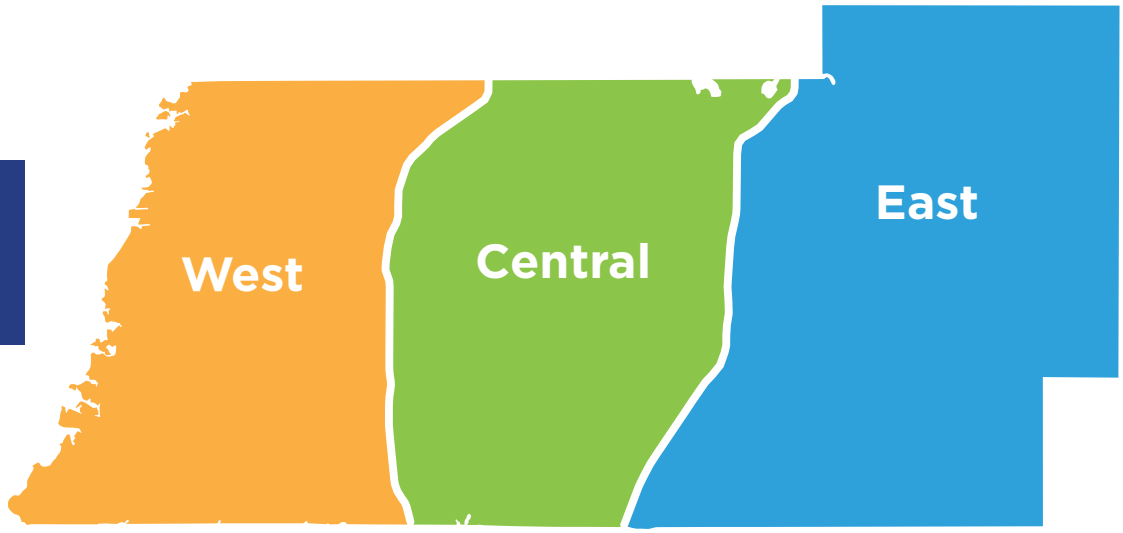
EXISTING CONDITIONS

WEST, CENTRAL, AND EAST PASCO COUNTY

Pasco County's rapidly expanding population and diversifying economy place new burdens on the roads, trails, bike paths, sidewalks, and transit routes that make up its transportation network. The County's demographic and economic profile varies from east to west. These variations are highlighted at a glance here by breaking the County into three parts—west, central, and east—with the dividing lines being the Suncoast Parkway and I-75.

PASCO COUNTY AS A WHOLE

Source: US Census; Bureau of Labor Statistics



PEOPLE

According to the Business Analyst Online, the 2023 population of Pasco County is estimated at 597,882. Between the decennial census in 2020 and 2023, the population increased by more than 20.0%.

597,882
Total Population 2023 Estimate
Business Analyst Online

JOBS

Pasco County is home to various industries and employment sectors. Educational services, health care and social assistance, and public administration take the lead as the dominant employment sectors within the County. The County's workforce benefits from a blend of employment opportunities in the public and private sectors, fostering a diverse range of skillsets and creating a dynamic economy.

93.1%
Employed in Education, Healthcare, or Public Administration

TRANSPORTATION

The transportation elements included in the Existing Condition includes a variety of modal statistic. These data points help establish the foundation for identifying needs and ultimately, transportation recommendations.

Transportation Cost Burden

58th

Percentile for Transportation Cost Burden Per Justice40 ETC

In Pasco County, many in central Pasco County are isolated from employment and educational opportunities as well as access to amenities and services. The need to travel further distances increases their transportation costs, which average 24-28% of their annual income.

Vehicle Access

57th

Percentile for Transportation Access Per Justice40 ETC

No vehicle access is more common in western and eastern Pasco County, particularly in the block groups in and surrounding New Port Richey and Zephyrhills, which have greater access to other modes of transportation, including public transit.

Commuter Flow

27.1%

Live and Work in Pasco County

LEHD On the Map 2021

In Pasco County, 72.9% of employed county residents commute outside the County for work. Only 27.1% of employed Pasco residents work in the County.

For more information, please see pages 32 to 78 in the LRTP Report.

PUBLIC ENGAGEMENT

ENGAGEMENT STRATEGY

The Pasco County MPO's 2024 Public Participation Plan encourages public involvement at all stages of the transportation lifecycle. Early and continuing public involvement creates broad awareness of potential issues, problems, and impacts; allows these topics to be viewed more comprehensively; and sets forth a more proactive approach to addressing specific concerns.

Public engagement as part of Innovate Pasco 2050 is especially important to gather input at the earliest stage of the transportation lifecycle before a project moves forward to funding and implementation. The engagement strategy for Innovate Pasco 2050 included various ways for the public to be involved in planning and programming transportation improvements in Pasco County. Input collected during the development of Innovate Pasco 2050 supplemented available technical data to help the County establish a transportation vision, explore mobility options, and prioritize future projects based on available funding.

ENGAGEMENT OBJECTIVES

Public engagement for Innovate Pasco 2050 focused on the following objective:

EDUCATE AND EMPOWER

- Increase familiarity with the MPO process, including the LRTP
- Provide the opportunity for people to identify issues and needs, express their vision and goals, and weigh in on recommendations and priorities

PARTICIPATE AND COLLABORATE

- Interact with and gather input and options from those who live, work, play, study, invest, and pray in Pasco County
- Encourage partnership in identifying local needs and priorities

MONITOR AND COMMUNICATE

- Track whether feedback received during engagement is representative of the County
- Communicate to participants how their input is incorporated and the influence this input will have on decision making

TARGETED OUTREACH

An engagement process that involved the MPO board and committees as well as representatives from the County and local municipalities, residents, and stakeholders was critical to the Plan's success. The understanding of regional trends relied on the specialized knowledge and experiences of these groups.

ENGAGEMENT PHASE 1

November 2023 to March 2024

- Raise awareness of the LRTP process
- Identify existing transportation challenges and future opportunities
- Refine the goals and objectives from the 2045 LRTP

Special consideration has been given to reaching a balanced cross-section of the community. A variety of online activities, workshops, listening sessions, interviews, and board and committee meetings were executed throughout the planning process.

ACTIVITIES AND OBJECTIVES

- **Project Website** (November 30, 2023) | The project website was designed as digital engagement hub. The site educated participants on the purpose of the MPO, described the 2050 LRTP planning process, and served as a launch point for digital engagement activities.
- **Stakeholder Interviews #1** (December 11-13, 2023) | A series of stakeholder meetings were held over three days during the first round of area workshops. The objectives of the meetings were 1) to educate participants on the 2050 LRTP planning process, and 2) collect input to shape the vision, goals, and needs.
- **Area Workshops #1** (December 12-13, 2023) | The area workshops consisted of two community meetings—one in Dade City on December 12, 2023, and another in New Port Richey on December 13, 2023. Each were interactive open houses, organized in a drop-in style, with multiple stations for participants to engage with.
- **MPO Committee and Board Meetings** (January 3, 2024, and January 11, 2024) | A portion of each MPO committee and Policy Board meeting was dedicated to Innovate Pasco 2050, providing committee and board members with an overview of the planning process and a summary of engagement activities conducted thus far.
- **Digital Engagement Series #1** (December 8, 2023 to January 31, 2024) | An online survey was created as supplement to the in-person meetings. This digital engagement tool was built using the MetroQuest platform and designed to educate the public about the project and collect feedback using five interactive and visual screens.
- **Equitable Engagement Session #1** (February 22, 2024) | The Environmental Justice outreach efforts for Innovate Pasco 2050 began with a facilitated discussion with the Pasco County MPO's Transportation Disadvantaged Local Coordinating Board. This facilitated discussion focused on the challenges faced by the transportation-disadvantaged community.

ENGAGEMENT PHASE 2

April 2024 to December 2024

- Verify and validate transportation recommendations
- Review and understand the prioritization process
- Adopt the final LRTP

ACTIVITIES AND OBJECTIVES

- **MPO Committee and Board Meetings** (April 3, 2024 and April 11, 2024) | During a portion of their regularly scheduled meetings, MPO Committee and Policy Board participants reviewed the draft goals and objectives and discussed projects and topics that should be considered in developing the Needs Plan.
- **Civic Group Meeting Series** (April and May 2024) | A series of meetings were held over three days in April and May. The purpose of the meetings was to participate in a standing meeting to educate participants on the 2050 LRTP and collect input through keypad polling and facilitated discussions.
- **Stakeholder Interviews #2** (April 22-25, 2024) | A series of stakeholder meetings were held in April and May with particular focus during the week of the second round of area workshops.
- **Area Workshops #2** (April 23-24, 2024) | The area workshops were designed as a set of two identical community meetings organized as drop-in style interactive open houses organized in various stations. Collectively, the input received helped confirm what was heard during earlier engagement activities and refine the draft roadway recommendations.
- **Digital Engagement Series #2** (May 14, 2024 to June 23, 2024) | The second digital engagement series was an interactive online map that displayed the draft roadway needs plan. Participants were able to use a comment form on the website to submit comments.
- **MPO Committee and Board Meetings** (May 1, 2024 and May 9, 2024) | During a portion of their regularly scheduled meetings, committee and board members received an update on the planning process with an emphasis on the engagement activities in April 2024 and upcoming activities in May 2024. The draft roadway needs plan was introduced with a comparison to the needs plan in the 2045 LRTP.
- **Equitable Engagement Session #2** (May 14, 2024) | The Environmental Justice outreach efforts for Innovate Pasco 2050 continued with a disadvantaged population groups listening session at the Heritage Park Community Center. The event began with a presentation that provided a comprehensive overview of the planning process and key outcomes.

ENGAGEMENT PHASE 3

October 2024 to December 2024

- Conduct final review of transportation recommendations and priorities
- Adopt the final LRTP

ACTIVITIES AND OBJECTIVES

- **MPO Committee and Board Meetings** (October 2, 2024 and November 14, 2024) | During a portion of their scheduled meetings, committee and board members were provided an overview of the Innovate 2050 LRTP process and provided final comments as part of the adoption process. Minor edits were made to the plan based on feedback received.
- **MPO Committee and Board Meetings** (December 4, 2024 and December 10, 2024) | As part of their scheduled meetings, committee and board members were provided a final opportunity to discuss the Innovate 2050 LRTP process and outcomes. The Policy Board adopted the Innovate Pasco 2050 plan at its December 10, 2024 meeting

For more information, please see pages 80 to 90 in the LRTP Report.

NEEDS PLAN

ABOUT THE NEEDS PLAN

The Needs Plan acts as an inventory of the needs of the multimodal surface transportation system in Pasco County and is developed in cooperation with state, regional, and local agencies. The Needs Plan is constrained by policy like MPO Board-adopted policy statements, right-of-way limitations, and other social, physical, and environmental constraints. However, unlike the Cost Feasible Plan, the Needs Plan is not cost constrained, and helps understand the extent of transportation needs in comparison to what financial resources are expected to be available. By knowing the full extent of needs, if additional funding becomes available, the Cost Feasible Plan can be amended to include additional projects from the Needs Plan as appropriate.

Each 2050 Needs Plan Network builds upon the previous work on the 2045 Needs Plan network, with updates for accuracy, accomplishments, and changing needs. Projects that have already been implemented or are officially in progress are removed and the project team checks to see what's changed since the previous plan to see what projects need to be added or tweaked.

The other elements or focus areas identified in the Needs Plan include:

- Environmental Mitigation and Resiliency
- Safety
- TSM&O
- ACES

ENVIRONMENTAL MITIGATION AND RESILIENCY

To understand the potential impact of roadway recommendations on environmental protection areas, the roadway capacity needs were overlaid with wetlands, coastal high hazard areas, high-risk flood zones, critical linkages, and environmental land acquisition and management program (ELAMP). As roadway projects progress through the phases of implementation, environmental considerations should be assessed at each step. Actively mitigating the impacts of these environmental considerations will enhance the resilience of the overall transportation network.

SAFETY

Providing and improving safety of the transportation system is crucial to the health and wellbeing of all travelers in Pasco County. Under the Federal Highway Safety Improvement Program (HSIP), five performance measures were established to evaluate safe traveling conditions on the highway system.

- Number of fatalities
- Number of serious injuries
- Rate of fatalities (measured against roadway traffic volumes)
- Rate of serious injuries (measured against roadway traffic volumes)
- Number of non-motorized (bicycle and pedestrian) fatalities and serious injuries

The goal of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

TSM&O

The Transportation Systems Management and Operations (TSM&O) Program at FDOT aims to provide and promote the efficient movement of people and goods, prioritize Florida's environmental and natural resources, support the state's economic competitiveness, and preserve the quality of life for all communities. The TSM&O toolbox identifies the strategies Pasco should consider to support and strengthen the use of ITS applications on the transportation network.

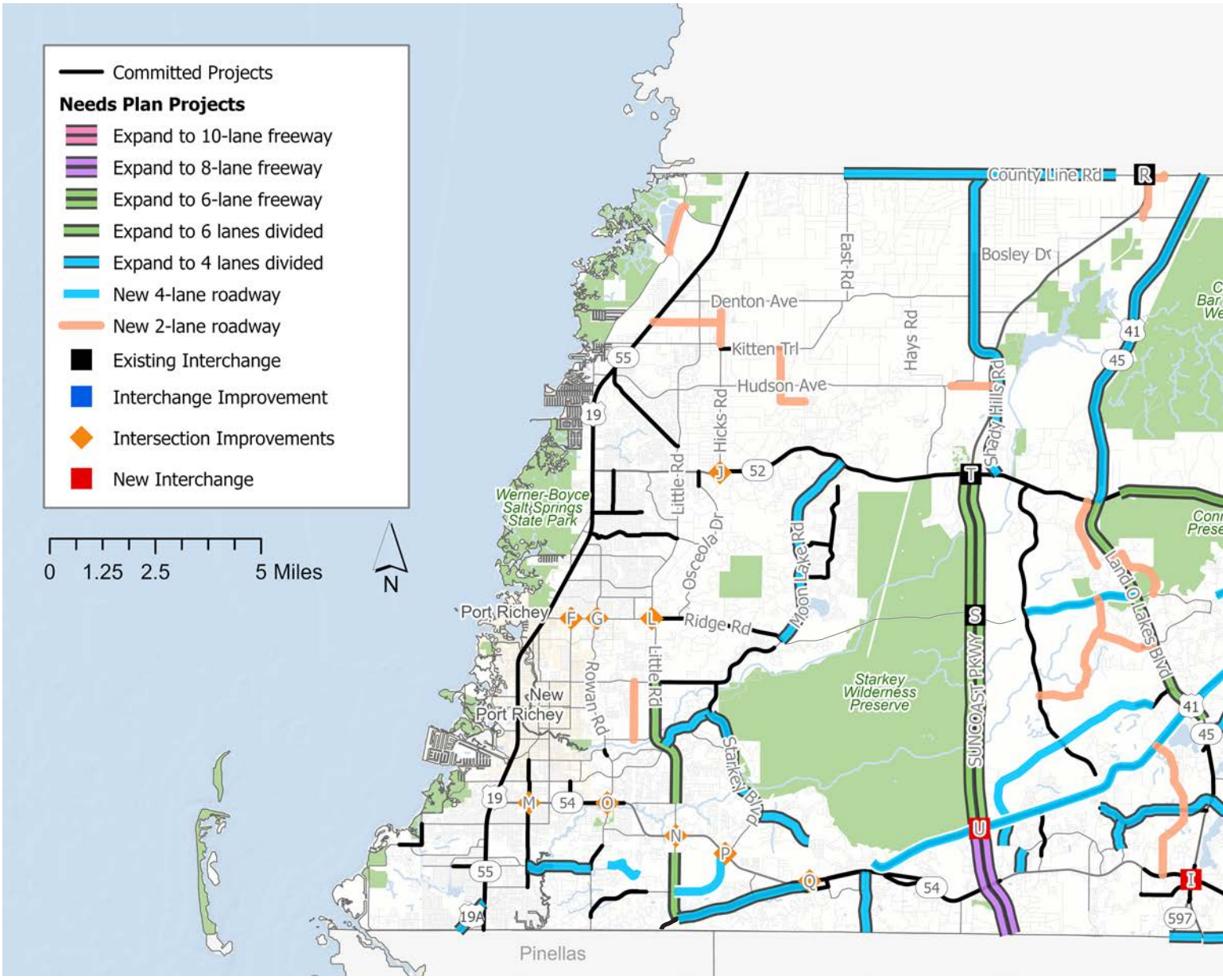
ACES

Incorporating technology considerations into long-range transportation planning is more vital than ever given emerging technologies that have the potential to completely transform prevailing transportation practices. Yet there is great uncertainty, with outcomes depending on a variety of factors such as the types and rate of technology adoption and market penetration. Emerging transportation technologies in Florida are referred to as ACES: Automated, Connected, Electric, and Shared-Use.

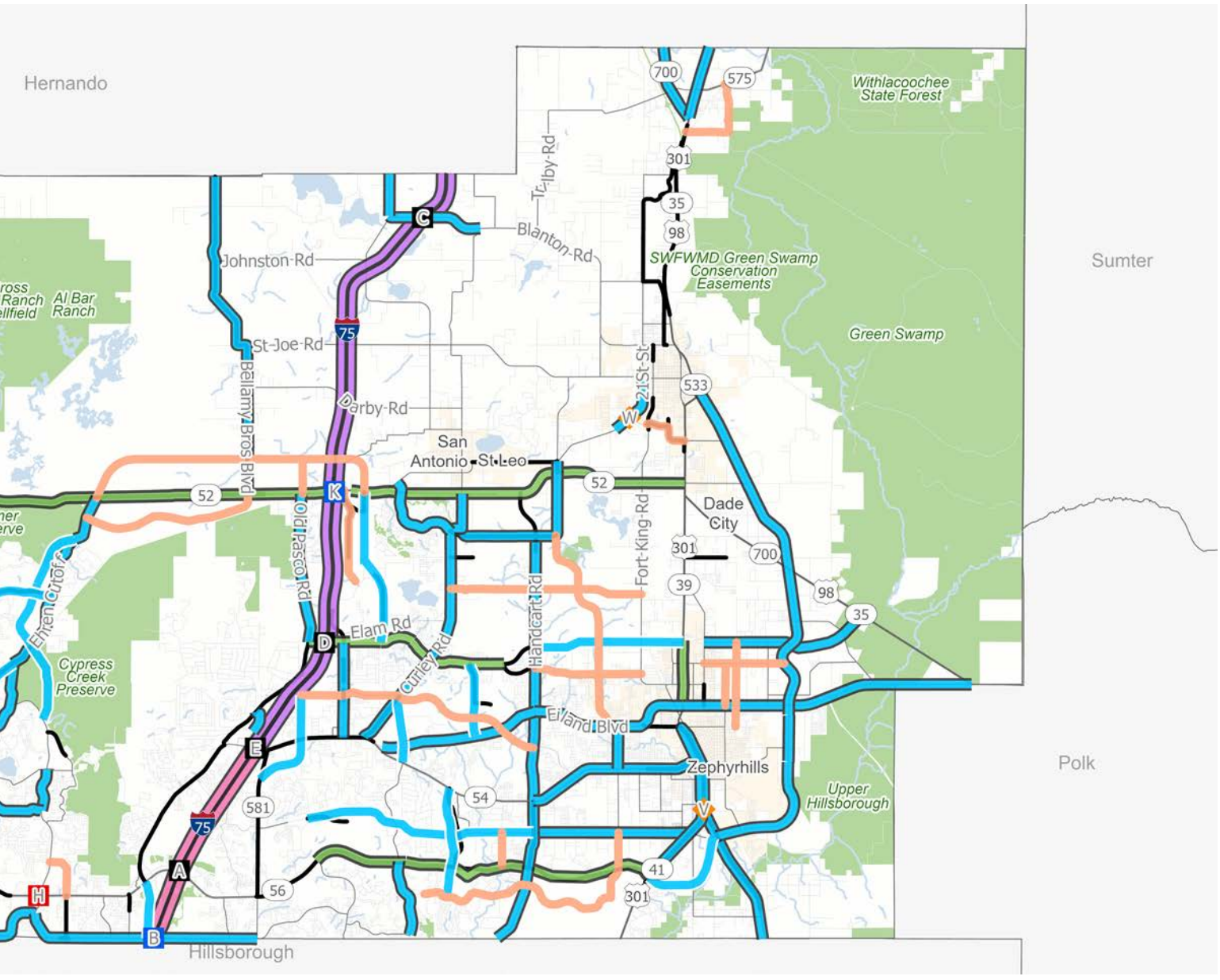
For more information, please see pages 125 to 138 in the LRTP Report.

ROADWAY NEEDS PLAN

Most needs in the 2050 Roadway Needs Plan Network are in the central and eastern parts of the county, which are seeing much of the region's transformational growth and development. Several major corridors are shown with further widening, including I-75, much of Suncoast Parkway, and parts of SR-52, US-41, and SR-56. Many of the new roadways included are designed to improve connectivity of the southeast Pasco County road network especially around Zephyrhills. Others, such as some proposed roadways near Land O' Lakes, would primarily act as connections to areas currently being newly developed.



For more information, please see pages 103 to 111 in the LRTP Report.



COST FEASIBLE PLAN

The Cost Feasible Plan adds the final layer of detail for Innovate Pasco 2050 by showing which projects from the Needs Plan can be realistically funded based on anticipated transportation revenues through the plan's horizon year. The Cost Feasible Plan prioritizes each roadway project in the Needs Plan, then it compares the prioritized list against reasonably anticipated future revenues.

ROADWAY PRIORITIZATION

Like other MPOs, Pasco County has limited resources to fund transportation improvements and currently lacks the necessary funds to implement everything shown in the Needs Plan. Therefore, it is important to have a clear project prioritization process that reflects the goals of the plan. Roadway projects were prioritized by a set of nine criteria that covered categories like congestion, connectivity, safety concerns, impact on nature, freight priority, and employment growth areas.

Criteria	Measure	Data
Project Status	Completion of Project Phases	Pasco County Transportation Improvement Program (TIP) and FY 2024-2028 Capital Improvement Plan (CIP)
Existing Congestion Reduction	Volume to Capacity (v/c) Ratio	2020 Base Year (BY) Travel Demand Model (TDM)
Network Connectivity	Connectivity Gaps	2020 BY TDM, TIP, FY 2024-2028 CIP
Regional Connectivity	Connectivity Gaps	Regional Needs Assessment Final Report (2/24), 2021 Top TMA Priorities
Multimodal Connectivity	Multimodal Service	GOPASCO, Justice40 Data
Natural Environment	Natural Environment Impact	Environmental Land Acquisition Protection and Ecological Corridor Data
Safety	Safety	Signal4 Data (2019-2023), Emergency Evacuation Route Data
Security and Resilience	Emergency Evacuation	Pasco County Emergency Evacuation Routes
Freight Priority	Freight Priority Areas	Freight Priority Network, High-Priority Future Employment Site Data

For more information, please see pages 141 to 149 in the LRTP Report.

REVENUE SOURCES

Pasco County employs a wide array of funding sources at the federal, state, and local levels to fund transportation. In fact, Pasco County has been recognized by FHWA and the Center for Innovative Finance Support for their approach to identifying and leveraging funding for transportation. Even with the variety of funding sources being leveraged to fund transportation within Pasco County, the existing revenuesare insufficient to address the County's future mobility needs resulting from future growth in population and employment expected by 2050.

Developing the multimodal Needs Plan is an important first step within the LRTP to identify the full extent of what will be needed to address transportation concerns through 2050. However, the list then needs to be compared to the funding anticipated to be available during the horizon year. The roadway prioritization process allows a more quantitative perspective to understand the projects that meet the most urgent needs within the County.

Generating the cost feasible project list requires having an understanding of available revenues and revenue sources. State and federal revenues, county revenues, and transit revenues were used to create the foundation for the Financial Plan.

STATE AND FEDERAL REVENUE SOURCES

Projections of Federal and State revenues for use in MPO LRTPs are generated by FDOT. Through enhanced Federal, State, and MPO cooperation and guidance provided by the MPO Advisory Council, FDOT provided a long-range revenue estimate through 2050. At a statewide level, these forecasts are allocated to the seven FDOT Districts. FDOT District 7 further subdivided the forecast of annual Federal and State revenue projections by county for use in the Innovate Pasco 2050 Plan.

COUNTY REVENUE SOURCES

The County revenue sources inventory the current sources that Pasco is currently using. Pasco can leverage these funding sources to further improve transportation and mobility in the county.

TRANSIT REVENUE SOURCES

Revenue projections for the Transit Element were prepared to support the development of the Innovate Pasco 2050 Cost Feasible Plan. Transit revenues within the plan are categorized into MPO non-SIS transit formula funds and District-level non-SIS transit formula grant. MPO non-SIS transit formula funds are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. These program estimates are based on a formula between Districts and counties according to population.

For more information, please see pages 150 to 162 in the LRTP Report.

MULTIMODAL FRAMEWORK

A comprehensive transportation system is an essential element for a thriving county. A well-planned transportation system connects people to shops, employment opportunities, and recreational activities while mitigating congestion and promoting healthy lifestyles. The multimodal framework featured in this section builds on the Needs Plan and Cost Feasible Plan for roadway projects. The multimodal recommendations respond to many of Innovate Pasco 2050 goals and objectives. Collectively, the roadway recommendations and multimodal framework support broader local and regional initiatives related to economic vitality, housing, mobility, and safety.

The multimodal framework is organized into three sections: transit, active transportation, and freight and goods movemnet.

TRANSIT

Builds upon existing service offered by GoPasco with additional emphasis on enhancement for local and regional trips. Highlights the link between transportation and housing.

TRANSIT POLICY FRAMEWORK

A well-designed transit system can increase safety and efficiency on Pasco County's roadway system through reduction of congestion and single-occupancy vehicle travel. Where feasible, a blend of service types and innovative technologies can allow for transit solutions to be tailored to the unique needs of the areas they service, supporting jobs and areas with high population growth. These strategies include leveraging the following types of services: on-demand transit service, bus service, high-capacity transit/bus rapid transit, park-and-ride lots, ferry service, and transit signal priority (TSP).

ACTIVE TRANSPORTATION

Creates a framework that combines future on- and off-street bicycle facilities with policy considerations to create a more comprehensive active transportation network in the County.

ACTIVE TRANSPORTATION POLICY FRAMEWORK

In various planning efforts, Pasco County continues to identify general bicycle and pedestrian strategies, policies, and programs needed to improve the multimodal transportation system. As the County considers the creation of a comprehensive pedestrian and bicycle facility master plan, the following points should be considered. Future consideration should include supplementing regional trails with local road connections, ensuring roadway recommendations include bicycle and pedestrian facilities in the design phase, and continuing to prioritize potential projects based on a comprehensive set of criteria during all phases of project development.

FREIGHT AND GOODS MOVEMENT

Shows how Innovate Pasco 2050 enhances the movement of goods through roadway improvements and policy initiatives. Recommends a standalone freight plan for the County.

FREIGHT POLICY FRAMEWORK

A freight policy framework centered on innovative technology strategies like the ones outlined below will help future proof the freight network as the County continues to experience growth pressures. These strategies are designed to reduce congestion and improve efficiency of the freight network. The strategies include dedicated truck lanes, weigh-in-motion (WIM) technology, truck incentives and use restrictions, and expanded barge operations.

For more information, please see pages 200 to 232 in the LRTP Report.

SECTION 1
Introduction

WHAT IS INNOVATE PASCO 2050?

PLAN OVERVIEW

The Pasco County Metropolitan Planning Organization (MPO) is undertaking a comprehensive assessment of Pasco County's transportation needs through a long range transportation plan (LRTP) known as Innovate Pasco 2050. The multimodal transportation plan identifies current and anticipated transportation needs in the County for the next 20+ years. It considers all modes of transportation, including motorized vehicles, public transportation, bicycles, walking, freight and goods movement, and air travel.

Innovate Pasco 2050 analyzes Pasco County's transportation system to determine the County's transportation system needs. Those needs are matched with recommended transportation improvement projects, which are prioritized for funding. This process results in a comprehensive blueprint for effective transportation decision-making and investment choices.

In creating Innovate Pasco 2050, input was received from stakeholder meetings, area workshops, and online engagement activities. Community members had opportunities to actively participate in shaping the vision and direction of the LRTP.

PLAN CREATION

The Pasco County MPO is tasked with creating the LRTP and ensuring that Innovate Pasco 2050 considers the human and natural environment in the County. The plan identifies the long-range vision for transportation through 2050. Innovate Pasco 2050 is a blueprint for guiding transportation investments, directing federal state, and local dollars toward projects that the community needs and values.

At a high-level, the LRTP is governed by the Infrastructure Investment and Jobs Act (IIJA), otherwise known as the Bipartisan Infrastructure Law (BIL). This federal transportation legislation carries forward federal planning factors established in previous legislation, referred to as the Fixing America's Surface Transportation (FAST) Act, which emphasized economic vitality, safety and security, accessibility and mobility, integration and connectivity, and efficiency and reliability. Furthermore, the IIJA has introduced and reinforced several areas of focus that warrant careful consideration. These include limiting disproportionate burdens on historically marginalized groups and communities and promoting the use of transportation technology in metropolitan planning.

HOW IS THE PLAN USED?

Transportation is an important part of everyday life in Pasco County. Transportation also represents a large portion of the County's built and social environment. Innovate Pasco 2050 establishes a roadmap for the County to follow into the future as transportation needs in the region change. Pasco County MPO and others will use this plan to guide transportation decisions and plans.

PLAN OUTLINE

Long range transportation plans serve to describe a vision for the region's transportation system and to provide a list of projects, policies, and operational strategies to achieve the vision. Innovate Pasco 2050 accomplishes this with a concise report organized into six sections:

SECTION 1 – INTRODUCTION

Serves as an introduction to Innovate Pasco 2050. This section covers the structure of the plan, goals and objectives, and the Plan's consistency with state and federal plans.

SECTION 2 – EXISTING CONDITIONS

Takes stock of existing and projected conditions in Pasco County. This section covers the demographics and transportation characteristics of the County.

SECTION 3 – PUBLIC ENGAGEMENT

Provides an overview of the public engagement completed in creation the plan. This section summarizes the outreach methods and engagement results.

SECTION 4 – NEEDS PLAN DEVELOPMENT

Analyzes transportation needs in the County. This section describes needs relating to roadway capacity, transit, walking and biking, and environmental mitigation and resiliency.

SECTION 5 – COST FEASIBILE PLAN

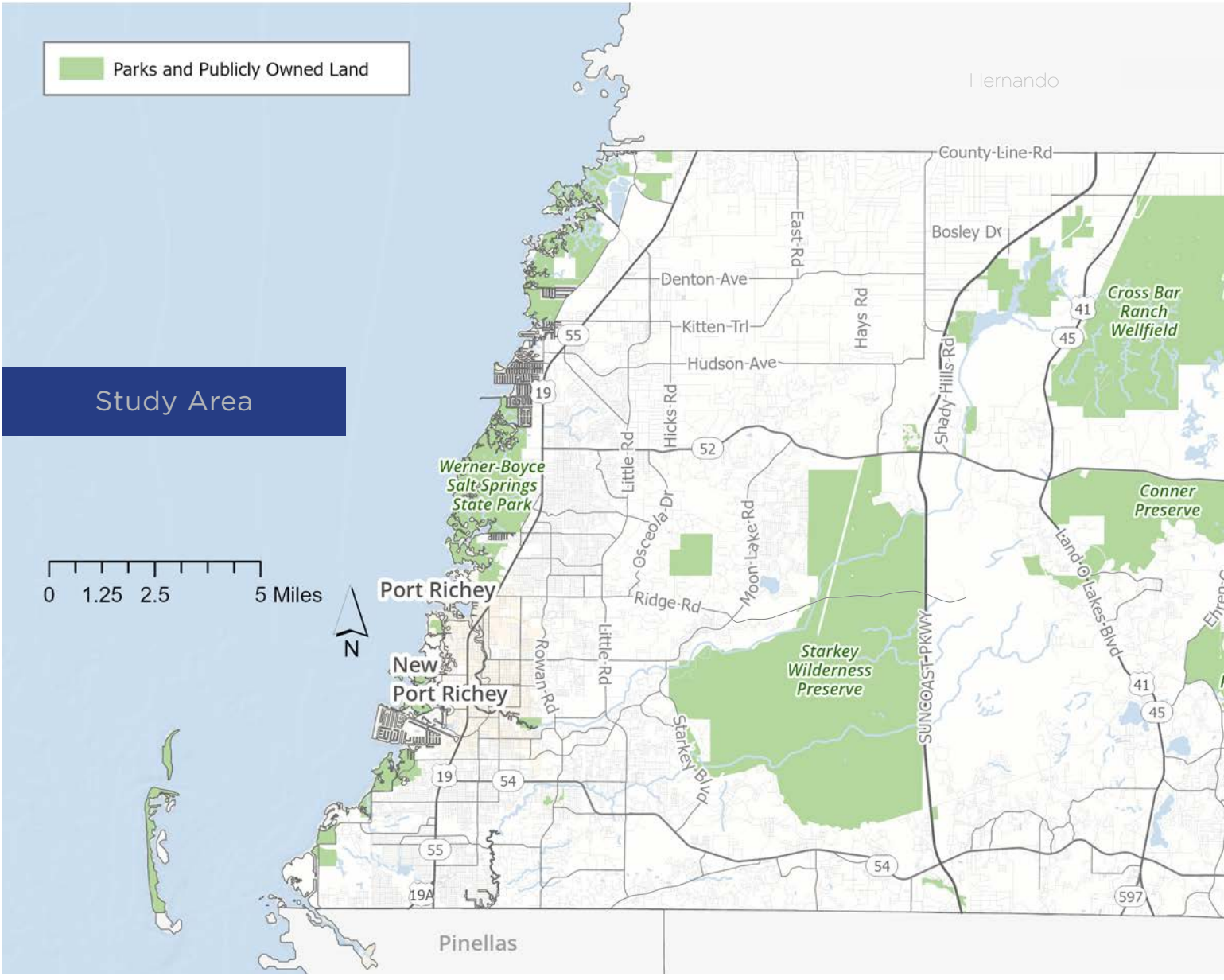
Describes the financial plan to fund transportation improvements. This section includes prioritization criteria as well as state, federal, county, and transit revenue sources and allocation.

SECTION 6 – MULTIMODAL FRAMEWORK

This section identifies and highlights needs for transit, active transportation, and the movement of freight and goods.

STUDY AREA

The Pasco County MPO serves the following municipalities in Pasco County: Zephyrhills, San Antonio, St. Leo, New Port Richey, Port Richey, and Dade City. The Pasco County MPO is responsible for the continuous, cooperative, and comprehensive transportation planning process in the region.

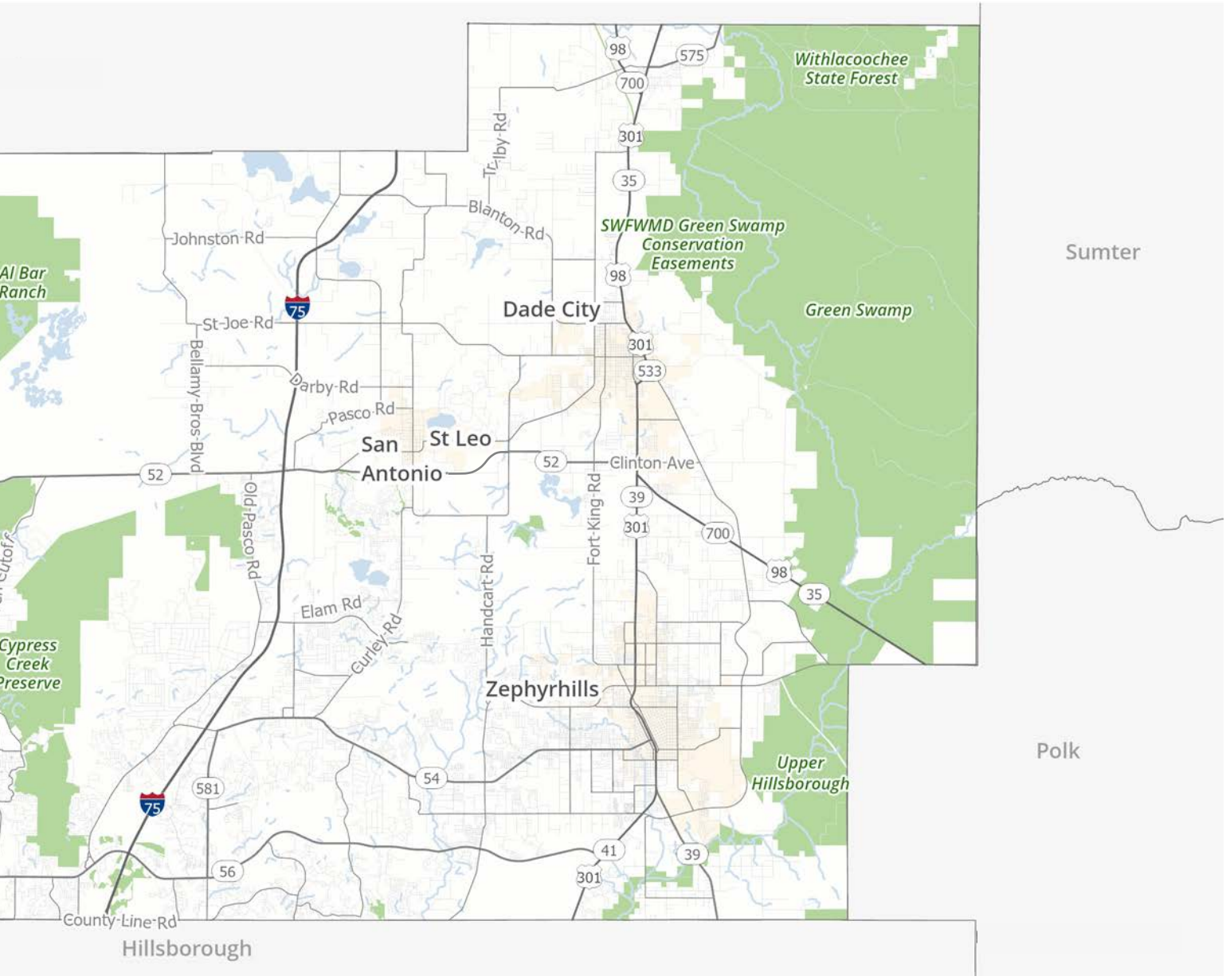


746.6

Square Miles of Land Area

US Census Bureau

Pasco County is bordered by Pinellas County, Hillsborough County, Polk County, Sumter County, and Hernando County. According to the United States Census Bureau, Pasco County is the 30th largest county in the state of Florida.



GOALS AND OBJECTIVES

The following goals and objectives guided the development of Innovate Pasco 2050's improvement project recommendations, project prioritization, and financial plan. At a broad scale, the plan's goals and objectives help ensure that the work of the Pasco County MPO adheres to a continuous, cooperative, and comprehensive planning process. The goals and objectives have a direct correlation to the seven goals communicated in the Florida Transportation Plan Policy Element and demonstrate how Innovate Pasco 2050 supports developing a more competitive, resilient, and sustainable county and state. The goals are presented in alphabetical order.

GOAL 1 | ACCESSIBILITY AND EQUITY

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

OBJECTIVE 1.A	Plan for and design complete streets and multimodal transportation facilities accessible by users of different ages and abilities.
OBJECTIVE 1.B	Improve connectivity between major activity and employment centers in Pasco County and the Tampa Bay region.
OBJECTIVE 1.C	Ensure consistency with the comprehensive plans of local governments within the Pasco County MPO planning area and applicable regional plans.
OBJECTIVE 1.D	Provide for the needs of the transportation disadvantaged (TD) population and improve the coordination and support of TD services with all modes of transportation.

GOAL 2 | COMMUNITIES

Create quality places by coordinating transportation and land use planning with the County and cities that facilitates healthy and active living.

OBJECTIVE 2.A	Coordinate land use and transportation planning decisions to provide a built environment that supports transportation modal choices and reduces trip length.
OBJECTIVE 2.B	Prioritize transportation investments that support planned development and growth areas.
OBJECTIVE 2.C	Support community social values by planning and funding transportation improvement projects that are user friendly, multimodal, and encourage healthy and active lifestyles.
OBJECTIVE 2.D	Plan and fund transportation improvement projects that improve community connectivity and foster a sense of community place.

GOAL 3 | ECONOMY

Provide multimodal facilities and services that support economic development.

OBJECTIVE 3.A	Improve goods movement access and connections to port, rail, and airport facilities.
OBJECTIVE 3.B	Prioritize the funding of improvement projects that enhance access and connectivity to major freight, commercial, and industrial activity centers.
OBJECTIVE 3.C	Maintain consistency with the Pasco County Economic Development Strategic Plan and other pertinent plans.
OBJECTIVE 3.D	Increase transportation/enhancement projects benefiting tourism.

GOAL 4 | ENVIRONMENT

Protect the County's natural, agricultural, scenic, and historic resources through proactive environmental stewardship.

OBJECTIVE 4.A	Plan mitigation efforts to address transportation system impacts and threats from storms and potential sea level rise.
OBJECTIVE 4.B	Encourage the use of transportation modes that reduce greenhouse gas emissions and reduce energy usage.
OBJECTIVE 4.C	Protect the natural environment by implementing context sensitive transportation solutions.

GOAL 5 | INFRASTRUCTURE

Maintain existing facilities in a state of good repair and focus on physical infrastructure.

OBJECTIVE 5.A	Protect and enhance a state of good repair for the County transportation system.
OBJECTIVE 5.B	Preserve corridors for future planned transportation improvements.
OBJECTIVE 5.C	Increase the resiliency and sustainability of transportation infrastructure to threats, including extreme weather and other environmental disasters

GOAL 6 | MOBILITY

Focus on increasing system efficiency and reducing delay.

OBJECTIVE 6.A	Plan, develop, and implement transit express and bus rapid transportation routes.
OBJECTIVE 6.B	Identify and implement short-range congestion and mobility management strategies.
OBJECTIVE 6.C	Incorporate transportation system management and operations strategies and technologies to optimize system efficiency.

GOAL 7 | SAFETY AND SECURITY

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

OBJECTIVE 7.A	Reduce fatal and serious injury crashes for all modes of travel through the implementation of the Safe System Approach that encourages safer driving behavior, design of safer road and vehicles, promotion of safer speeds and enhancement of post-crash care.
OBJECTIVE 7.B	Prioritize planning and funding for improvements to emergency evacuation routes.
OBJECTIVE 7.C	Prioritize planning and funding for safety improvement projects that are located within identified high-crash corridors and safety emphasis areas.
OBJECTIVE 7.D	Achieve annual reductions in fatal and serious injury crashes through support of the Florida DOT Target Zero Safety initiatives.

CONSISTENCY WITH STATE AND FEDERAL PLANS

THE FLORIDA TRANSPORTATION PLAN POLICY ELEMENT

The Florida Transportation Plan Policy Element includes seven goals that reflect the ongoing changes that are occurring statewide. The Policy Element calls for Florida's transportation partners to reaffirm the state's primary commitment to safety and security and pursue comprehensive approaches to achieving this goal. It broadens the state's definition of transportation infrastructure to include supporting technologies and expands the focus beyond maintaining infrastructure in good condition to future-proofing infrastructure against existing and emerging risks. The Policy Element also expands the state's emphasis from improving efficiency of the system to enhancing mobility for people and freight and ensuring transportation accessibility for all Floridians. Notably, the Policy Element encourages forward-looking planning for how transportation system investments will support a more competitive, resilient, and sustainable state. The following graphic summarizes the goals from the Florida Transportation Plan Policy Element.

GOALS	WHERE WE ARE TODAY	WHERE WE ARE HEADED
SAFETY AND SECURITY	Focus on 4Es (engineering, education, enforcement, emergency services) of traffic safety to reduce fatalities and injuries	Use emerging technologies and address land use and socioeconomic factors to improve safety and security for all modes
INFRASTRUCTURE	Maintain existing facilities in a state of good repair; focus on physical infrastructure	Evaluate and adapt infrastructure to become more resilient to risks and take advantage of innovations; expand definition of infrastructure to include technology
MOBILITY	Focus on increasing system efficiency and reducing delay	Prioritize the movement of people and freight; accelerate new technologies and options to increase reliability and service
ACCESSIBILITY AND EQUITY	Expand transportation choices	Enhance access for all Floridians to jobs, education, health care, and other services, especially for those who need it most
ECONOMY	Emphasize global competitiveness and trade	Support regional and local job creation and investment as well as global commerce; support a more resilient and diverse economy
COMMUNITIES	Support quality places	Reflect community visions and values
ENVIRONMENT	Minimize impacts of transportation on the environment	Proactively enhance and restore natural systems for future generations

Source: Florida Transportation Plan Policy Element, Page 3

CORRELATION TO FEDERAL PLANNING FACTORS

Because Innovate Pasco 2050 is a federally-required plan, a direct link is needed between the plan's goals and federal planning factors carried forward in the Infrastructure Investment and Jobs Act (IIJA), the most recent federal transportation planning legislation. The following table illustrates how each of the Innovate Pasco 2050 goals addresses one or more of the federal planning factors (presented alphabetically).

		Innovate Pasco 2050 Goals						
		Accessibility and Equity	Communities	Economy	Environment	Infrastructure	Mobility	Safety and Security
FEDERAL PLANNING FACTORS	**Accessibility**: Increase accessibility and mobility of people and freight.	☑	☑	☑			☑	
	Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	☑	☑	☑		☑	☑	
	Economic Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	☑	☑	☑	☑	☑	☑	☑
	Efficient Management: Promote efficient system management and operation.	☑				☑	☑	
	Enhance Travel: Enhance travel and tourism.	☑		☑				
	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.				☑			☑
	Preservation: Emphasize the preservation of the existing transportation system.					☑	☑	
	Resiliency: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	☑			☑	☑	☑	
	Safety: Increase the safety of the transportation system for motorized and non-motorized users.	☑				☑		☑
	Security: Increase the security of the transportation system for motorized and non-motorized users.	☑				☑		☑

PERFORMANCE-BASED PLANNING

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation (FAST) Act enacted in 2015, state departments of transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the FHWA and the FTA issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) continued the commitment to performance-based planning established in MAP-21 and the FAST Act.

In accordance with the Planning Rule, the Pasco County MPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its LRTP. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. For MPOs that elect to develop multiple scenarios, the System Performance Report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified targets.

Per the Planning Rule, the System Performance Report for the Pasco County Metropolitan Planning Organization is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

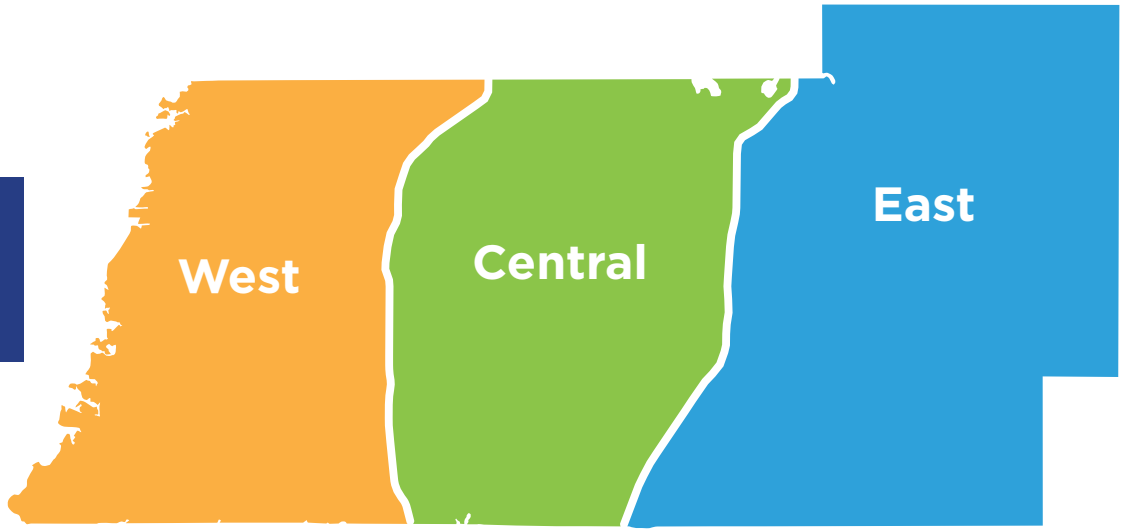
For more information, please see Appendix D.

SECTION 2

Existing Conditions

WEST, CENTRAL, AND EAST PASCO COUNTY

Pasco County's rapidly expanding population and diversifying economy place new burdens on the roads, trails, bike paths, sidewalks, and transit routes that make up its transportation network. The County's demographic and economic profile varies from east to west. These variations are highlighted at a glance here by breaking the County into three parts—west, central, and east—with the dividing lines being the Suncoast Parkway and I-75.



PASCO COUNTY AS A WHOLE

Source: US Census; Bureau of Labor Statistics; 2023

PEOPLE

	PASCO COUNTY AS A WHOLE	West	Central	East
Estimated Population	**597,900**	**298,500**	**120,700**	**178,700**
Compound Annual Growth Rate Since 2010	**2.0%**	**1.3%**	**2.9%**	**2.6%**
Median Age	**45.9**	**46.1**	**40.6**	**44.0**
Adults with a Bachelor's Degree	**28.6%**	**22.7%**	**40.6%**	**31.4%**

HOUSEHOLDS

Estimated Number of Households			
239,500	**127,200**	**44,100**	**68,200**
Average Household Size			
2.46	**2.33**	**2.70**	**2.56**
Households Without Access to a Vehicle			
4.0%	**6.4%**	**2.0%**	**4.4%**
Share of Owner-Occupied Housing			
74.6%	**70.2%**	**80.0%**	**75.7%**
Median Household Income			
$61,700	**$52,600**	**$95,000**	**$65,800**
Median Home Value			
$284,800	**$249,700**	**$340,200**	**$285,100**

ECONOMY

Estimated Businesses			
17,400	**9,300**	**3,200**	**4,900**
Estimated Jobs			
150,100	**77,800**	**25,900**	**46,400**
White Collar Occupation			
64.2%	**59.2%**	**72.4%**	**65.8%**

POPULATION GROWTH

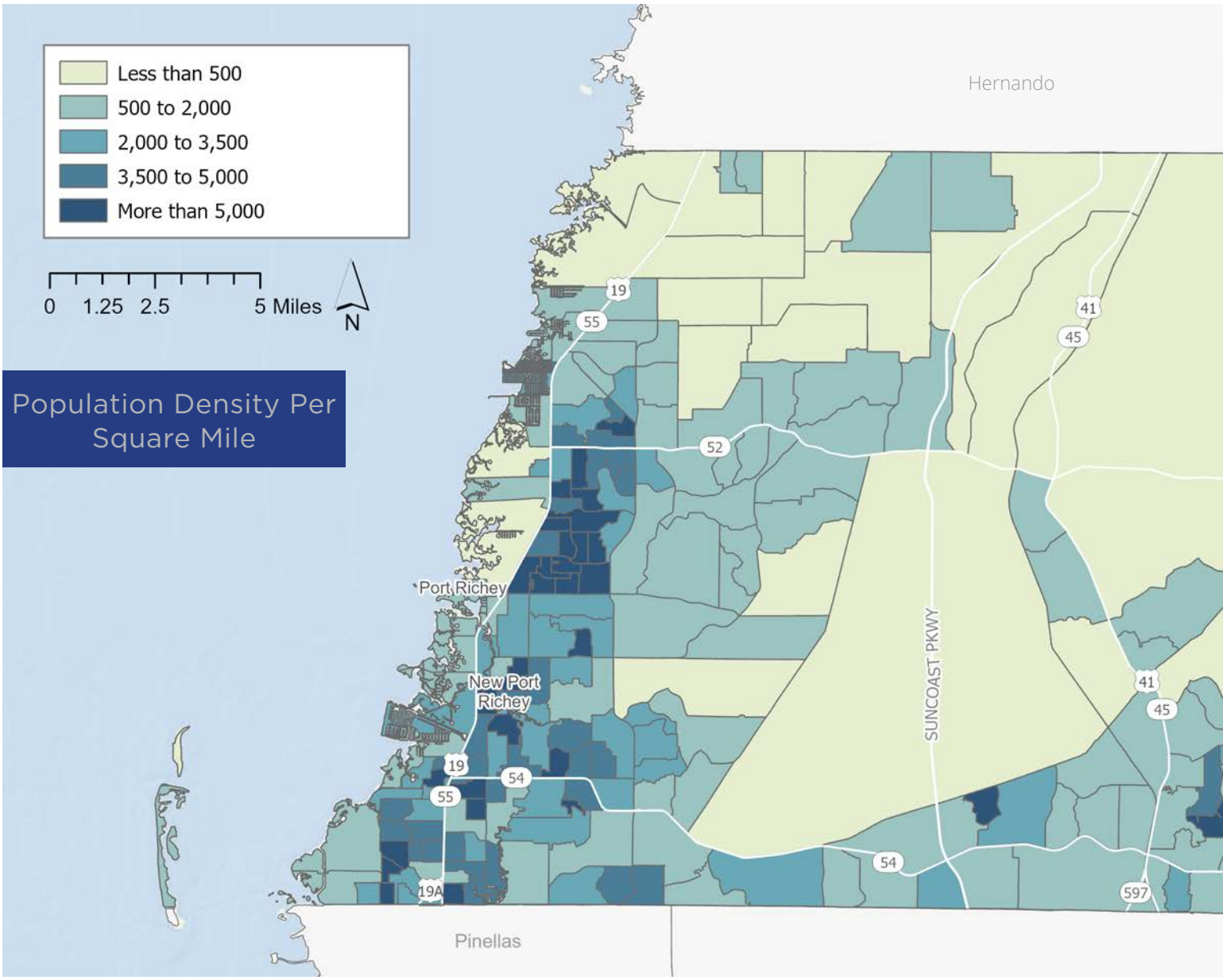
TOTAL POPULATION

According to the Business Analyst Online, the 2023 population of Pasco County is estimated at 597,882. Between the decennial census in 2020 and 2023, the population increased by more than 20.0%.

597,882

Total Population
2023 Estimate

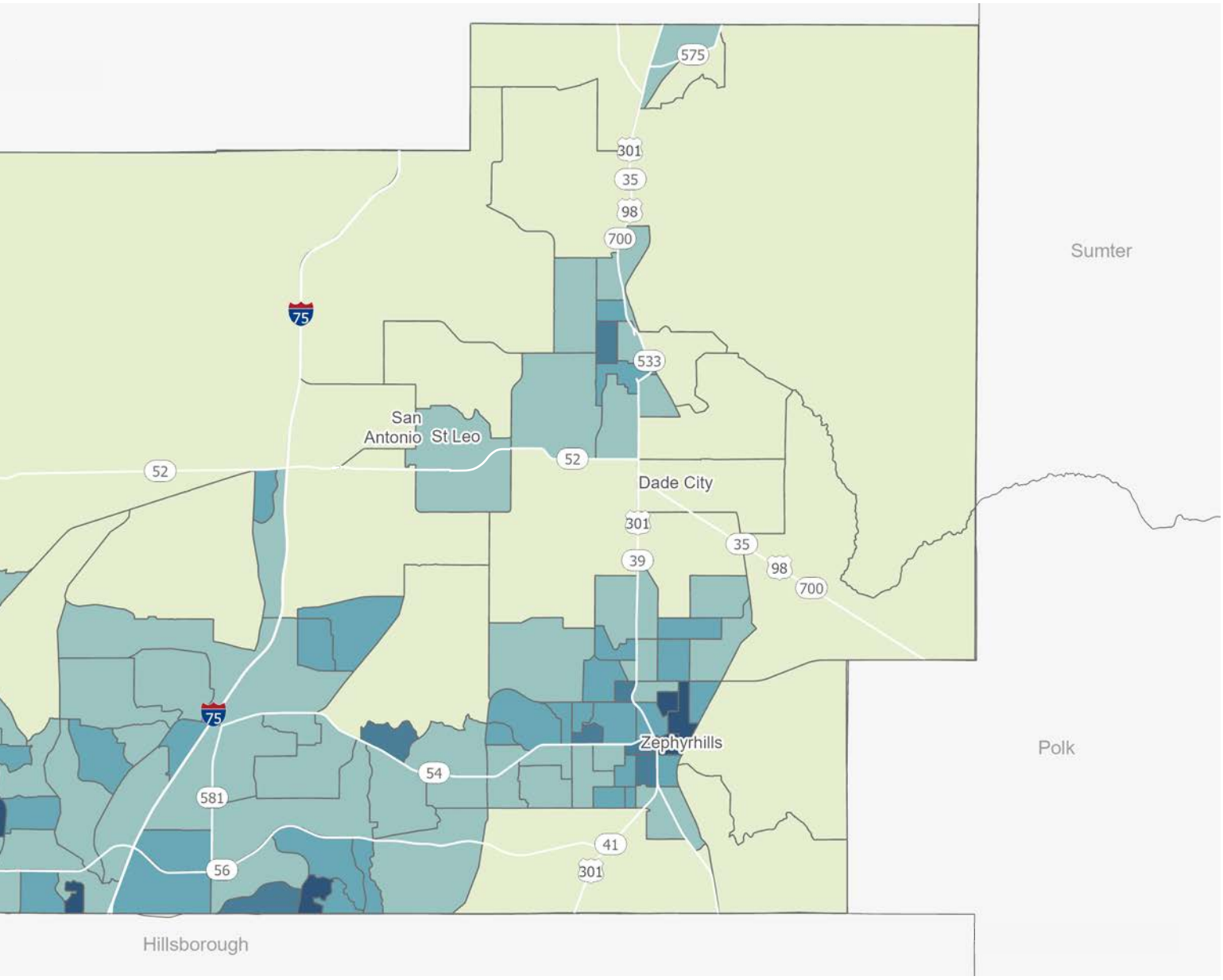
Business Analyst Online



Source: American Community Survey (ACS) 2022

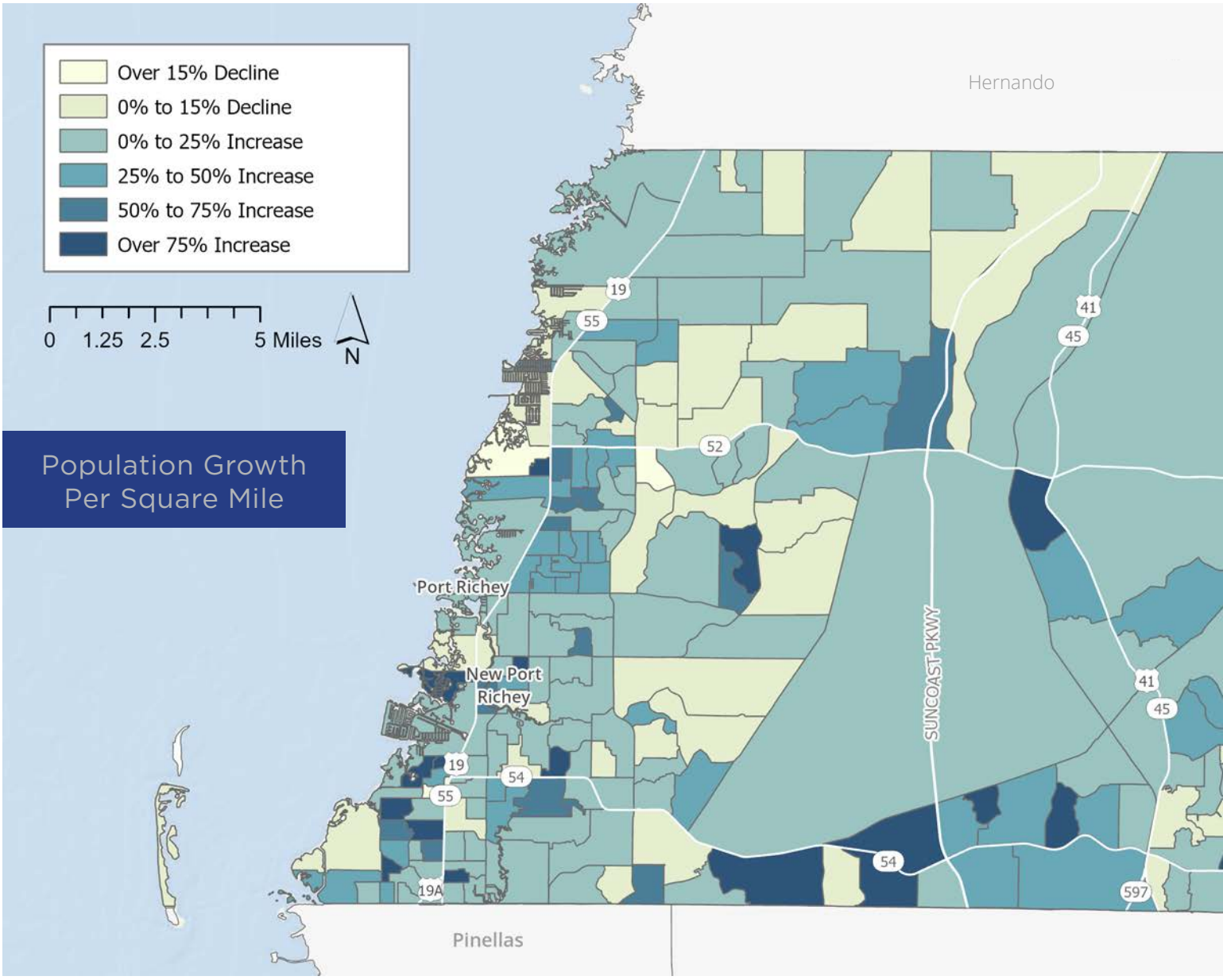
POPULATION DENSITY

The map below shows the population density of Pasco County Census Block Groups per square mile. The western and southern portions of Pasco County have more people per square mile than the central and eastern portions of the county, as shown by the map below. This is indicative of higher populations in urban areas, including Port Richey, New Port Richey, and Zephyrhills, and along major thoroughfares. In the central and eastern portions of the county, several block groups largely contain nature preserves and state forest.



POPULATION GROWTH

The map below shows the population growth per square mile in Pasco County by Census block group between 2010 and 2023. Based on growth rates alone, the areas experiencing some of the highest rate of growth are the large block groups in the central portion of the County. However, because these block groups have fewer people moving into them overall, their adjusted growth rates are lower than other areas in the county. The areas south of San Antonio and St. Leo are experiencing some of the highest growth rates per square mile in the County.



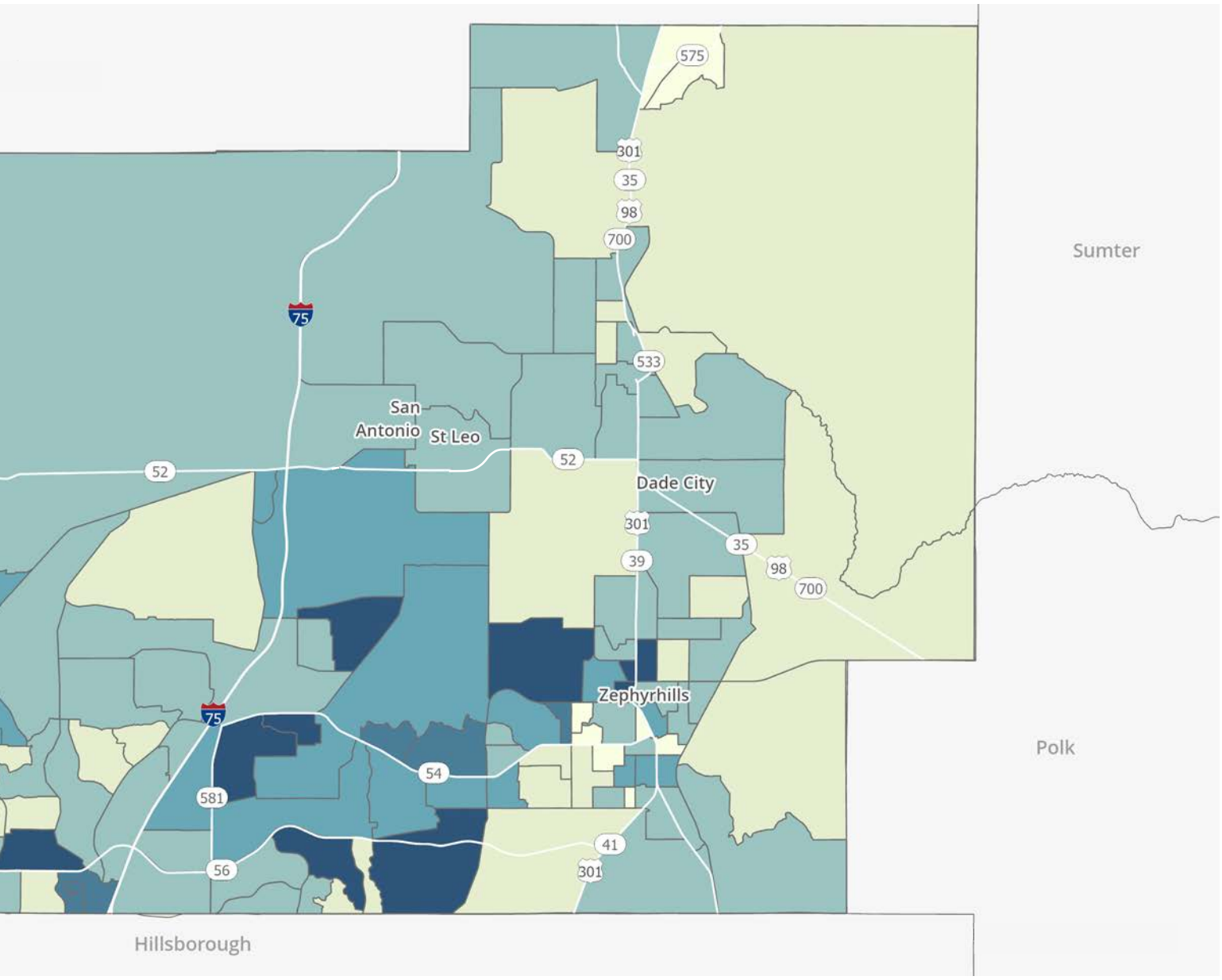
Source: Business Analyst Online (BAO) 2022

23.7%

Pasco County Growth Rate, 2010-2022

US Census Bureau

Based on growth rates alone, some of the areas experiencing the highest rate of growth are the large block groups in the central portion of the County. However, because these block groups have fewer people moving there overall, their adjusted growth rates are lower than other areas in the County.

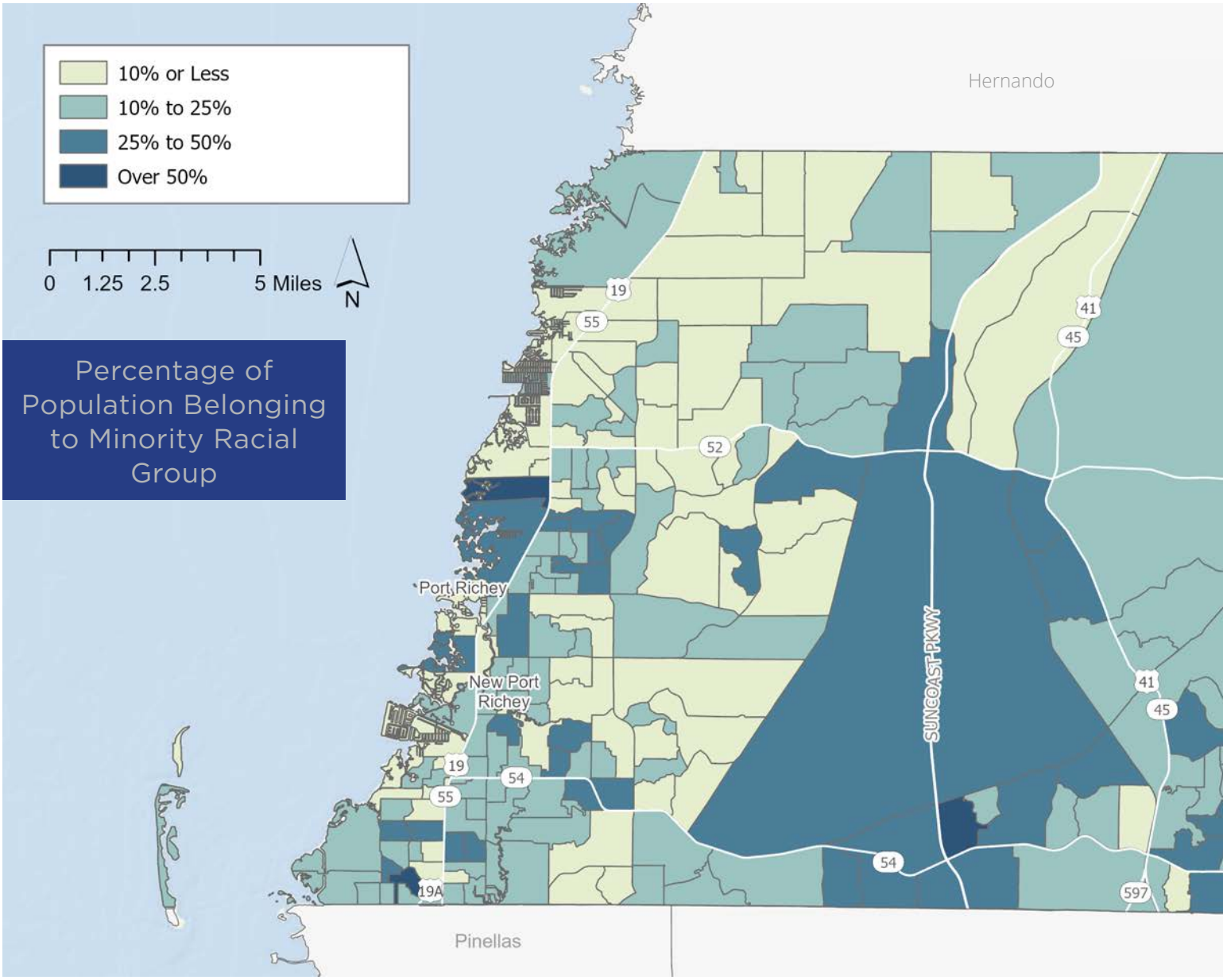


AGE COHORTS

Pasco County boasts a well-balanced population, with working-age adults evenly distributed, particularly among those aged 35 to 64. The County also is home to a significant number of young people aged 0 to 14. Millennials (those aged roughly 25 to 44), make up the largest cohort, at 23.7% of the total population. Baby Boomers (roughly 60 to 79), are the fastest growing age group. Additionally, the younger and senior populations are spread geographically throughout the County. Concentrations of younger populations are located in south central Pasco County near Wesley Chapel and San Antonio. Senior populations are generally located west of the Suncoast Parkway.

Cohort	2010	2022	% Change
0 - 14	81,349	94,322	13.8%
15 - 24	49,828	62,936	20.8%
25 - 34	49,207	63,782	22.9%
35 - 44	60,711	71,354	14.9%
45 - 54	66,594	74,050	10.1%
55 - 64	60,763	76,572	20.6%
65 - 74	50,870	68,885	26.2%
75 - 84	32,822	42,938	23.6%
85+	12,553	14,372	12.7%

Decennial Census 2010 | ACS 2022



Source: ACS 5-Year Estimates 2022

RACIAL AND ETHNIC DIVERSITY

The map below illustrates the percentage of each census block's population belonging to a racial minority group in the County. The US Census defines race as a person's self-identification with one or more social groups. Ethnicity determines whether a person is of Hispanic origin. Both Hispanics and non-Hispanics may report as any race or races.

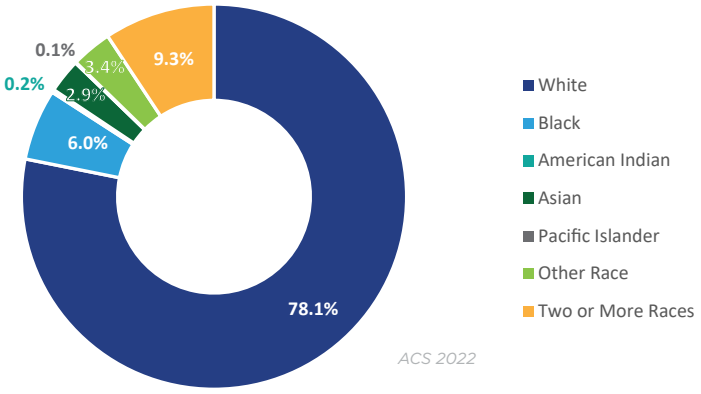
17.4%

Hispanic Population

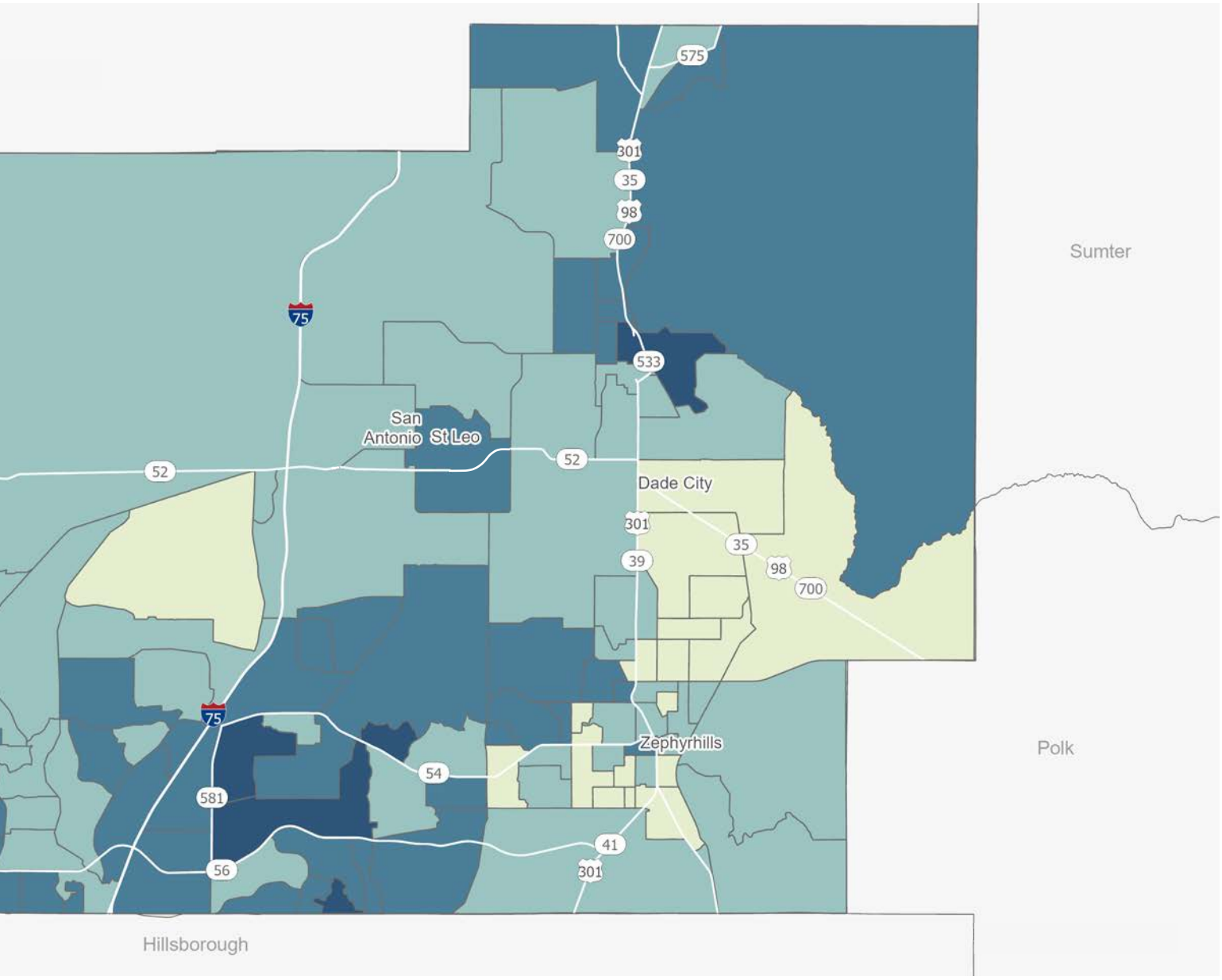
ACS 2022

POPULATION BY RACE

Nearly 22.0% of Pasco County residents belong to a racial minority group.



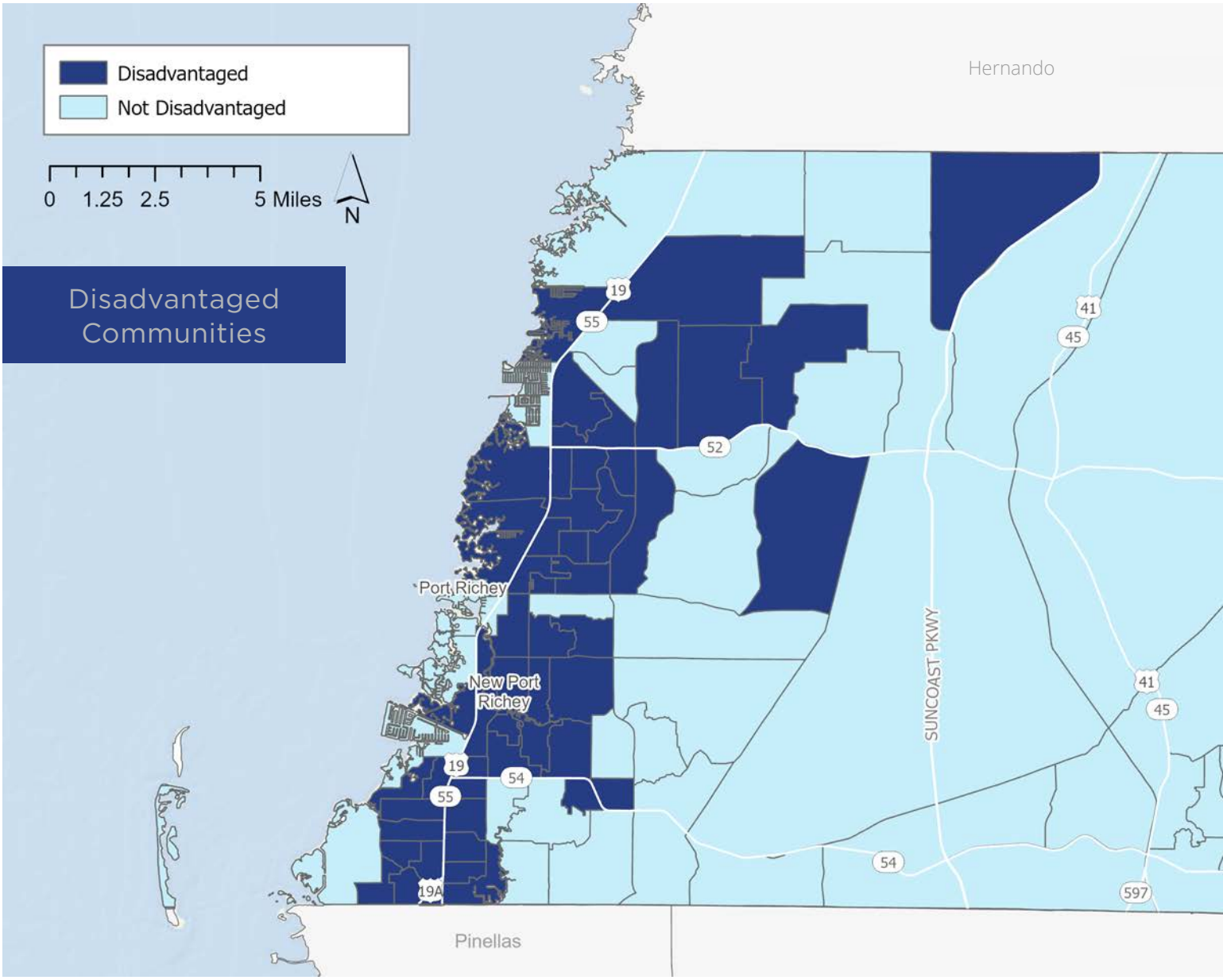
ACS 2022



ENVIRONMENTAL JUSTICE

DISADVANTAGED COMMUNITIES

This map below uses data provided by the US Department of Transportation's (USDOT) Justice40 initiative to indicate block groups that are home to disadvantaged communities. According to the Justice40 initiative, disadvantaged communities are disproportionately affected by categories of burdens, including climate change, pollution, poor health outcomes, historic underinvestment in housing and/or infrastructure, poverty, low transportation access, etc. Communities designated as disadvantaged predominantly lie in the western and eastern portions of Pasco County, with a large proportion of block groups in and around New Port Richey and Zephyrhills being identified as disadvantaged. Central Pasco County is more rural and less populated than the western portion.



Source: USDOT Justice40 Initiative 2022

PASCO COUNTY VULNERABILITY METRICS PER JUSTICE40 ETC CENSUS TRACT DATA

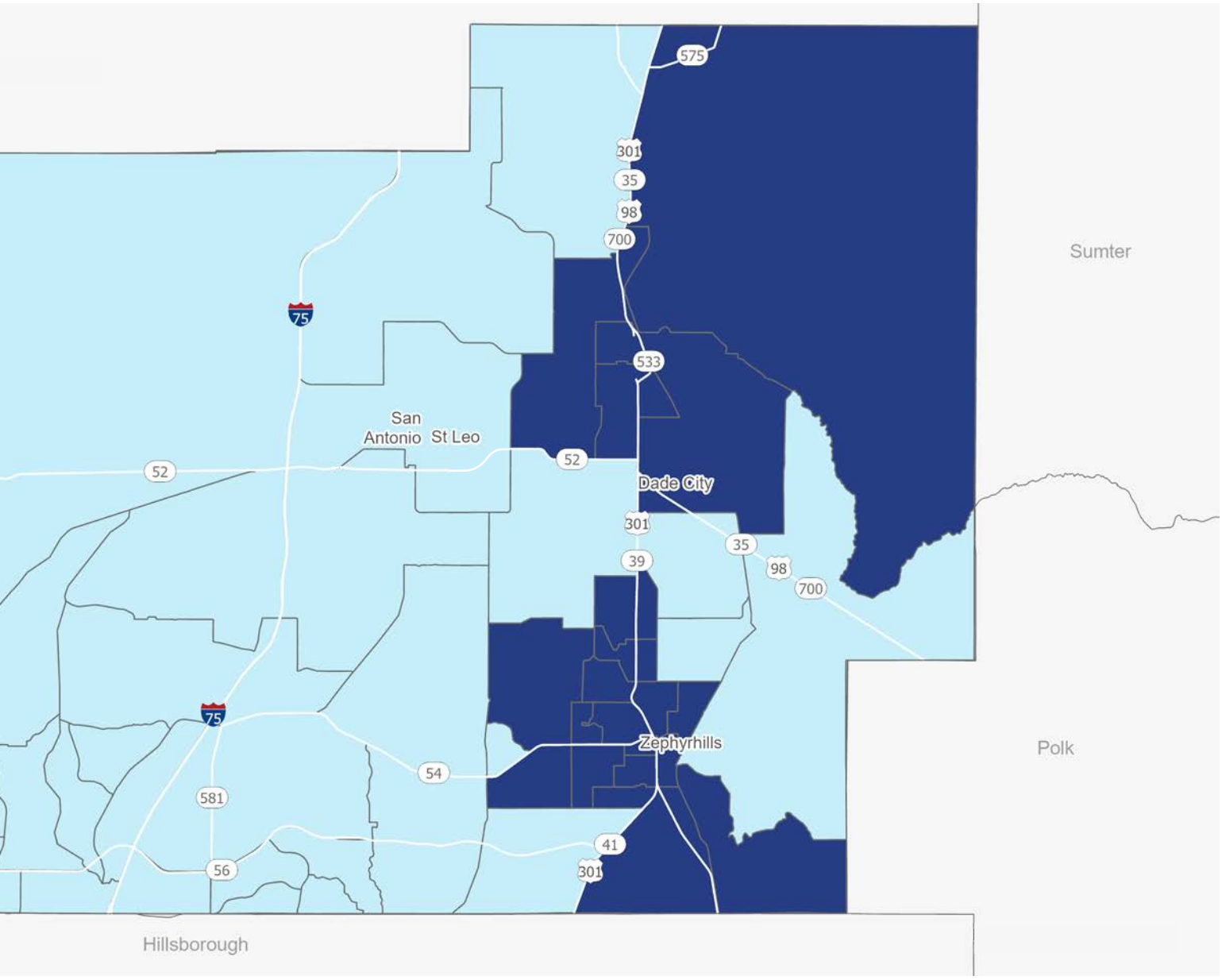
285.4k
Total Population Living in Disadvantaged Census Tracts

62.0%
Of Census Tracts In County Designated Disadvantaged

66th
Percentile for Health Vulnerability

69th
Percentile for Annualized Disaster Losses

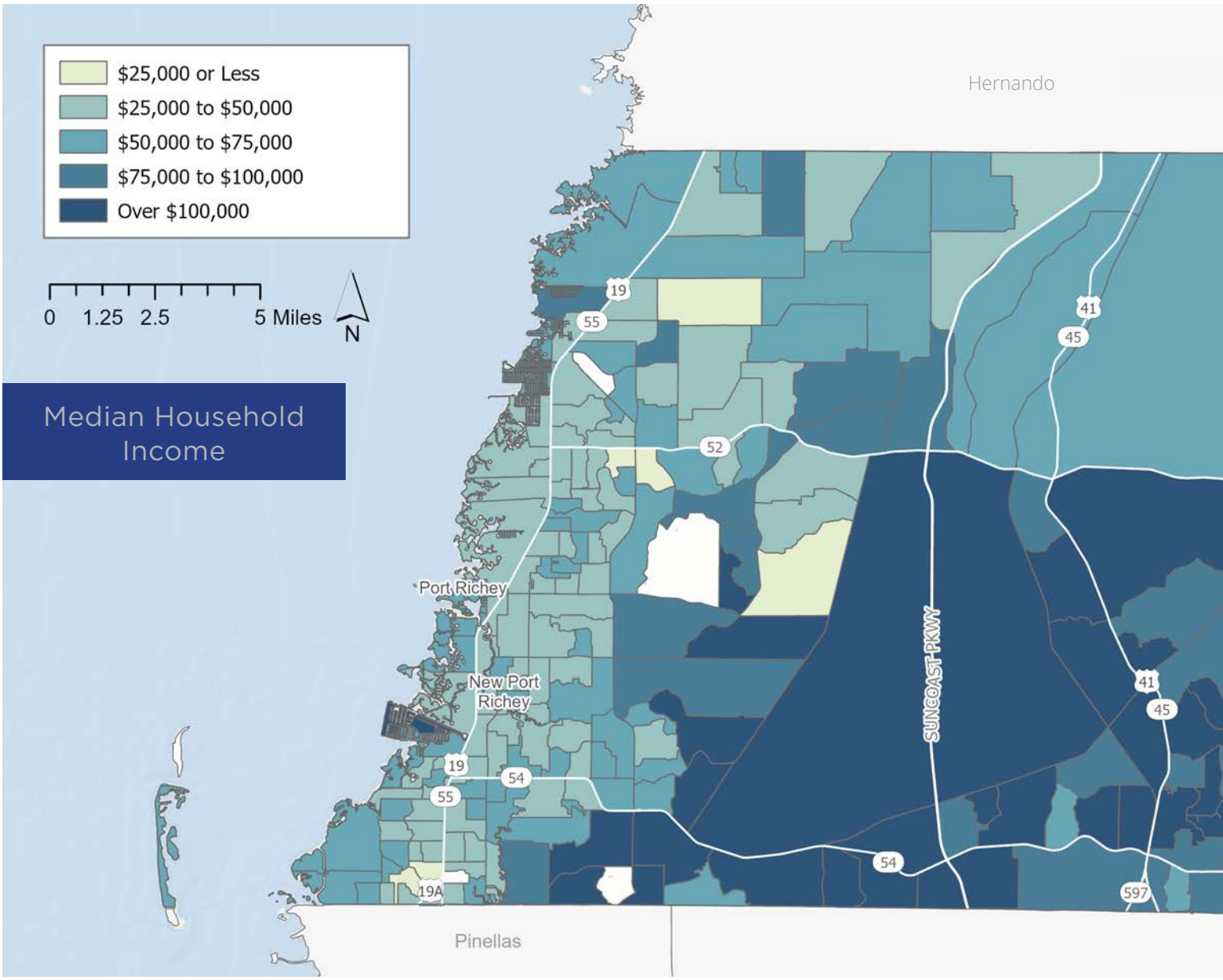
Source: Justice40 Equitable Transportation Explorer (ETC)



INCOME

INCOME

The majority of households earning $25,000 or less reside in the western and eastern portions of the County. Central Pasco County, while much less heavily populated than western and eastern Pasco County, is disproportionately home to residents with incomes exceeding $100,000. The map below shows the distribution of the population by income. Data is unavailable for several block groups.



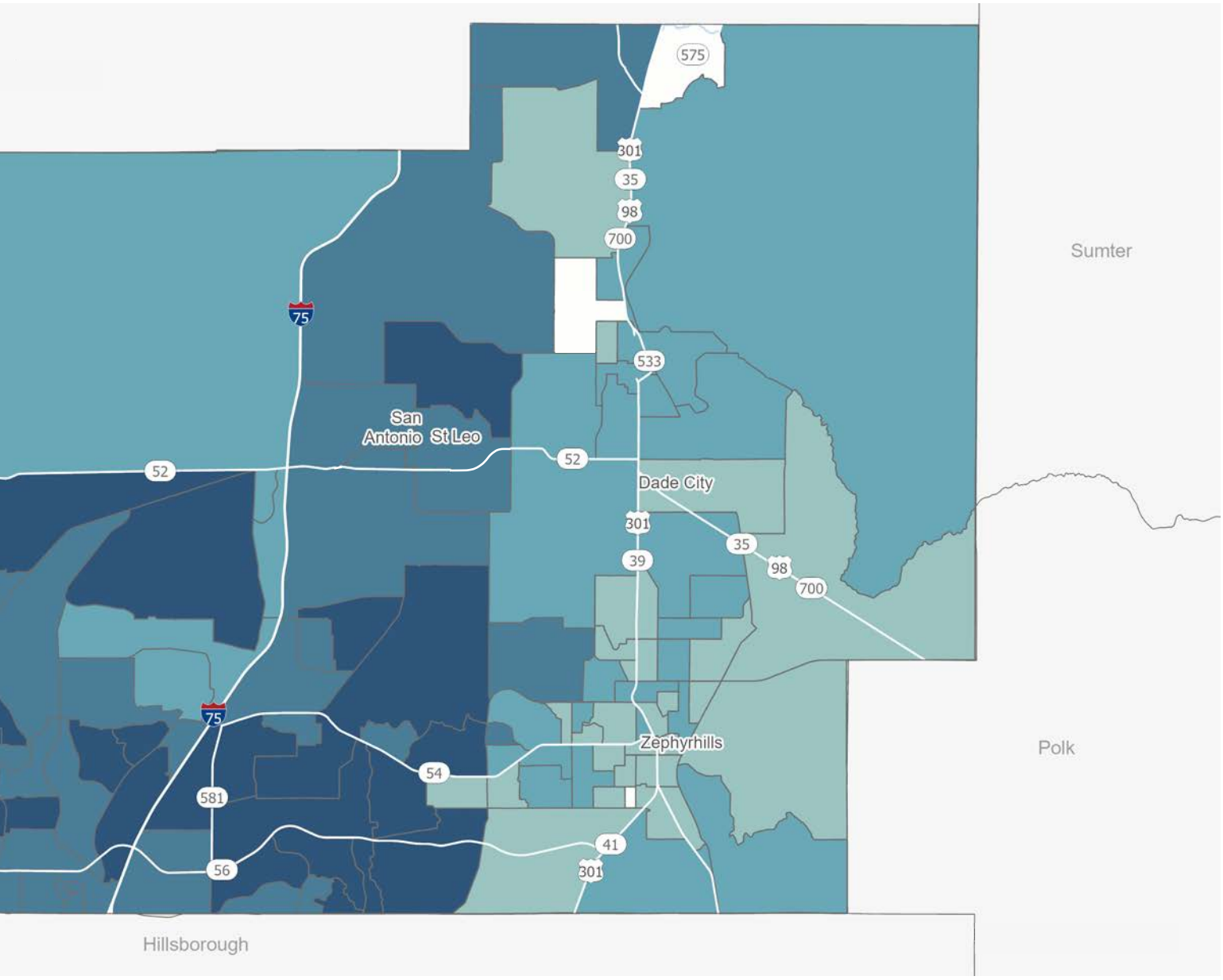
Source: ACS 5-Year Estimates 2022

PASCO COUNTY MEDIAN INCOME

According to the American Community Survey 5-Year Estimates, the median income in Pasco County in 2022 was $63,187.

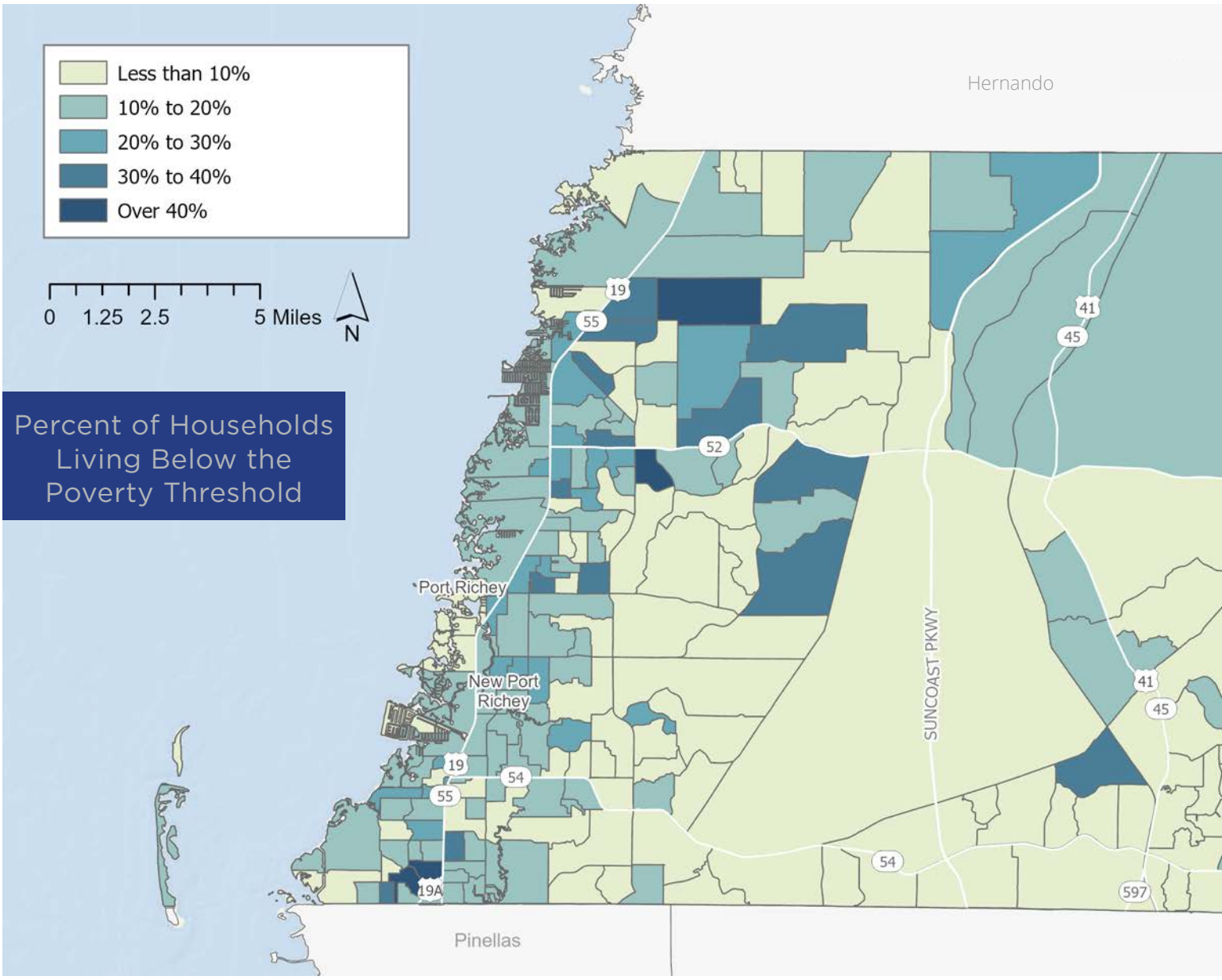
$63,187
Pasco County Median Income

40.1%
Block Groups With Median Incomes Above Countywide Median



DISTRIBUTIONS OF LOW-WAGE HOUSEHOLDS

According to the US Census Bureau, the poverty threshold for a four-person household in 2022 was an annual income of $29,950. The map below illustrates, by block group, the percentage of households living below the 2022 poverty threshold. These households are likely challenges in affording a motor vehicle, highlighting the need to enhance access to a variety of quality transportation options for these residents and workers.

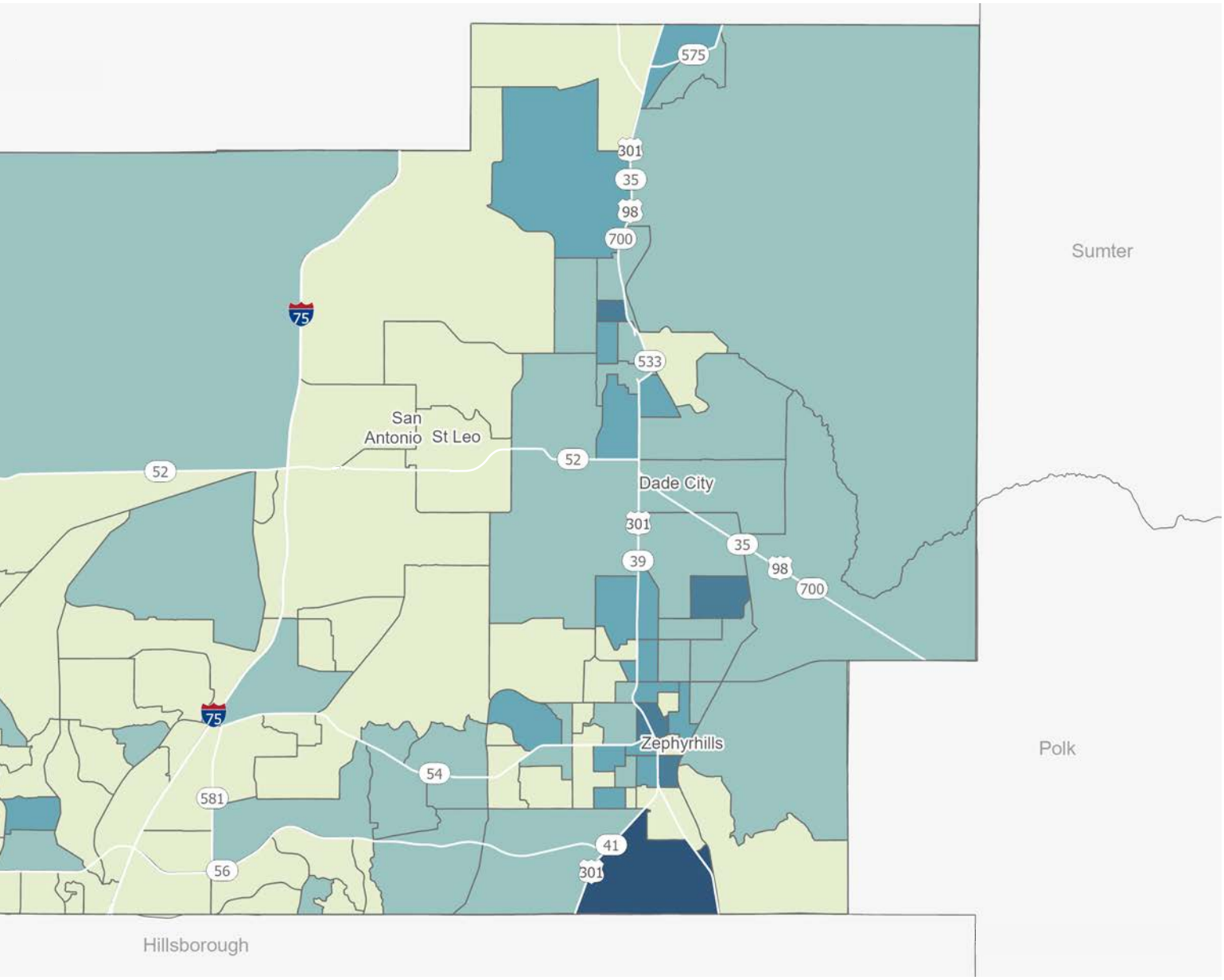


Source: ACS 5-Year Estimates 2022

53rd

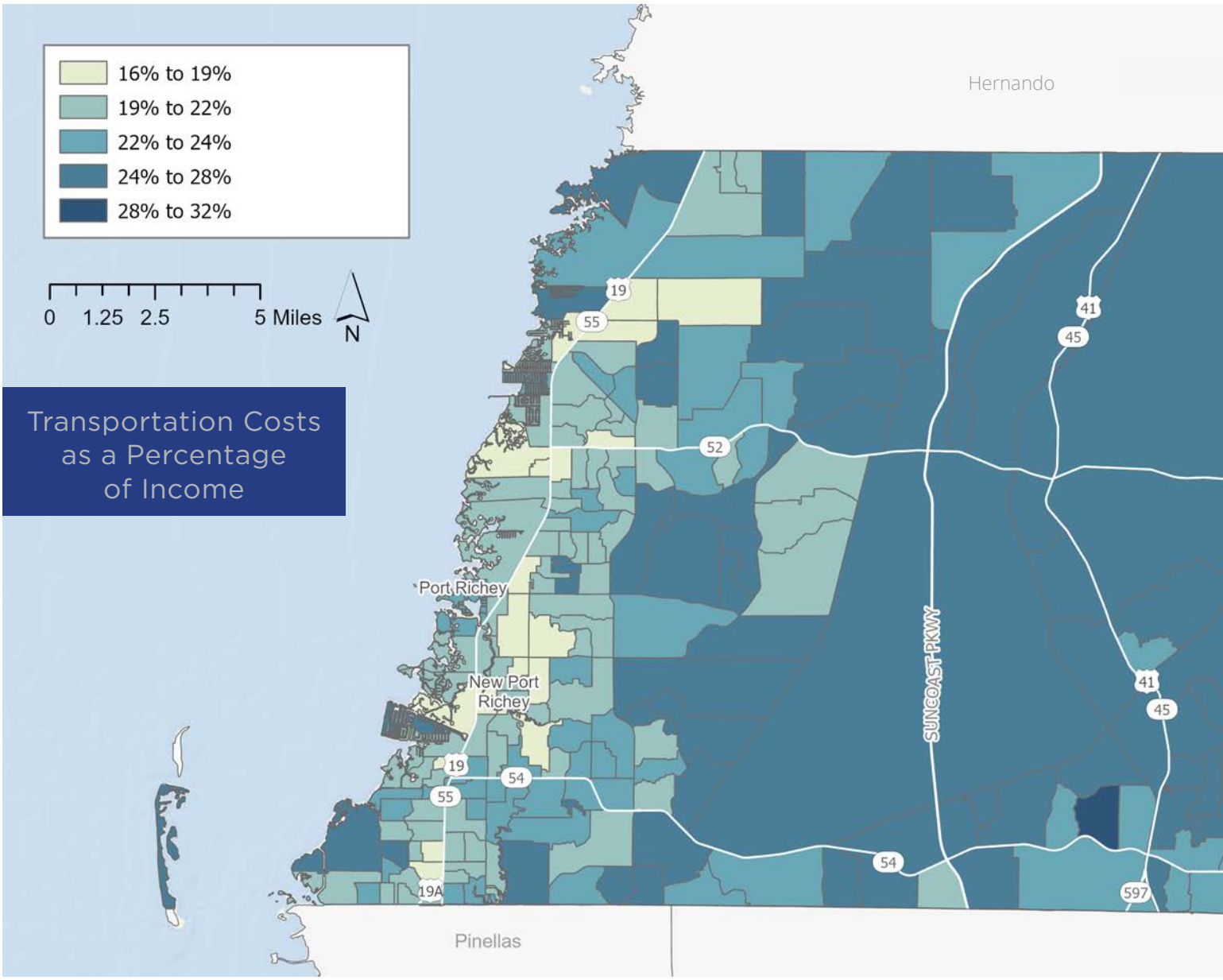
Percentile for Social Vulnerability Per Justice40 ETC

The highest proportion of low-wage households live in northwestern Pasco County and in and around Zephyrhills. These areas overlap heavily with the Justice40-defined disadvantaged communities.



TRANSPORTATION COST BURDEN

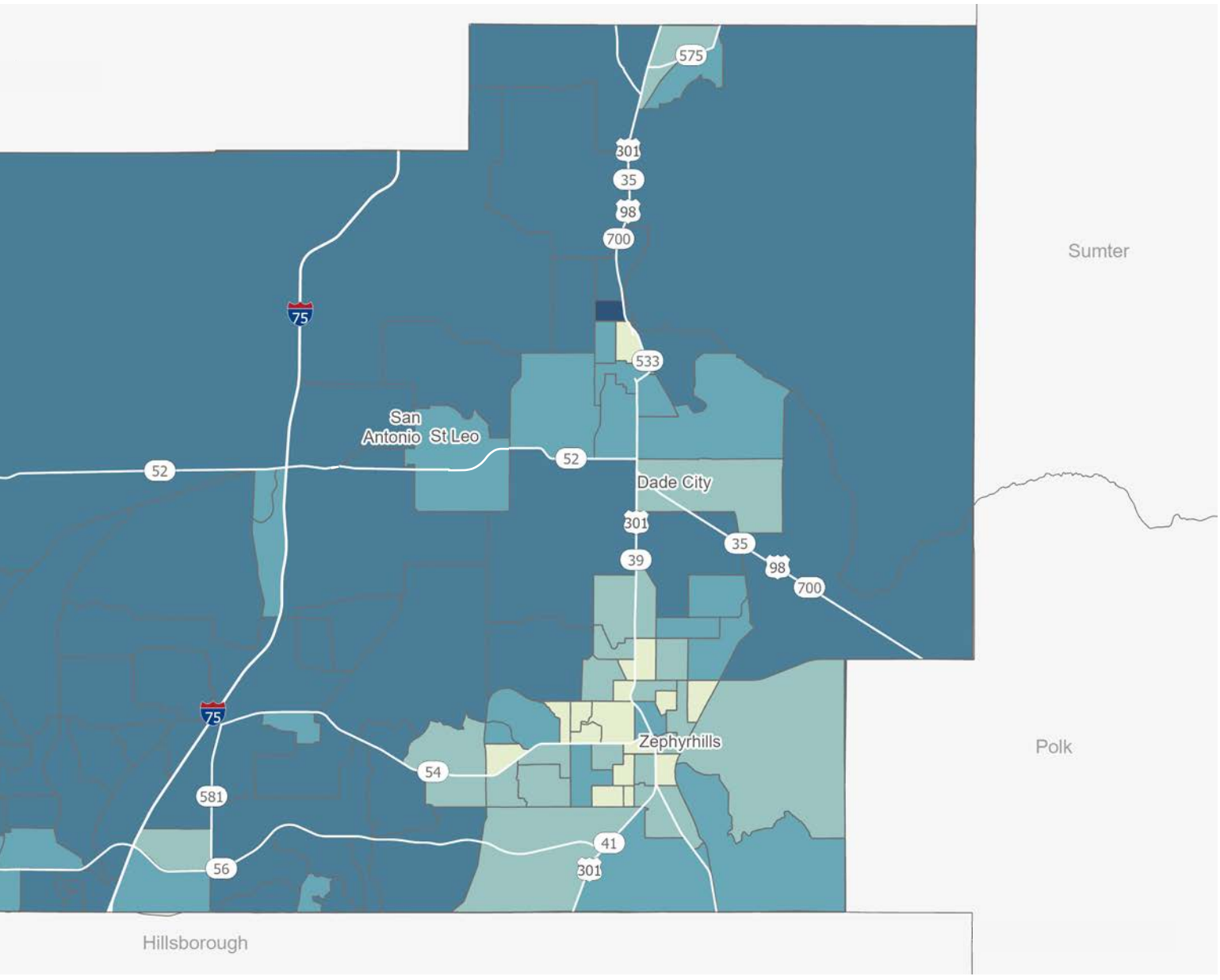
The map below displays transportation cost burden by block group in Pasco County. The Center for Neighborhood Technology (CNT) defines transportation cost-burdened families as those who spend 15% or more of their median income on transportation expenses. Pasco County is heavily automobile dependent and, as a population, Pasco County residents spend more on transportation than the average American, per the CNT definition. Per the US Census Bureau, lower income residents are statistically more likely to spend a disproportionately high percentage of their annual income on transportation—roughly 30% on average in 2022.



Source: Housing and Transportation Affordability (HTA) 2022

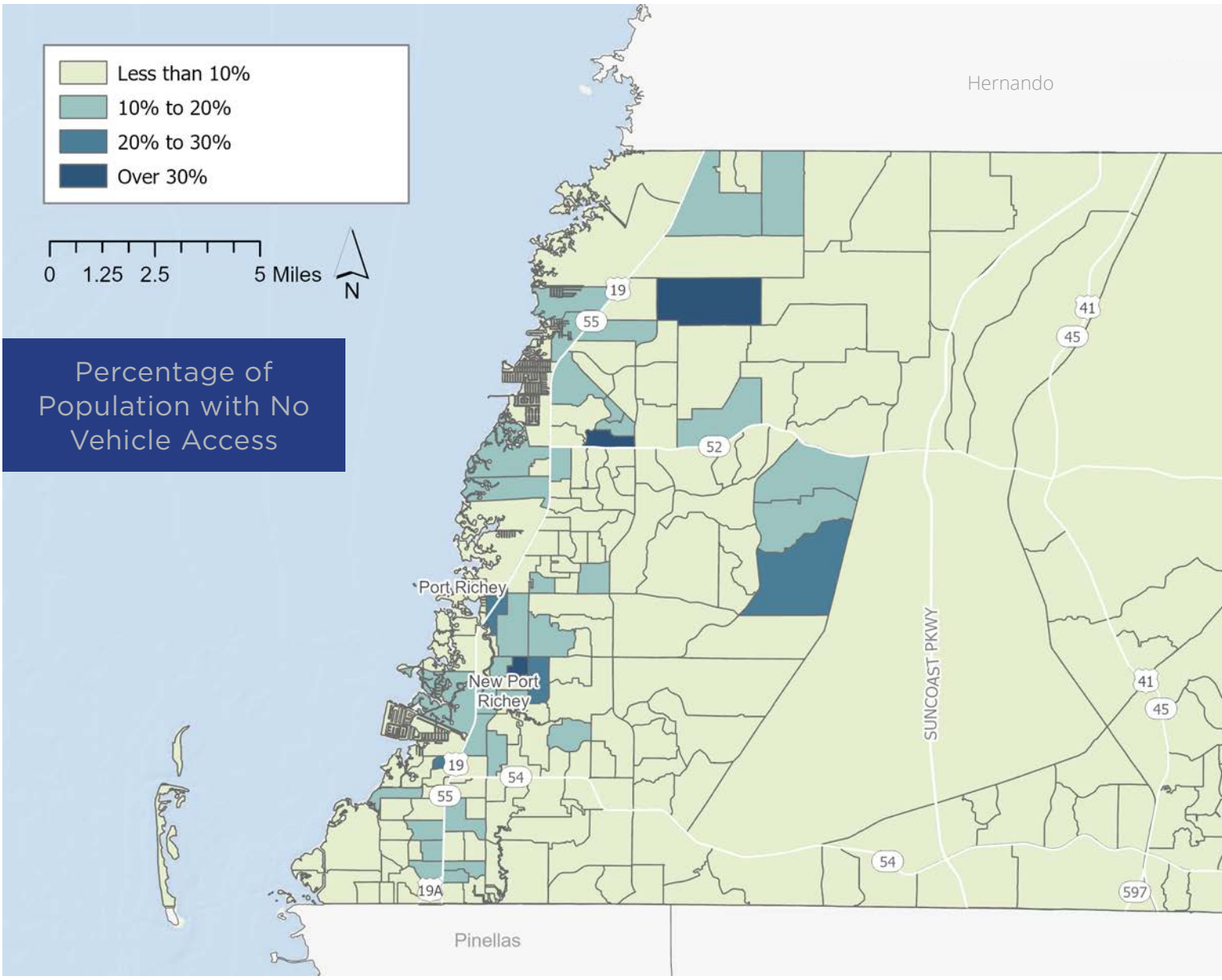
58th
Percentile for Transportation Cost Burden Per Justice40 ETC

In Pasco County, many in central Pasco County are isolated from employment and educational opportunities as well as access to amenities and services. The need to travel further distances increases their transportation costs, which average 24-28% of their annual income.



VEHICLE ACCESS

Given the County's reliance on automobiles as the main source of transportation for residents and workers within Pasco County, most households within the County have access to at least one vehicle. No vehicle access is more common in western and eastern Pasco County, particularly in the block groups in and surrounding New Port Richey and Zephyrhills, which have greater access to other modes of transportation, including public transit.

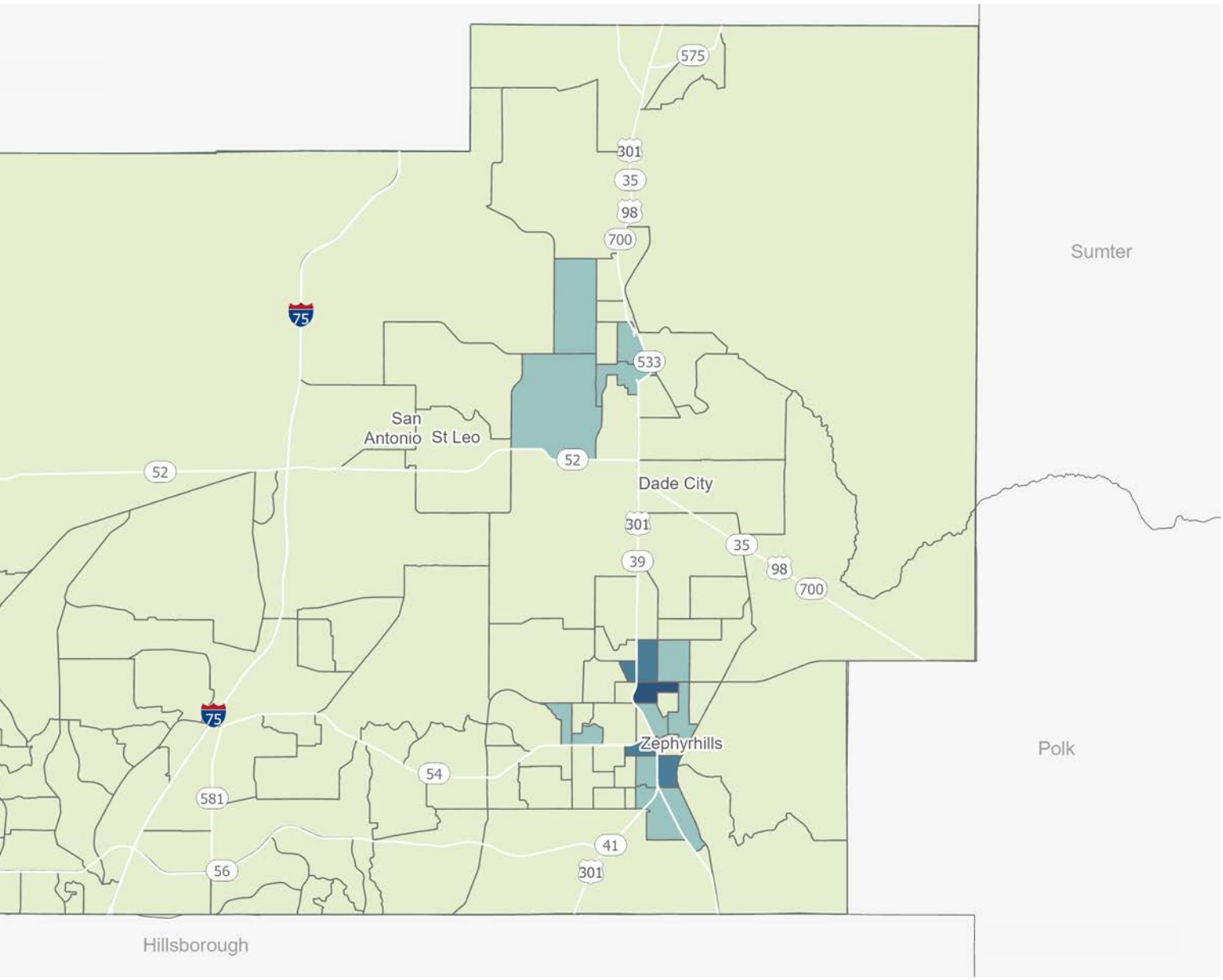


Source: ACS 5-Year Estimates 2022

57th

Percentile for Transportation Access Per Justice40 ETC

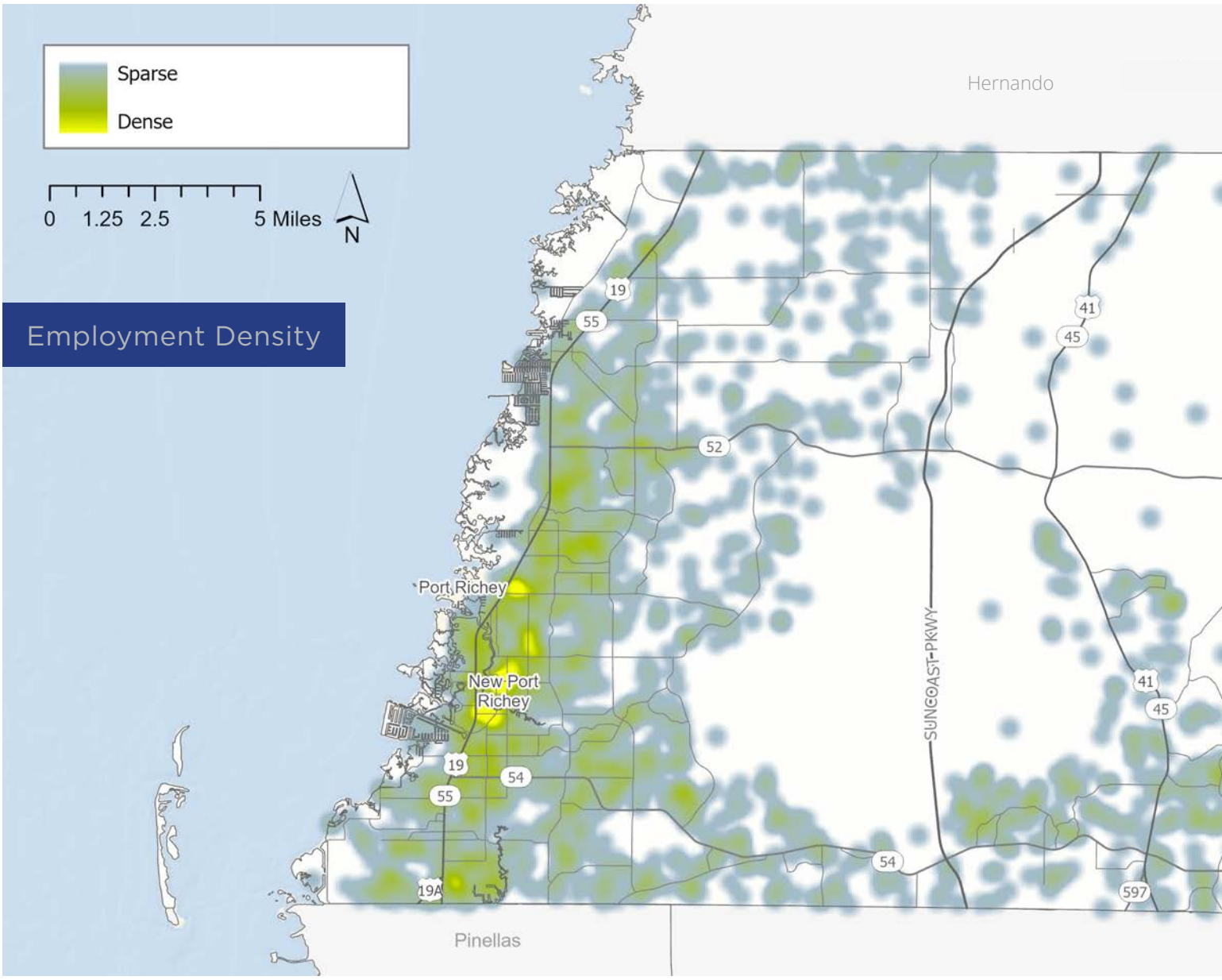
No vehicle access is more common in western and eastern Pasco County, particularly in the block groups in and surrounding New Port Richey and Zephyrhills, which have greater access to other modes of transportation, including public transit.



EMPLOYMENT

EMPLOYMENT DENSITY

The data from the US Census Bureau, shown on the map below, was used to evaluate the areas within Pasco County that have the highest concentration of jobs. The map shows clusters of employment in the County's largest cities, including Port Richey, New Port Richey, and Zephyrhills. Clusters also can be seen at points along major thoroughfares, including SR 56 and US 301.



Source: LEHD On the Map 2021

JOBS PER SQUARE MILE IN PASCO COUNTY'S LARGEST CITIES IN 2021

1,697
New Port Richey

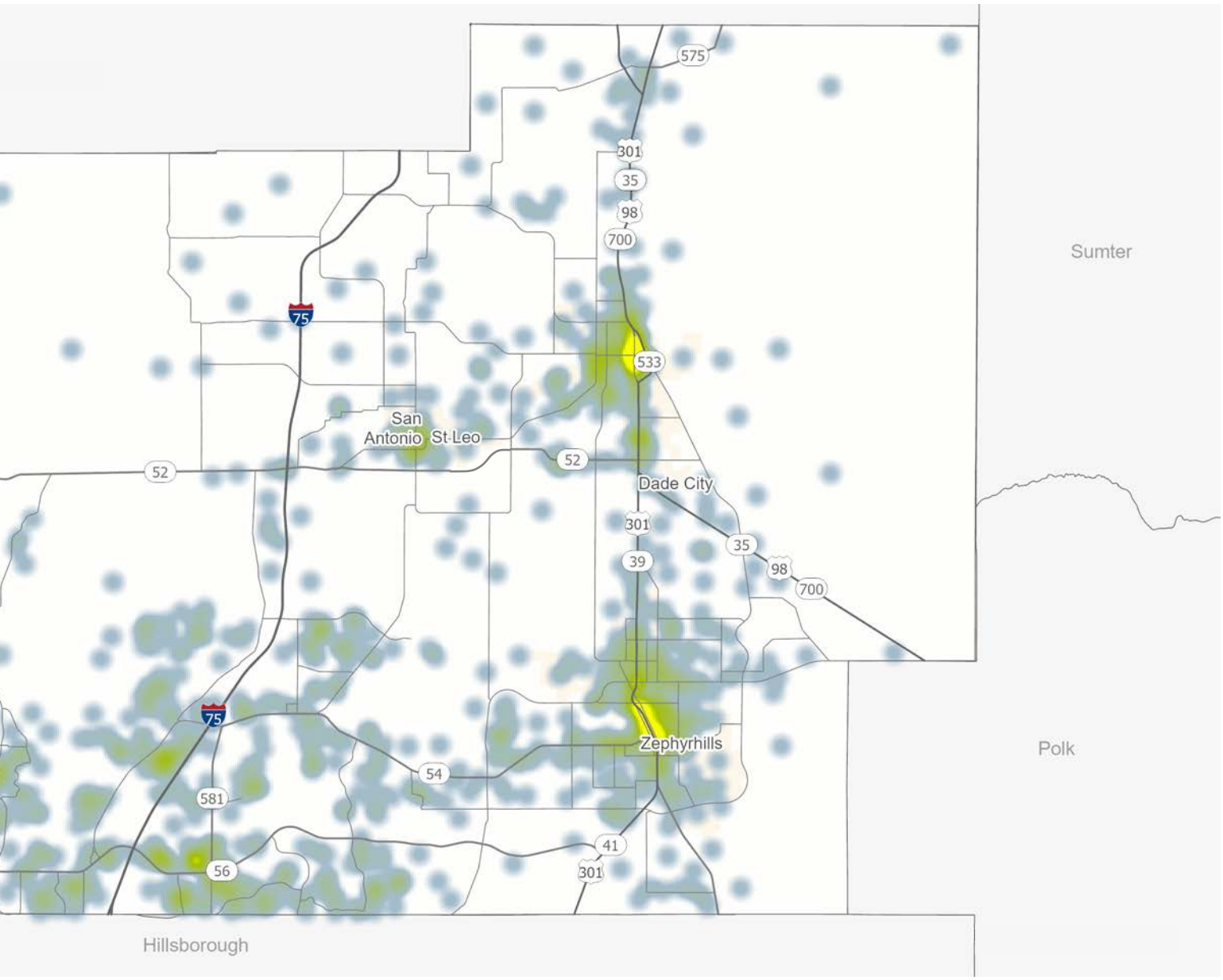
923
Port Richey

829
Zephyrhills

537
Dade City

274
San Antonio

Source: LEHD On the Map 2021



MAJOR EMPLOYERS

Pasco County is home to various industries and employment sectors. Educational services, health care and social assistance, and public administration take the lead as the dominant employment sectors within the County. The County's workforce benefits from a blend of employment opportunities in the public and private sectors, fostering a diverse range of skillsets and creating a dynamic economy.

93.1%

Employed in Education, Healthcare, or Public Administration

Combined, the top three employment sectors (education, healthcare, and public administration) employ more than 27,000 people in Pasco County.

Rank	Employer	Product/Service	Employee Count
1	Pasco County School District	Educational Services	12,490
2	Pasco County Government	Public Administration	3,305
3	HCA Healthcare	Health Care and Social Assistance	3,084*
4	State of Florida	Public Administration	1,649
5	AdventHealth Wesley Chapel	Health Care and Social Assistance	1,562
6	Florida Medical Clinic	Health Care and Social Assistance	1,319
7	Pasco County Sheriff	Public Administration	1,144
8	Federal Government	Public Administration	940
9	Saint Leo University	Educational Services	805
10	Santander Consumer USA	Finance and Insurance	434
11	Gulfside Healthcare Services	Health Care and Social Assistance	385
12	Bayonet Plumbing Heating and A/C	Utilities	375
13	Withlacoochee River Electric Cooperative	Utilities	368*
14	Premier Community HealthCare	Health Care and Social Assistance	297
15	Pasco Clerk of the Circuit Court	Public Administration	287
16	SouthEast Personnel Leasing	Real Estate and Rental and Leasing	241
17	R.J. Kielty Plumbing, Heating & Cooling	Utilities	206
18	Ensurem	Finance and Insurance	200*
19	Amazon Last Mile Facility	Transportation and Warehousing	200*
20	Encompass Health	Health Care and Social Assistance	145

Source: Pasco Economic Development Council
Note: Employee Counts from 2023 unless noted by an asterisk (*), which indicates 2022 values

COMMUTING TRENDS AND PATTERNS

MODE SHARE

TODAY

Pasco County today is heavily car-dependent, with 72.5% of workers in the County driving alone to work. Only 27.2% travel by some other mode (walking, biking, transit) or telework.

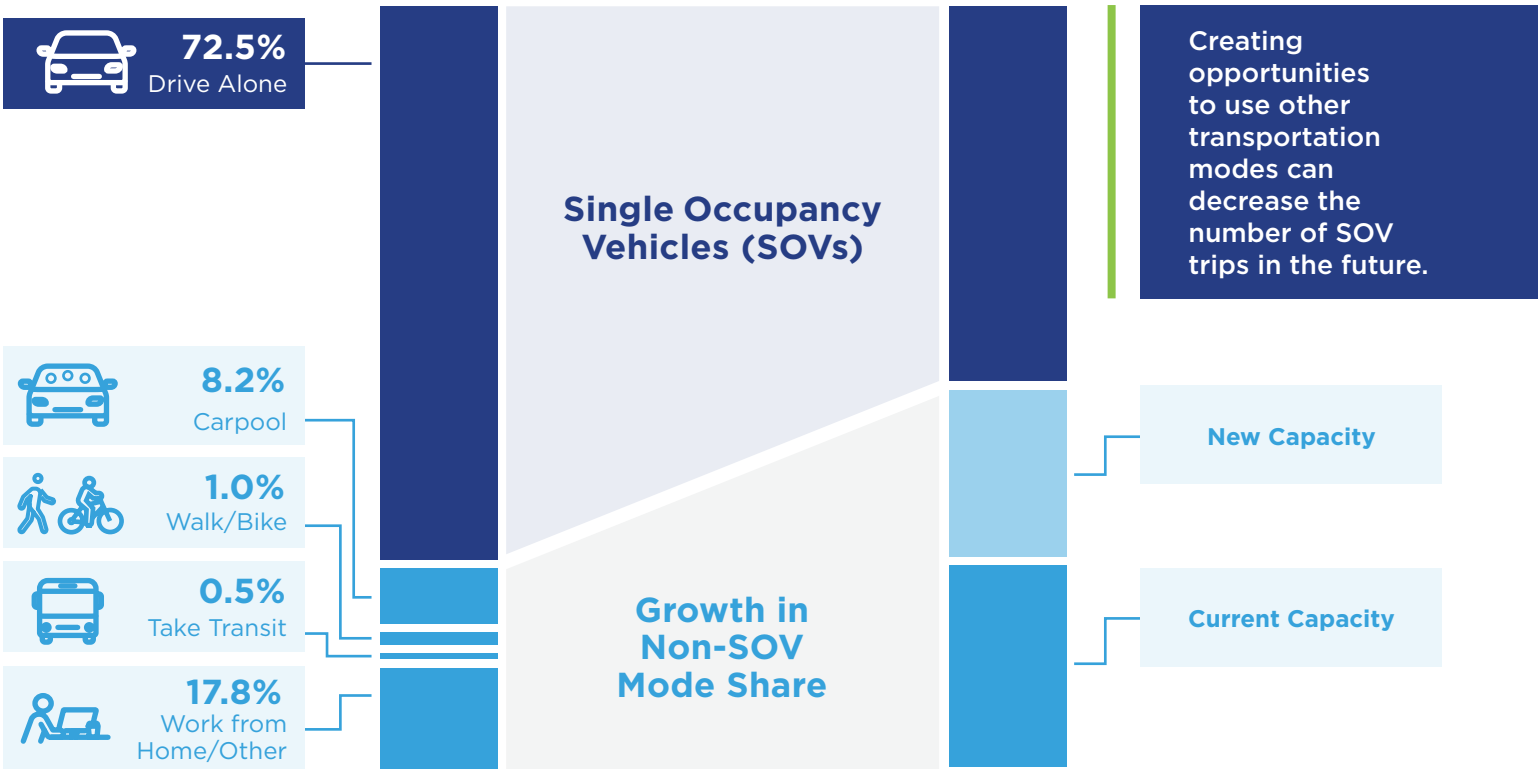
Post-pandemic, more people telework (16.0%) than take transit, walk, bike, or carpool combined (11.2%).

This reliance on cars is closely related to several mobility challenges for the County, including the burden of high transportation costs for households, roadway maintenance, congestion, and safety concerns—particularly for people walking and biking.

FUTURE

Increasing non-SOV capacity by providing more opportunities for carpooling, walking, biking, taking transit, and telecommuting—as illustrated by the graphic below—plays a key role in achieving the County's mobility goals, helping to:

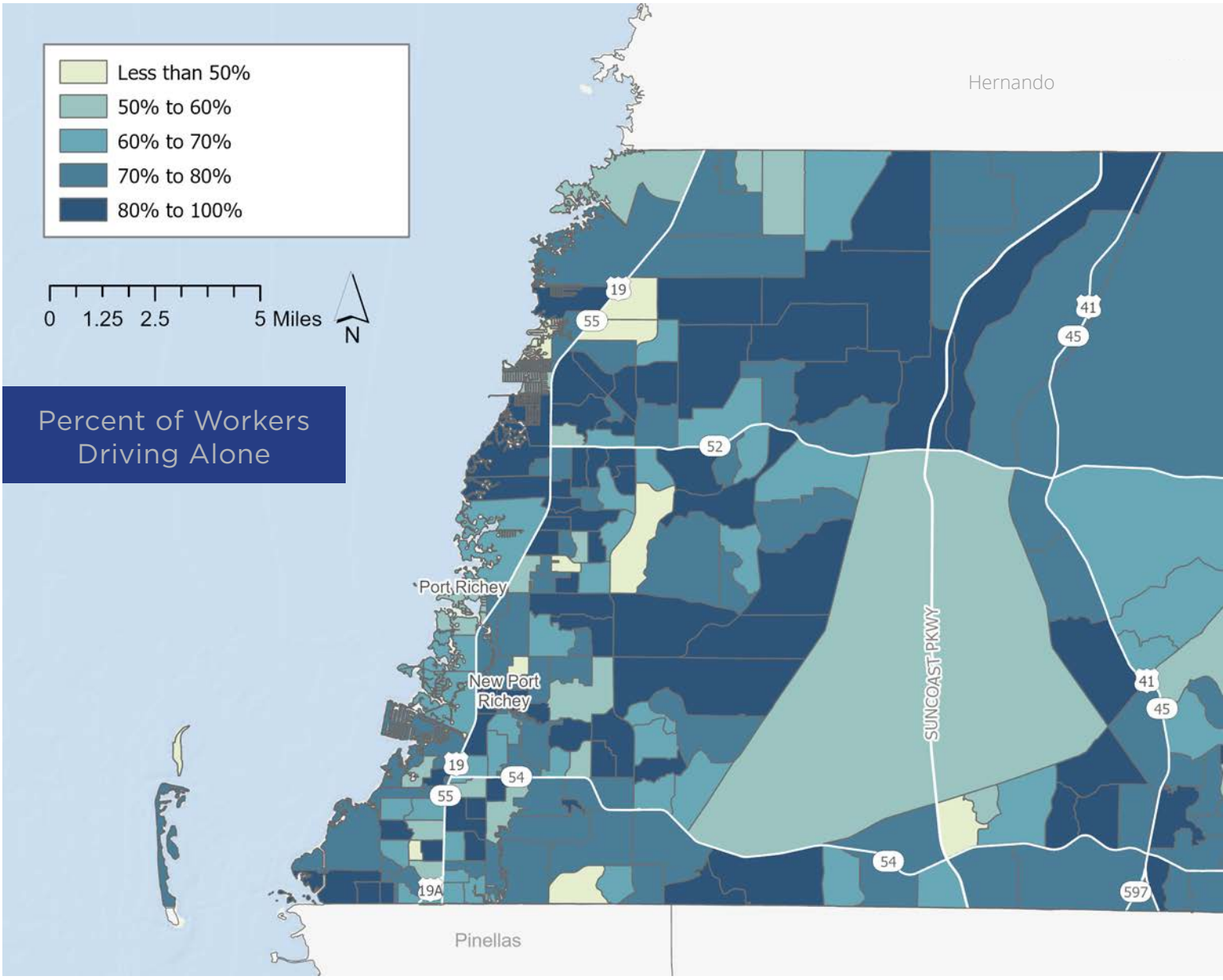
- Manage rapid growth
- Alleviate congestion
- Support safe travel for all users and all modes
- Provide affordable mobility
- Improve access to opportunity
- Preserve the environment



Source: ACS 5-Year Estimates 2022

SINGLE OCCUPANCY VEHICLE (SOV) DISTRIBUTION

Generally, the further away a Pasco County resident lives from an urban area, the more likely they are to drive alone to work. Exceptions to this may be in rural block groups, where farm workers are often more likely to carpool. However, SOV commuting is extremely common throughout the County, even in the block groups in and surrounding more urban areas like New Port Richey and Zephyrhills. Providing more public transit and bicycle/pedestrian options in areas where feasible can help reduce SOV commuting.



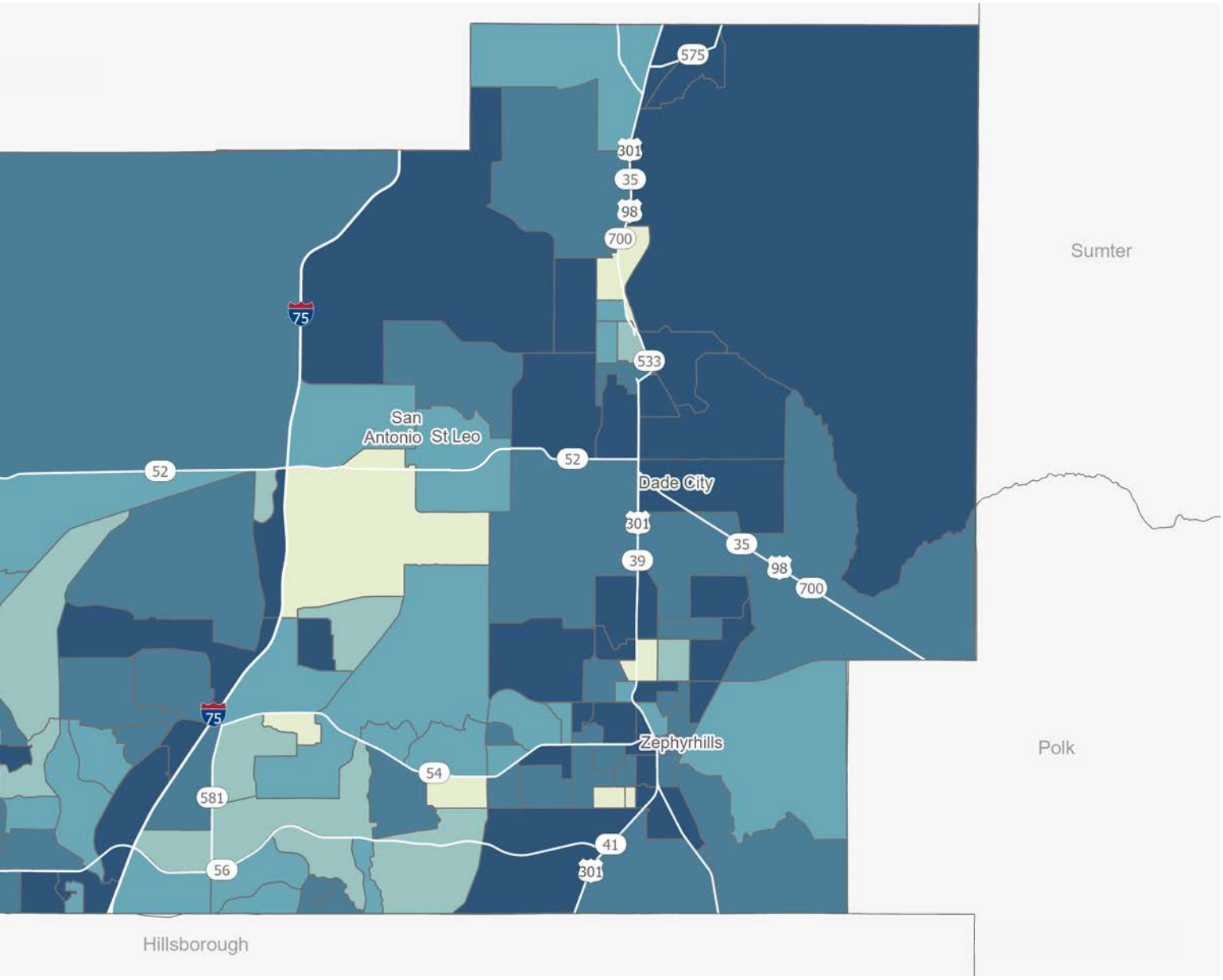
Source: ACS 5-Year Estimates 2022

72.5%

Drove Alone to Work in 2022

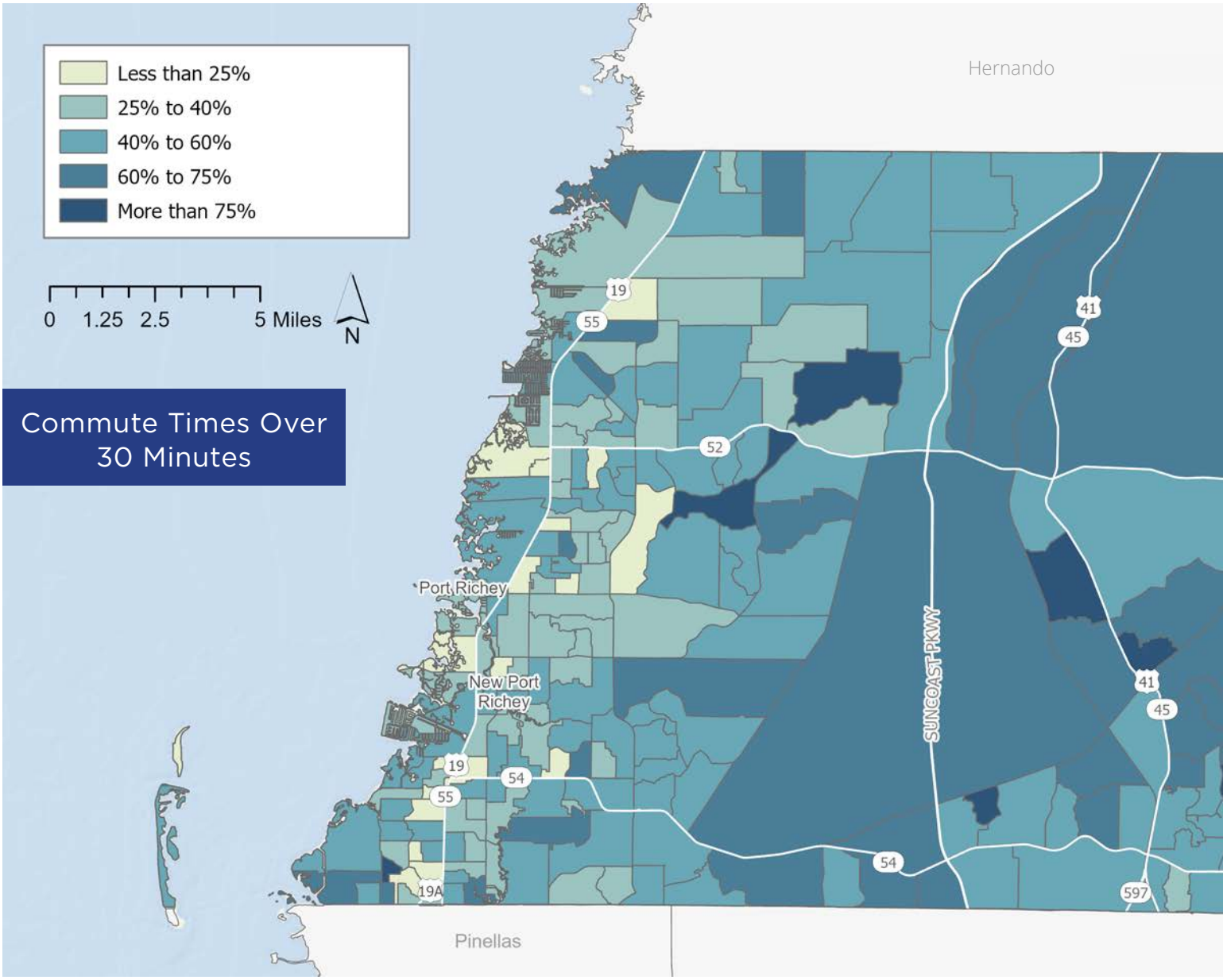
ACS 2022

Providing more public transit and bike/pedestrian options in areas where feasible can help reduce SOV commuting.



COMMUTE TIMES

The map below shows the percentage of commuters who live within Pasco County and travel 30 or more minutes to work. Between 2018 and 2022, the average travel time to work in the County was 31.2 minutes (US Census Bureau). Commute times are generally shorter in areas near job centers and places that have access to transit and walking/biking options. This is shown in the map below, where the majority of commuters with shorter trips to work live in the western and eastern portions of the County, near cities like Zephyrhills and job-rich areas.



Source: ACS 5-Year Estimates 2022

49.9%

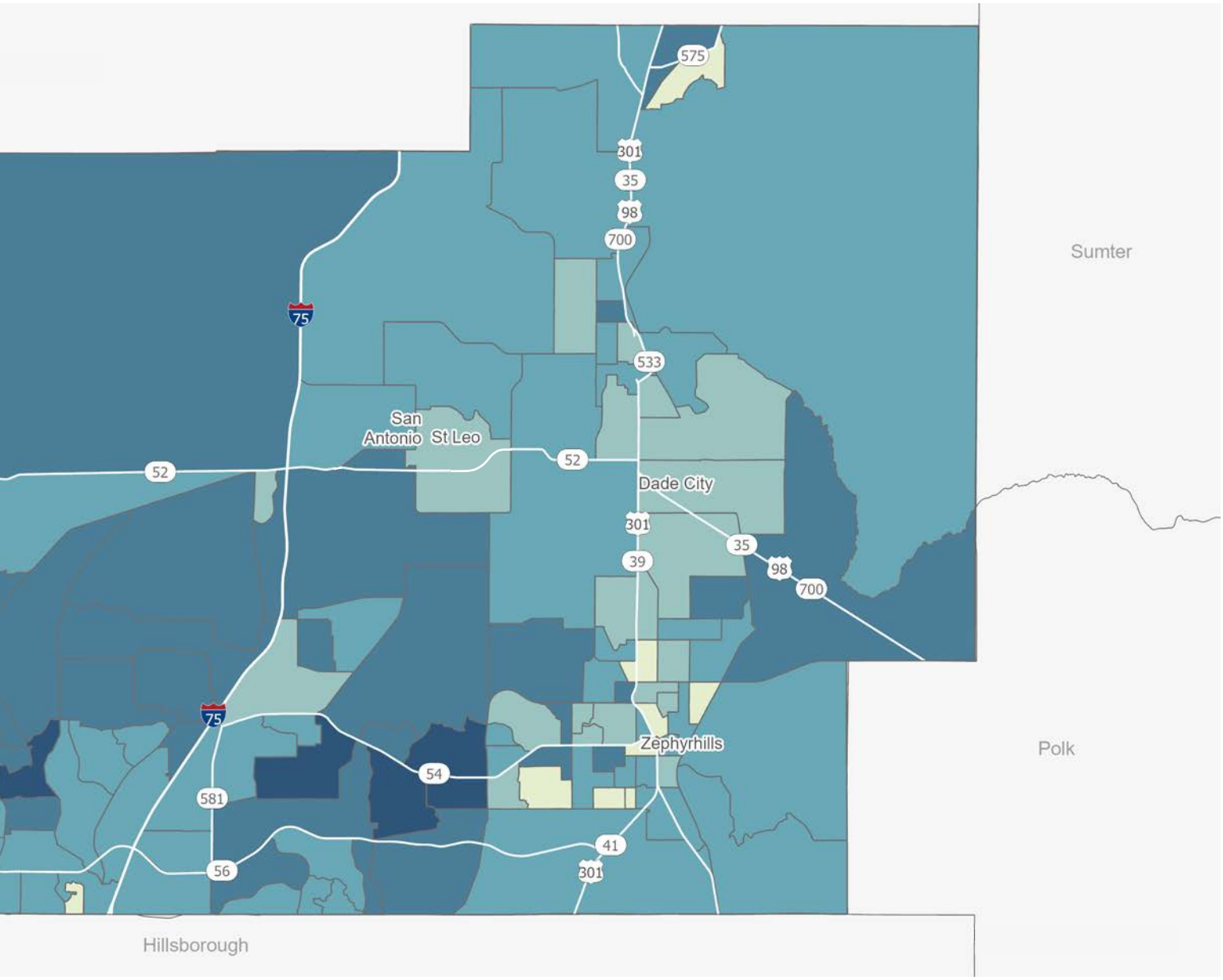
Commute More than 30 Minutes to Work

ACS 2022

31.2

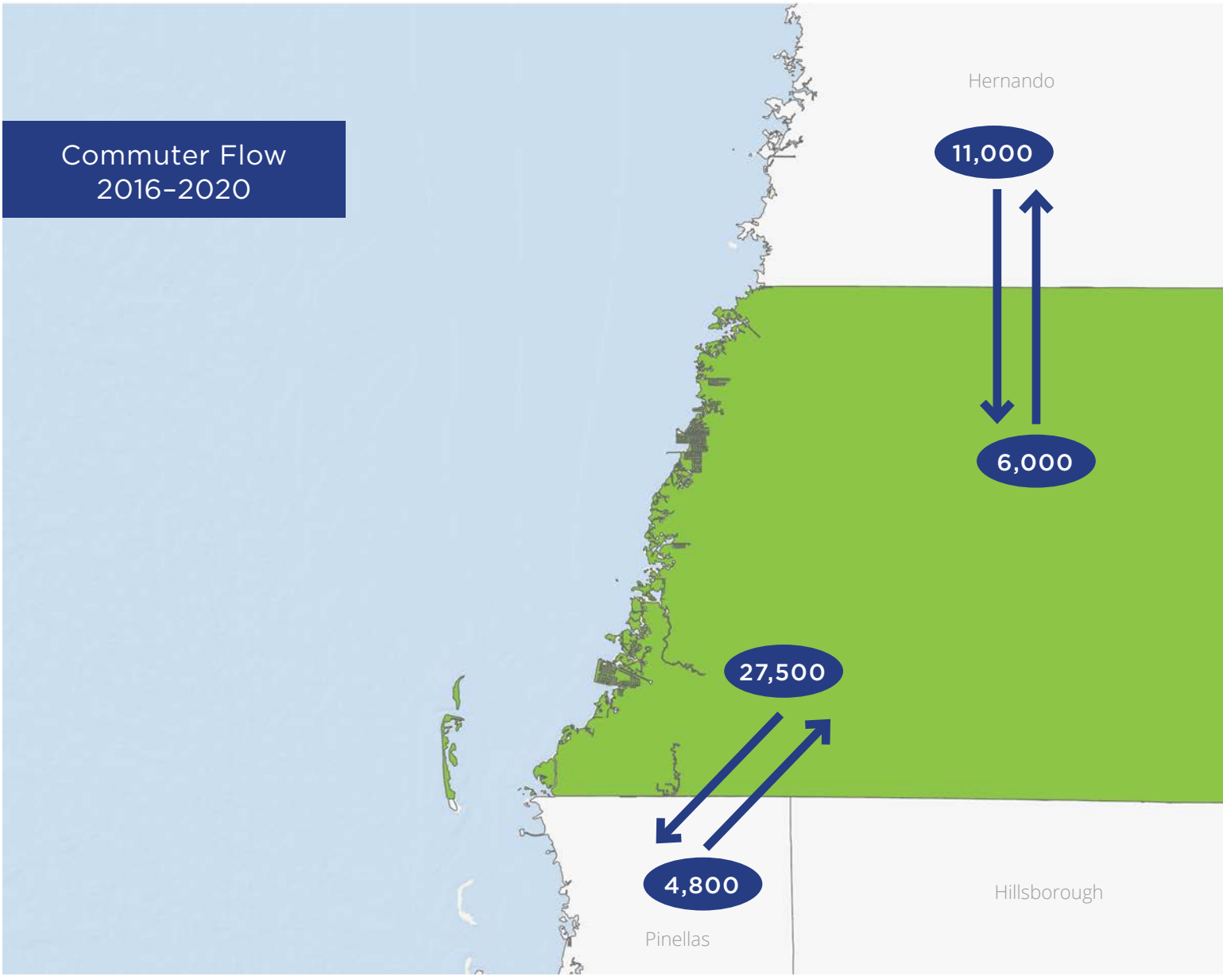
Minutes is the Average Daily Commute Time

US Census Bureau



COMMUTER FLOW

72.9% of employed Pasco County residents commute outside the County for work. Only 27.1% of employed Pasco residents work in the County. The majority of Pasco County employees (53.4%), live outside the County and commute into it regularly for work. The map below shows the commute flows between Pasco County and its neighboring counties, as documented by the US Census Bureau between 2016 and 2020. Predominantly, Pasco County residents who commute outside the County for work are traveling south to Hillsborough and Pinellas County.



Source: US Census Bureau 2016–2020

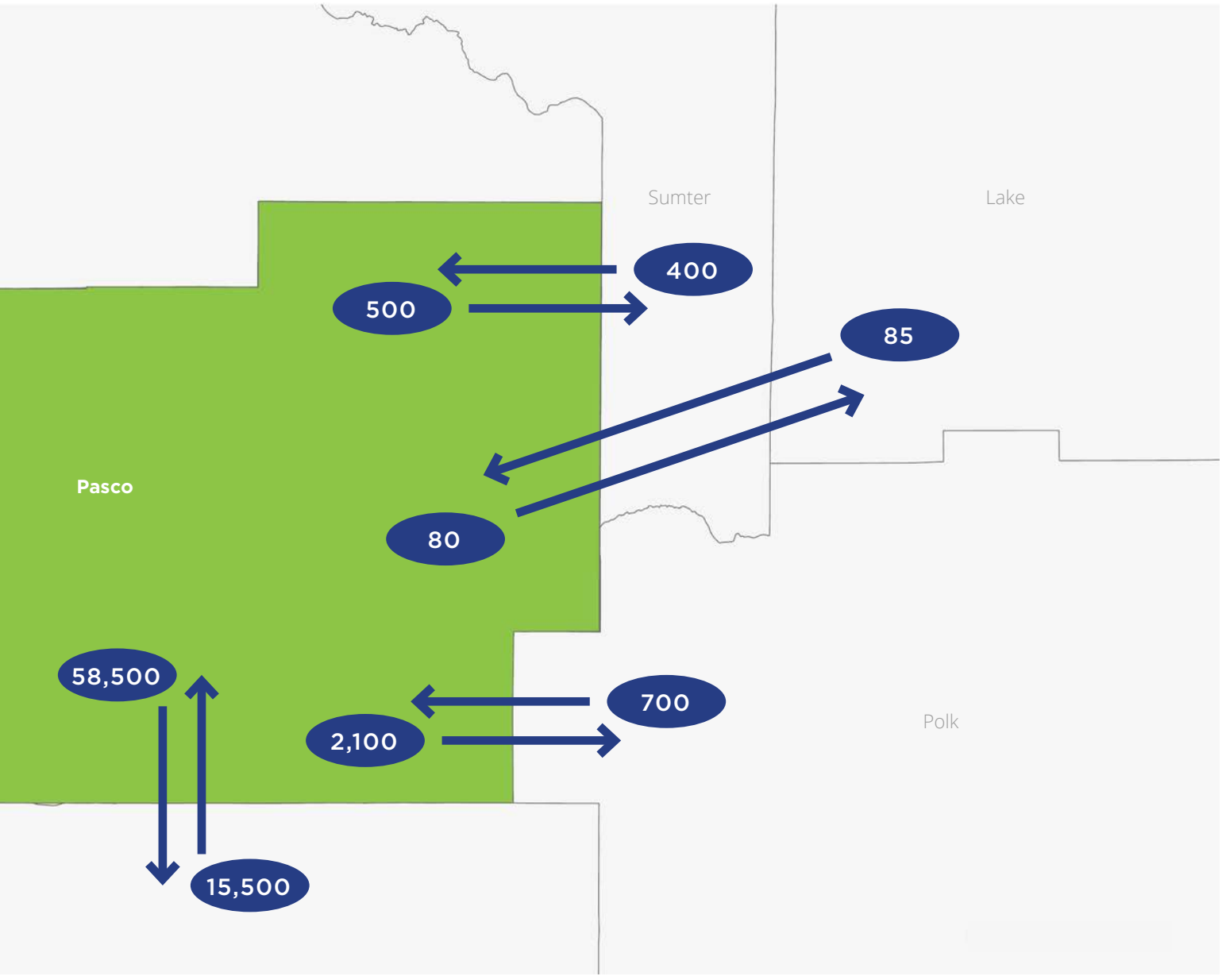
The inflow and outflow of commuters to the County as well as the number of people who live and work in Pasco County comes from a different data source called On the Map. It combines Census data with other sources to publish data related to employment, earnings, and job flows.

27.1%

Live and Work in Pasco County

LEHD On the Map 2021

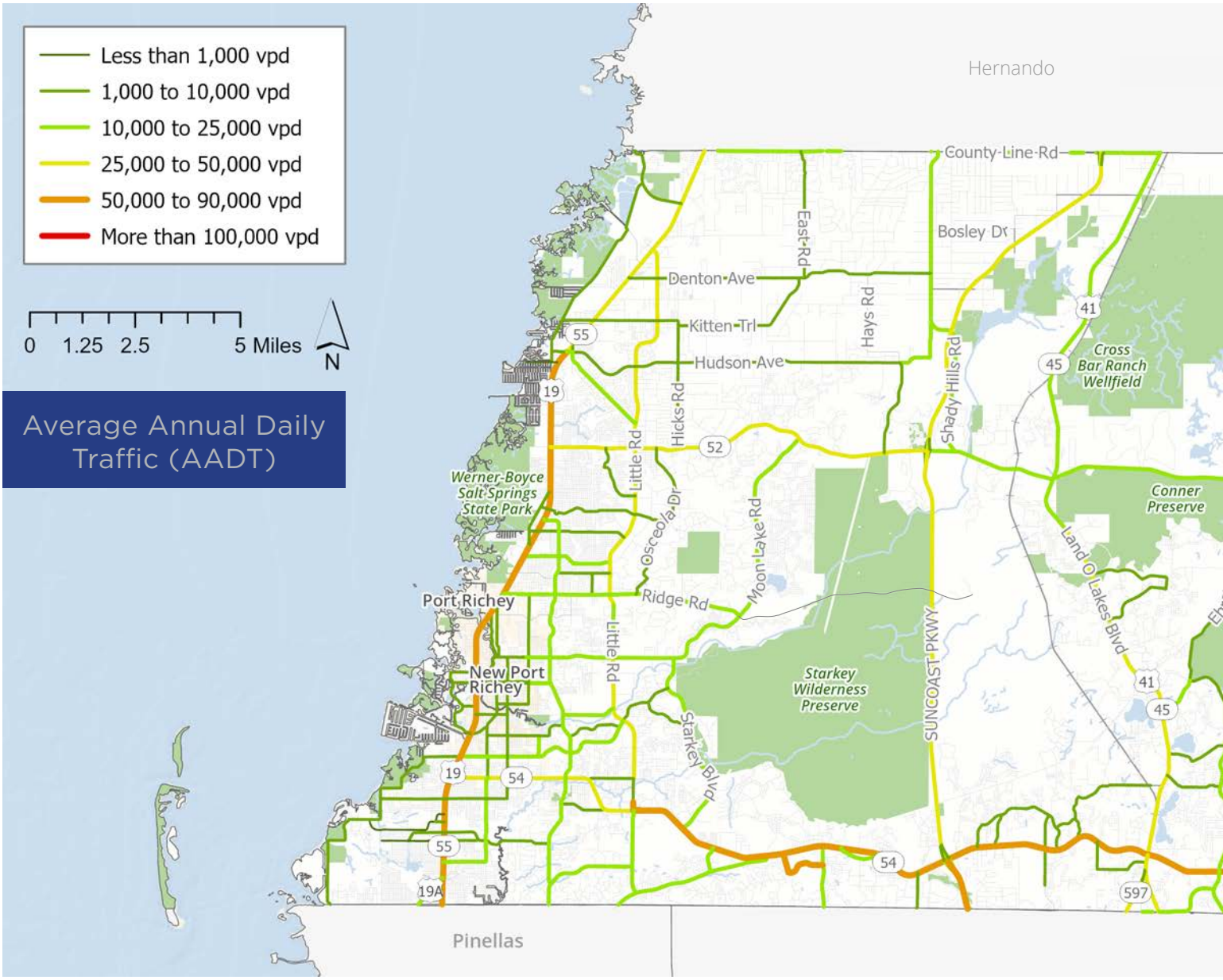
Source: LEHD On the Map 2021



TRAFFIC VOLUMES AND CONGESTION

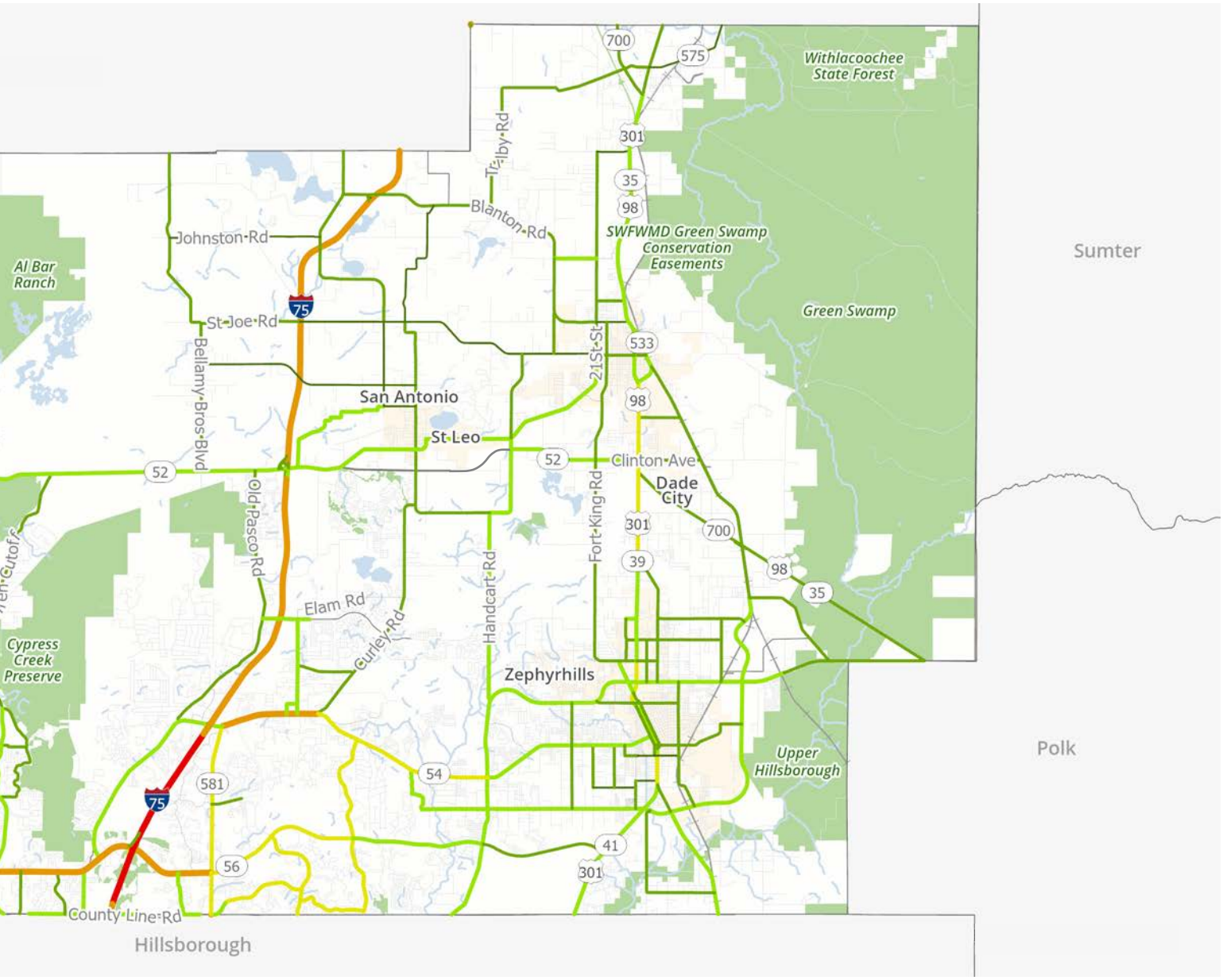
TRAFFIC VOLUMES

The highest volume roads—those carrying more than 50,000 vehicles per day (VPD)—are US 19, I-75, SR 54, Suncoast Parkway south of SR 54, and Community Drive/Interlaken Road. These roads provide important access across the County and between the major urban areas.



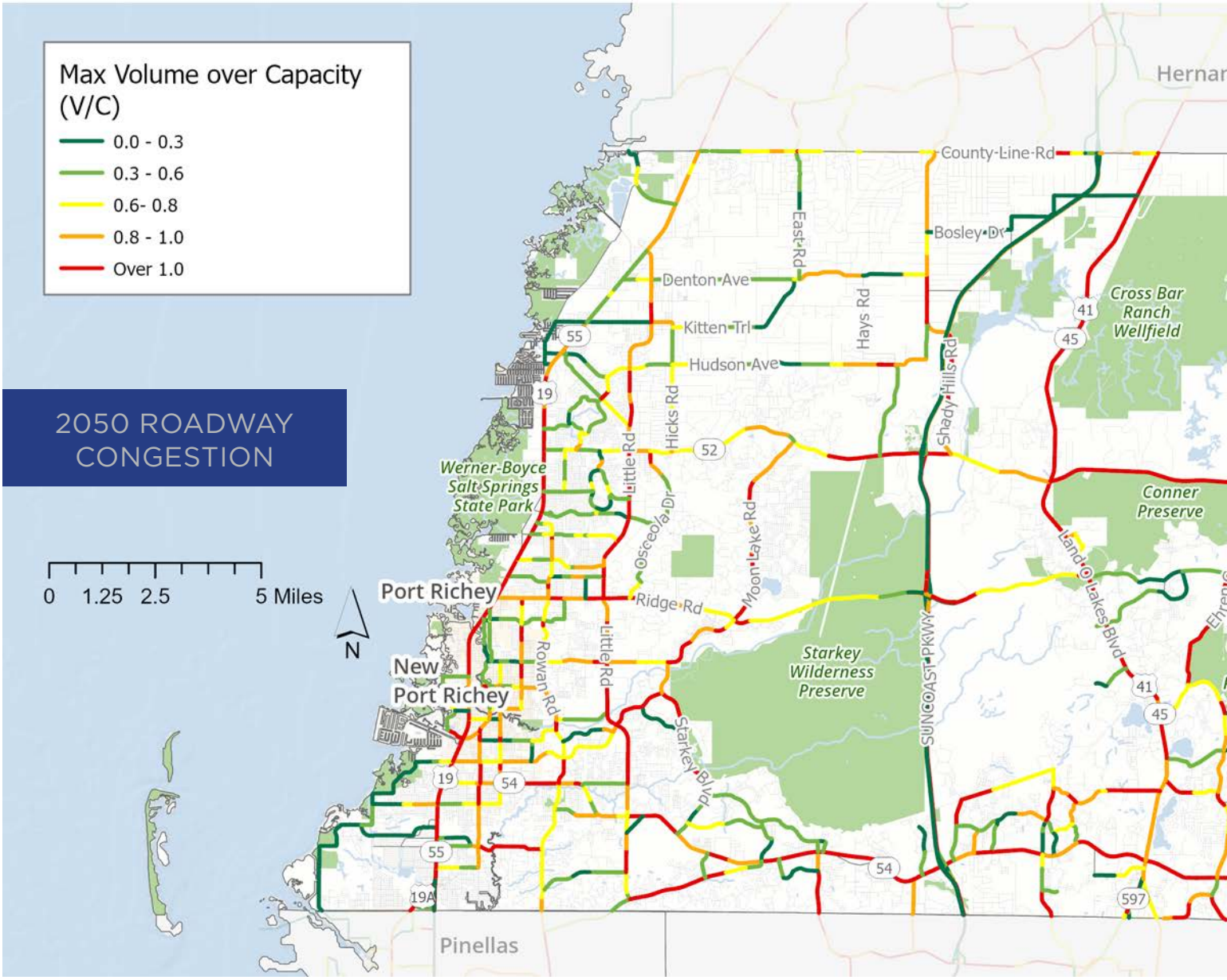
Source: FDOT 2022

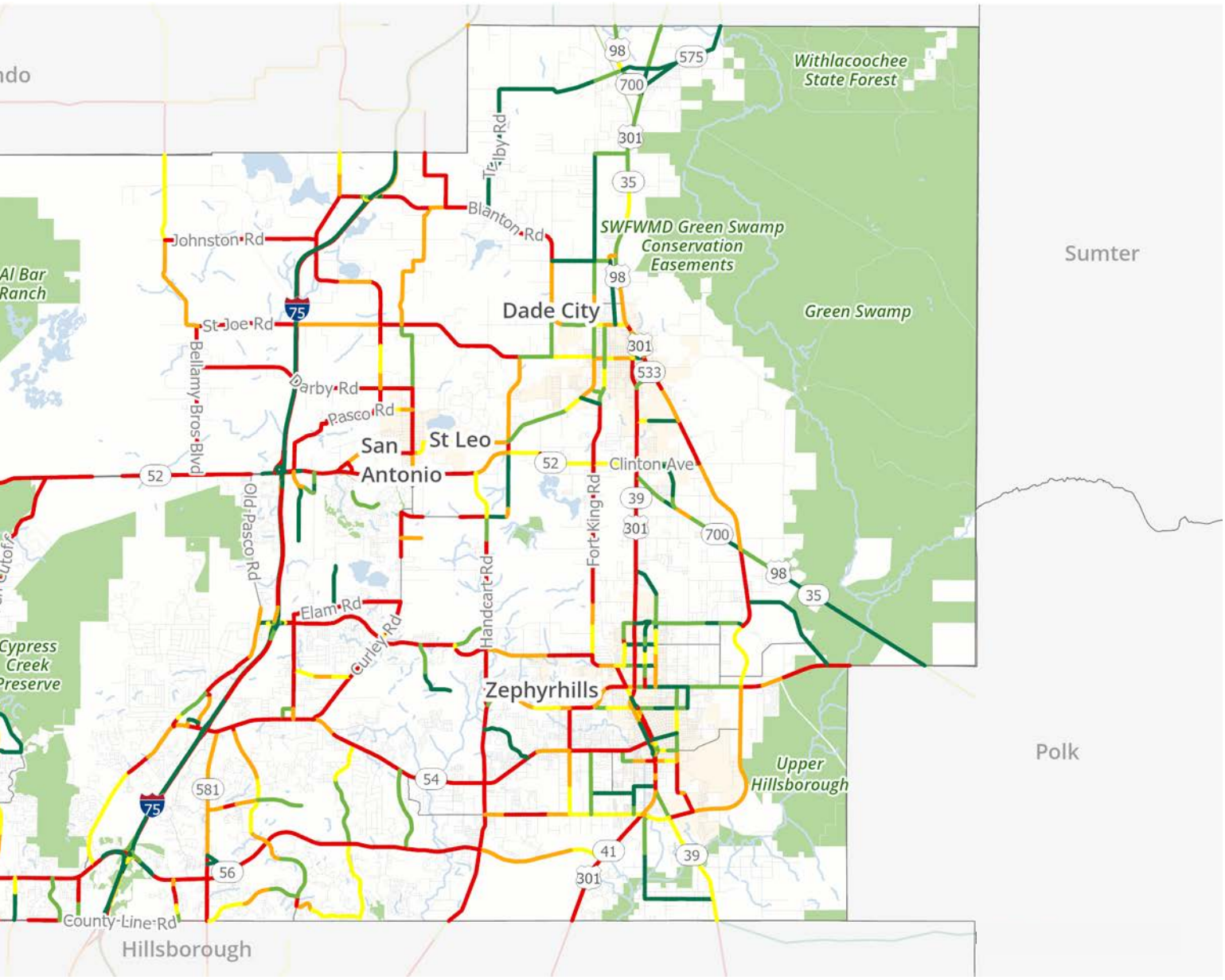
Corridor Name	Direction	Vehicles Per Day (VPD)
US 19	North-South	59,500
Suncoast Parkway	North-South	38,700
Little Road	North-South	40,000
US 41	North-South	38,000
I-75	North-South	113,503
US 301	North-South	26,500
SR 52	East-West	29,000
SR 54	East-West	58,000



FUTURE MAXIMUM ROADWAY CONGESTION IN 2050

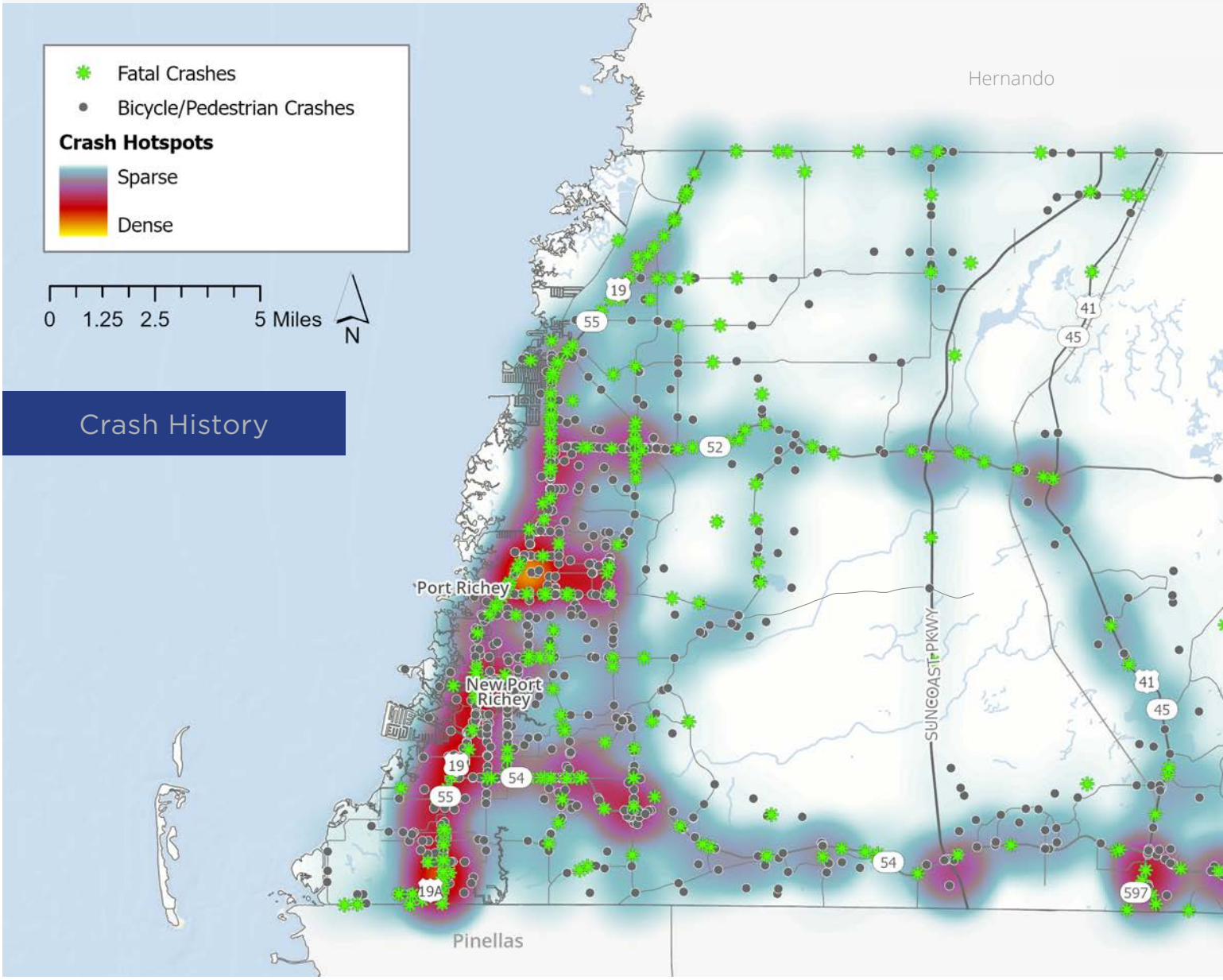
The maximum congestion in the future year is to be expected when accounting for population and employment growth in Pasco County. Numerous roads throughout the County are approaching or exceeding capacity, as indicated on the map below where the volume-to-capacity (V/C) ratios are 0.8 or higher. This map accounts for projects that currently have committed funding through local, state, or federal funds.




Withlacoochee State Forest
SWFWMD Green Swamp Conservation Easements
Green Swamp
Sumter
Polk
Hillsborough
Dade City
San Antonio
St Leo
Zephyrhills
Upper Hillsborough
Johnston Rd
St Joe Rd
Darby Rd
Pasco Rd
Bellamy Bros Blvd
Old Pasco Rd
Elam Rd
Curley Rd
Handcart Rd
Fort King Rd
Clinton Ave
Tilby Rd
Blanton Rd
County Line Rd
Al Bar Ranch
Cypress Creek Preserve
98
575
700
301
35
52
75
533
39
54
581
56
41

CRASH HISTORY ANALYSIS

Crash hotspots in the County occur predominantly along US 19, SR 54, SR 56, and near key interchanges along I-75. Port Richey, New Port Richey, and Zephyrhills also experience a high level of traffic crashes. Many crashes involve bicyclists and pedestrians. Suncoast Parkway, while not showcased on the map below as a "crash hotspot," does experience a significant number of non-serious traffic crashes.



Source: Signal Four Analytics 2019-2023

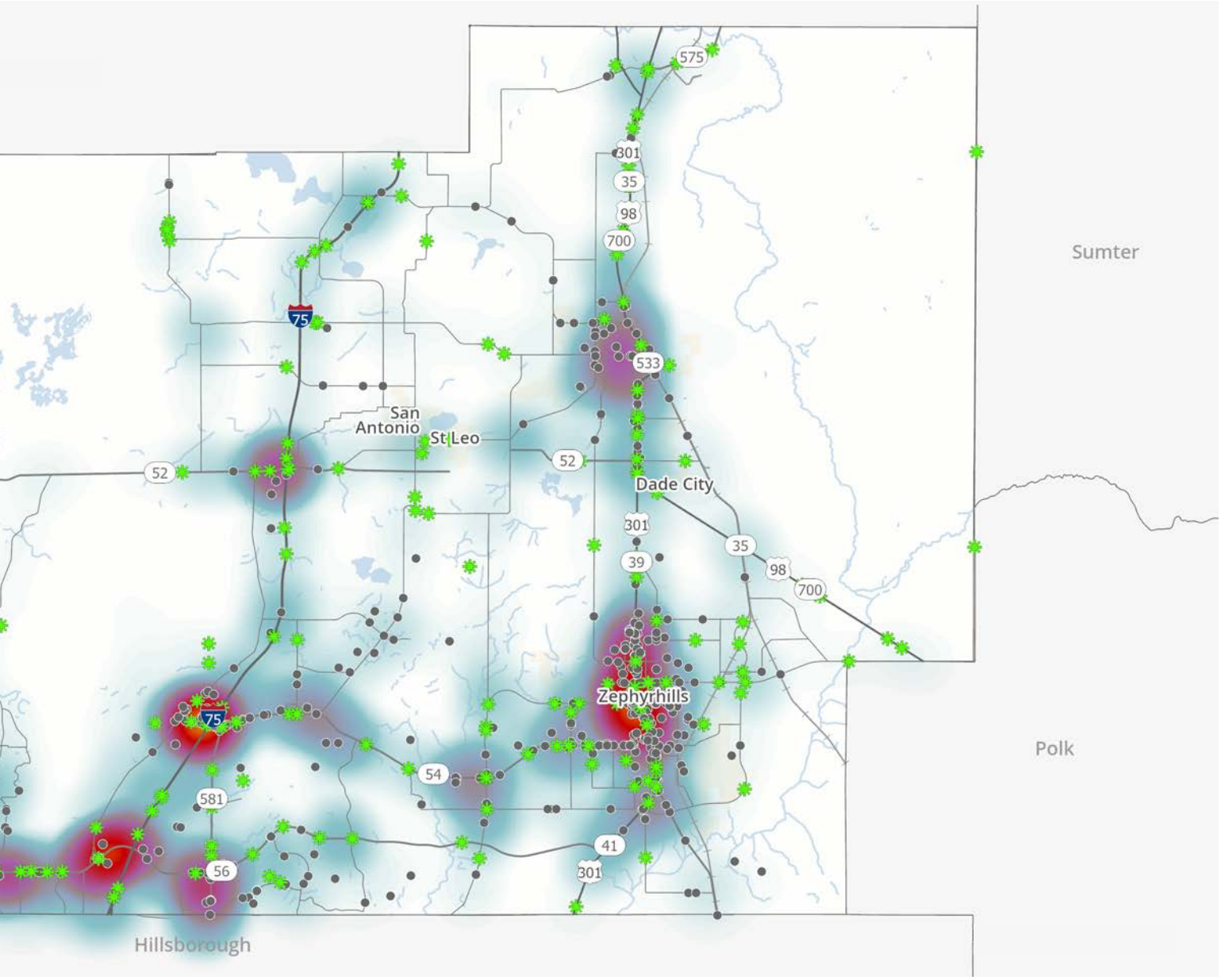
TRAFFIC FATALITIES

According to Signal Four Analytics crash data, 472 crashes involving fatalities occurred in Pasco County between 2019 and 2023, indicating a pressing need for improvements designed to increase safety for all roadway users.

50,000+
Crashes in 5-Year Period
S4 Analytics 2019-2023

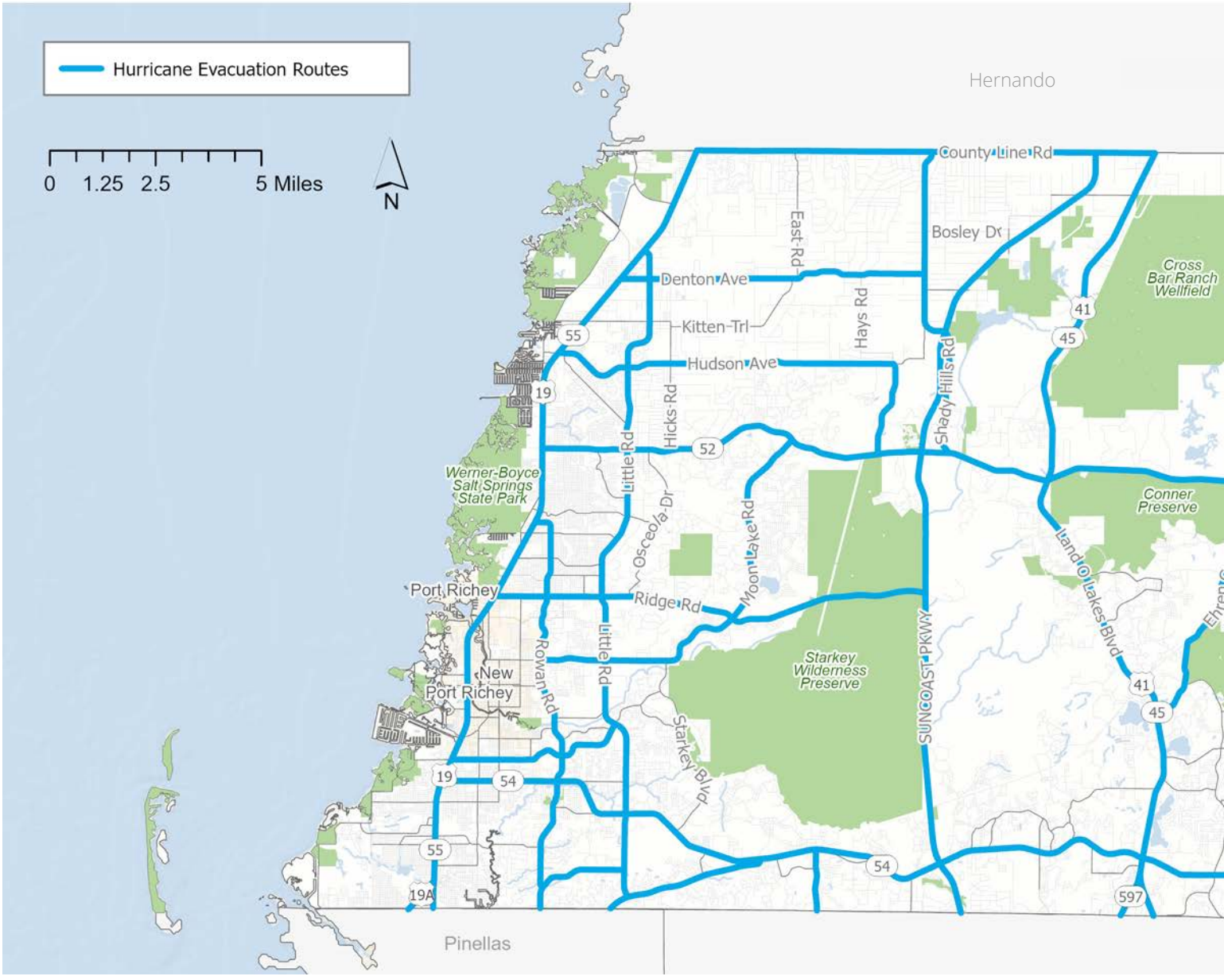
1,500+
Bicycle/Pedestrian Crashes
S4 Analytics 2019-2023

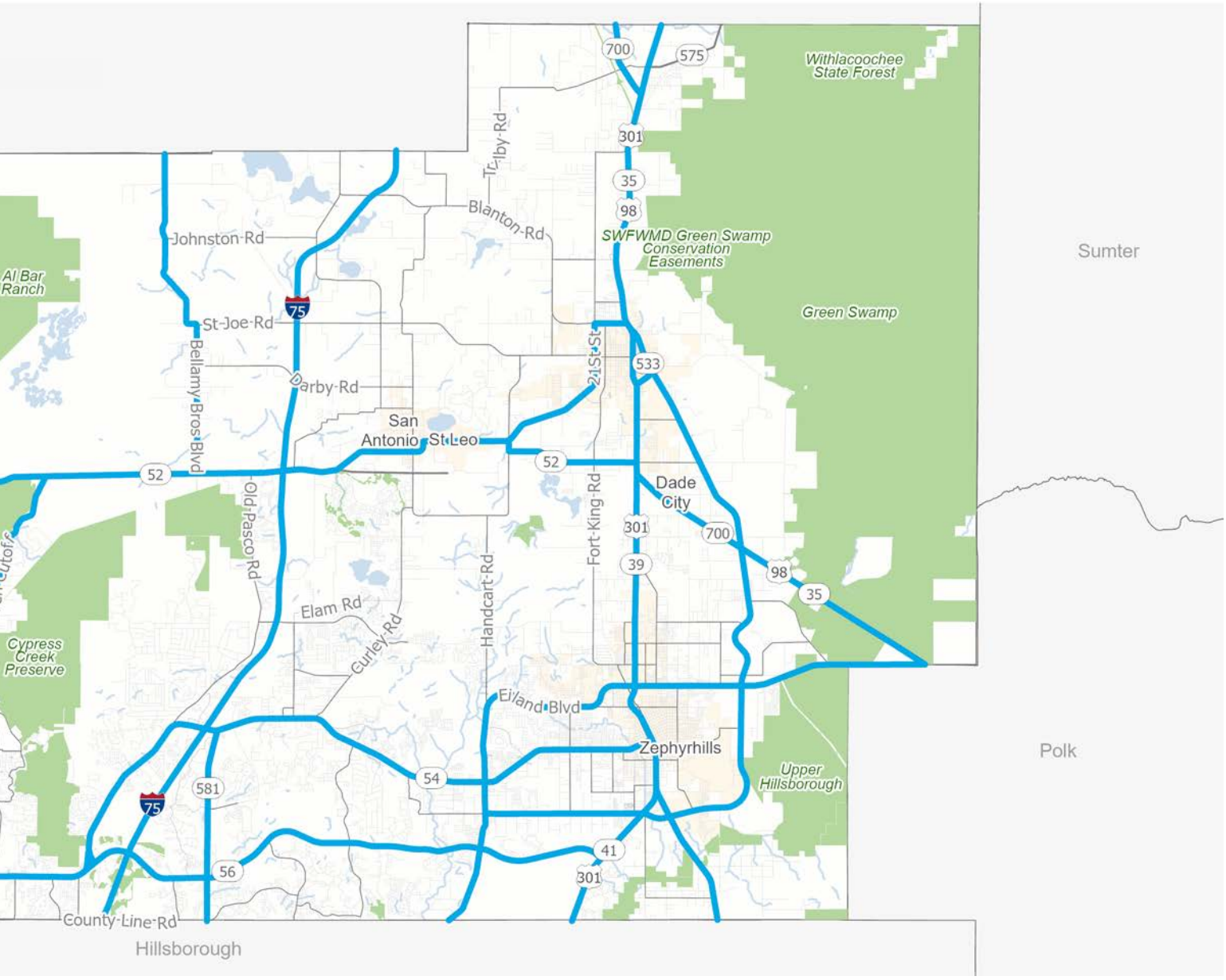
472
Fatal Crashes
S4 Analytics 2019-2023



HURRICANE EVACUATION ROUTES

With if its Gulf Coast location, Pasco County is susceptible to storm surge from tropical storms and hurricanes. The Florida Division of Emergency Management prepares regional evacuation studies as a framework of information for use by counties when considering hurricane evacuation plans and operational procedures. Many of the major routes within Pasco County are designated as a hurricane evacuation route.

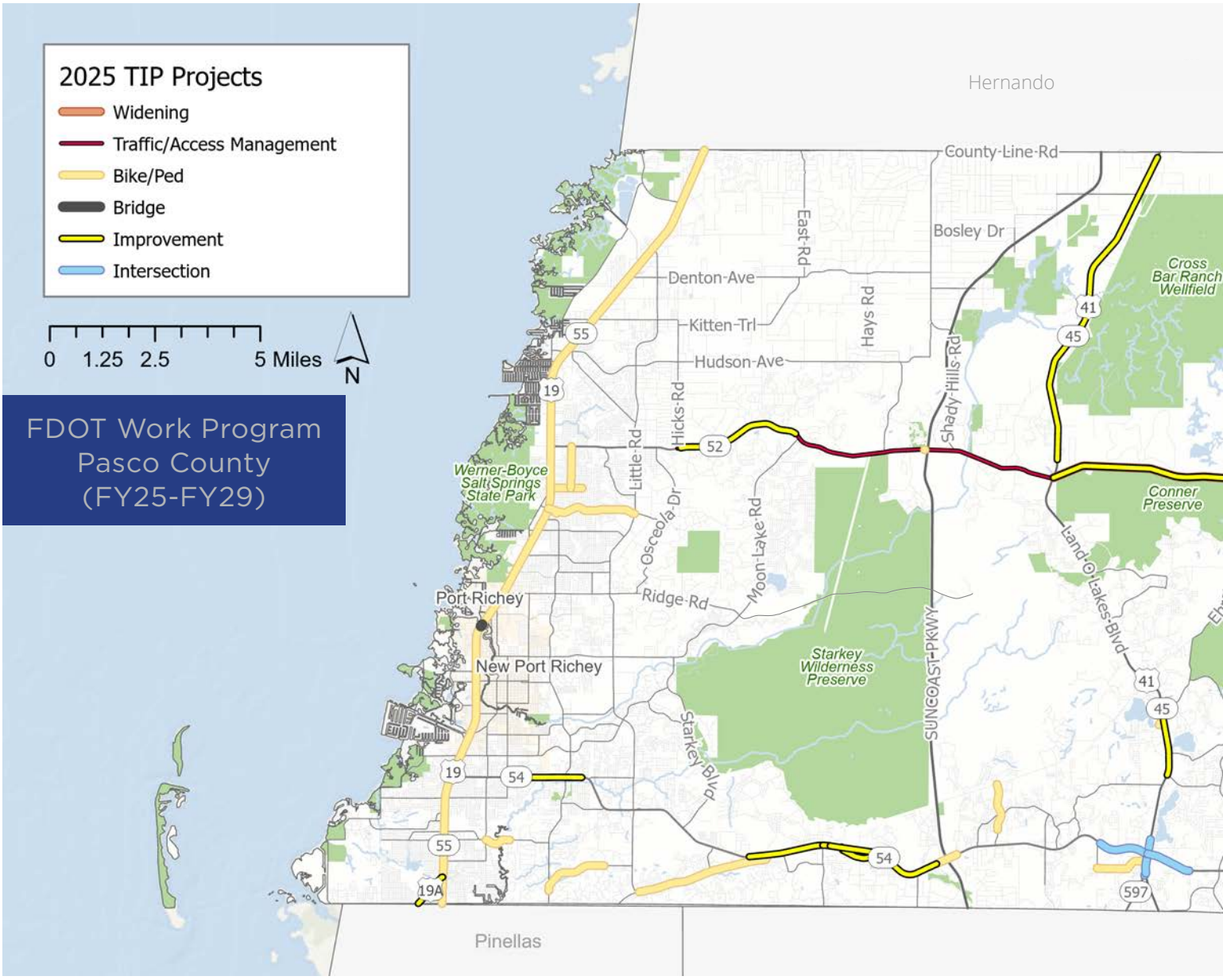



Withlacoochee State Forest
SWFWMD Green Swamp Conservation Easements
Green Swamp
Sumter
Polk
Hillsborough
Al Bar Ranch
Cypress Creek Preserve
Upper Hillsborough
Johnston Rd
St Joe Rd
Darby Rd
Bellamy Bros Blvd
Old Pasco Rd
Elam Rd
Curley Rd
Handcart Rd
Fort King Rd
21st St
Tiby Rd
Blanton Rd
Eiland Blvd
County Line Rd
San Antonio
St Leo
Dade City
Zephyrhills
700
575
301
35
98
533
52
39
54
581
56
41
75

COMMITTED PROJECTS

STATE FUNDED PROJECTS

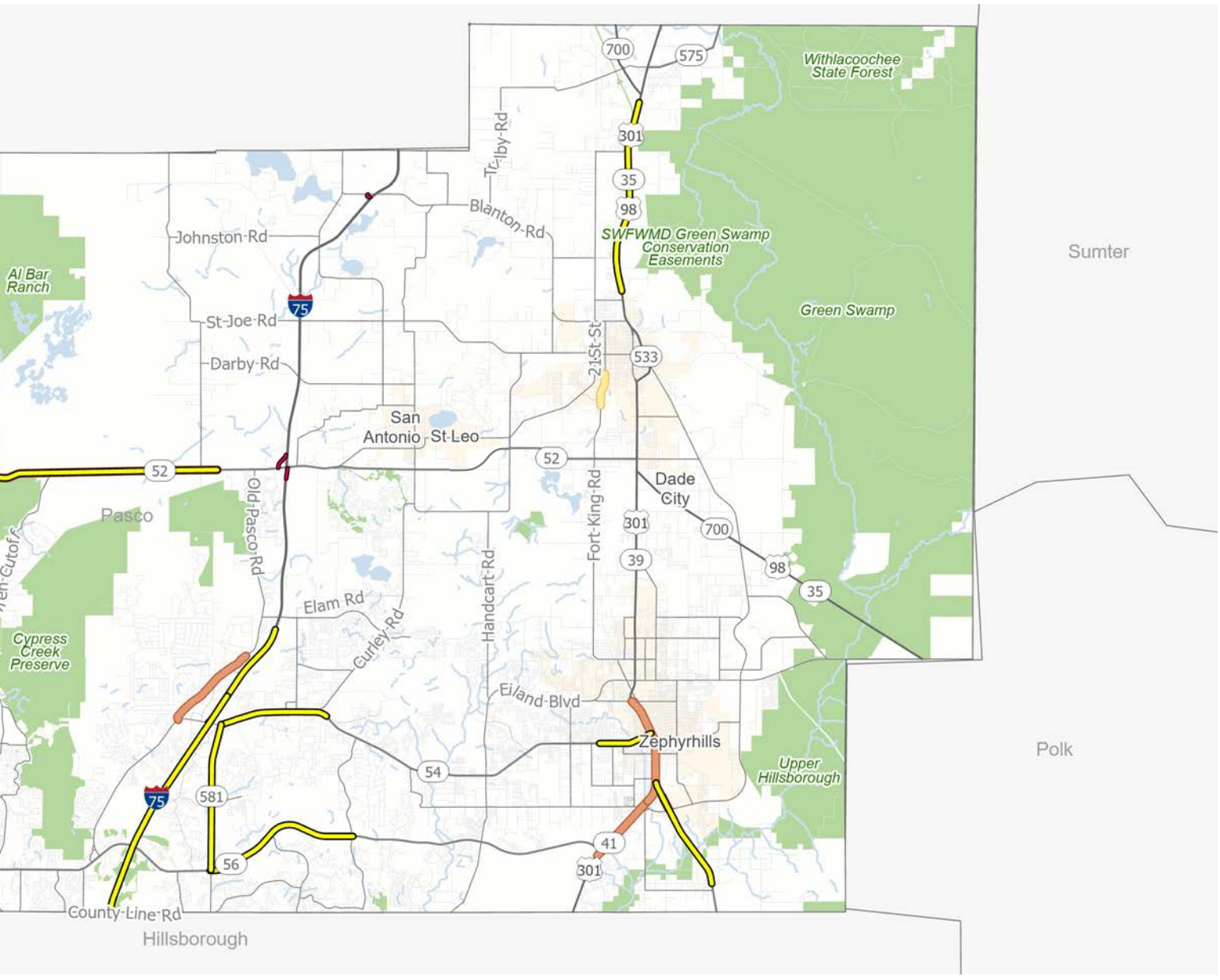
The Florida Department of Transportation (FDOT) maintains a five-year transportation improvement work program designed to program funds for major roadway, safety, and efficiency improvement projects. The work program undergoes three phases: 1) the Preliminary Tentative Work Program, 2) the Tentative Work Program, and 3) the Adopted Work Program. The Secretary of Transportation approves the Adopted Work Program annually on July 1st.



Source: FDOT Work Program FY 25-29

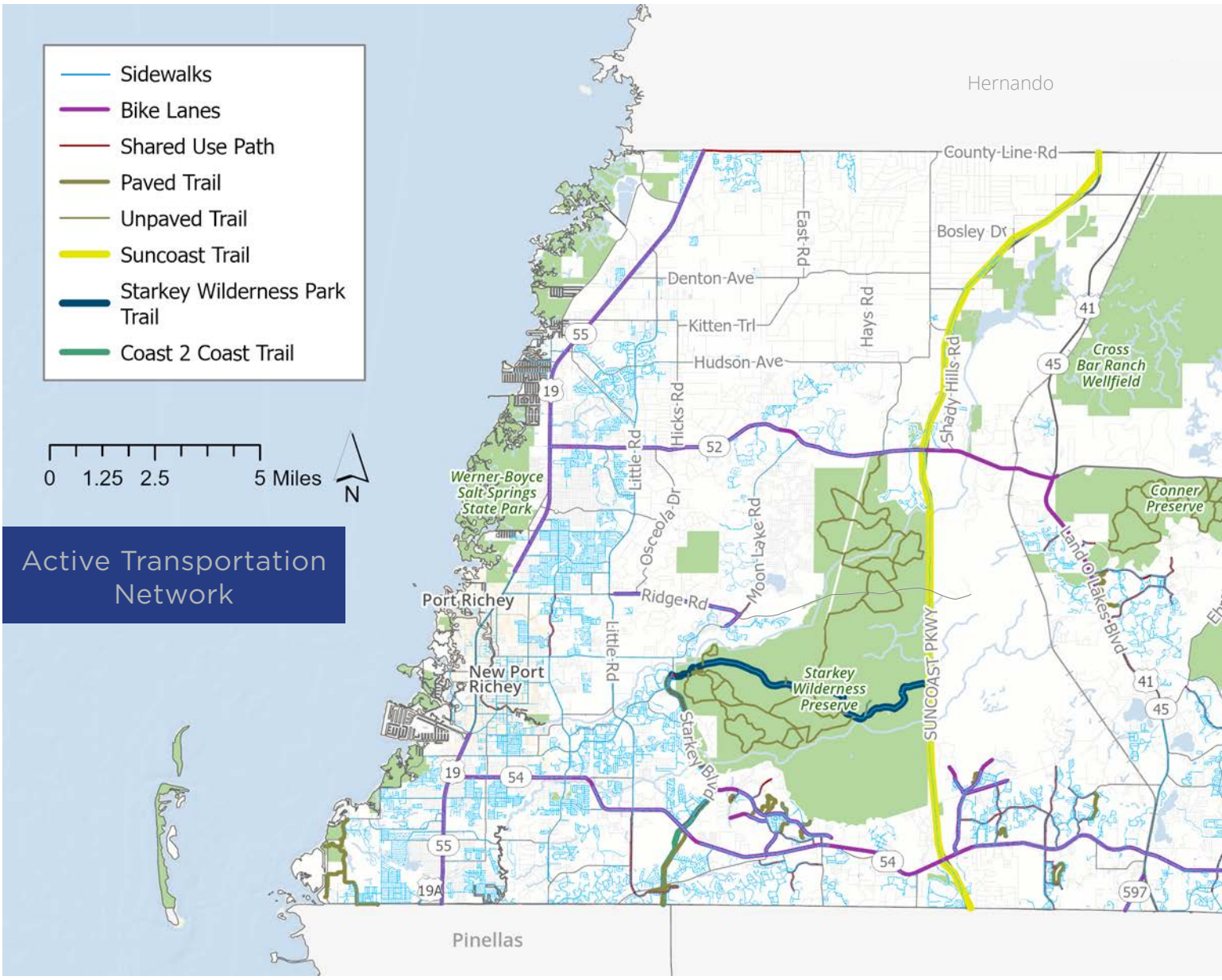
LOCALLY FUNDED PROJECTS

Locally funded projects are included in Pasco County's Capital Improvement Program (CIP), a five-year planning tool to program funds for large-scale roadway improvement projects in the County. The inclusion of a project in the CIP does not necessarily guarantee it will receive funding or be implemented. More information can be found on Pasco County's website.



ACTIVE TRANSPORTATION

Most urbanized areas in the County, particularly in the west, have fairly robust sidewalk coverage. However, the connectivity of the network varies, and large gaps remain. Pasco County boasts an abundance of green and open space and, as a result, residents and visitors have access to a large number of paved and unpaved trails and bicycle paths. In all, the County is home to more than 400 miles of trails, greenways, and paths. The Pasco County Parks and Recreation Department recently completed a Greenways, Trails, and Blueways Master Plan (September 2023) that outlines numerous goals and objectives, including improving connectivity; maintaining a state of good repair; and improving accessibility, comfort, and safety for all users.



Source: Pasco County

65

Miles of Paved Multiuse Trails

Greenways, Trails, Blueways Master Plan 2023

100

Miles of Shared Use Paths

Greenways, Trails, Blueways Master Plan 2023

250

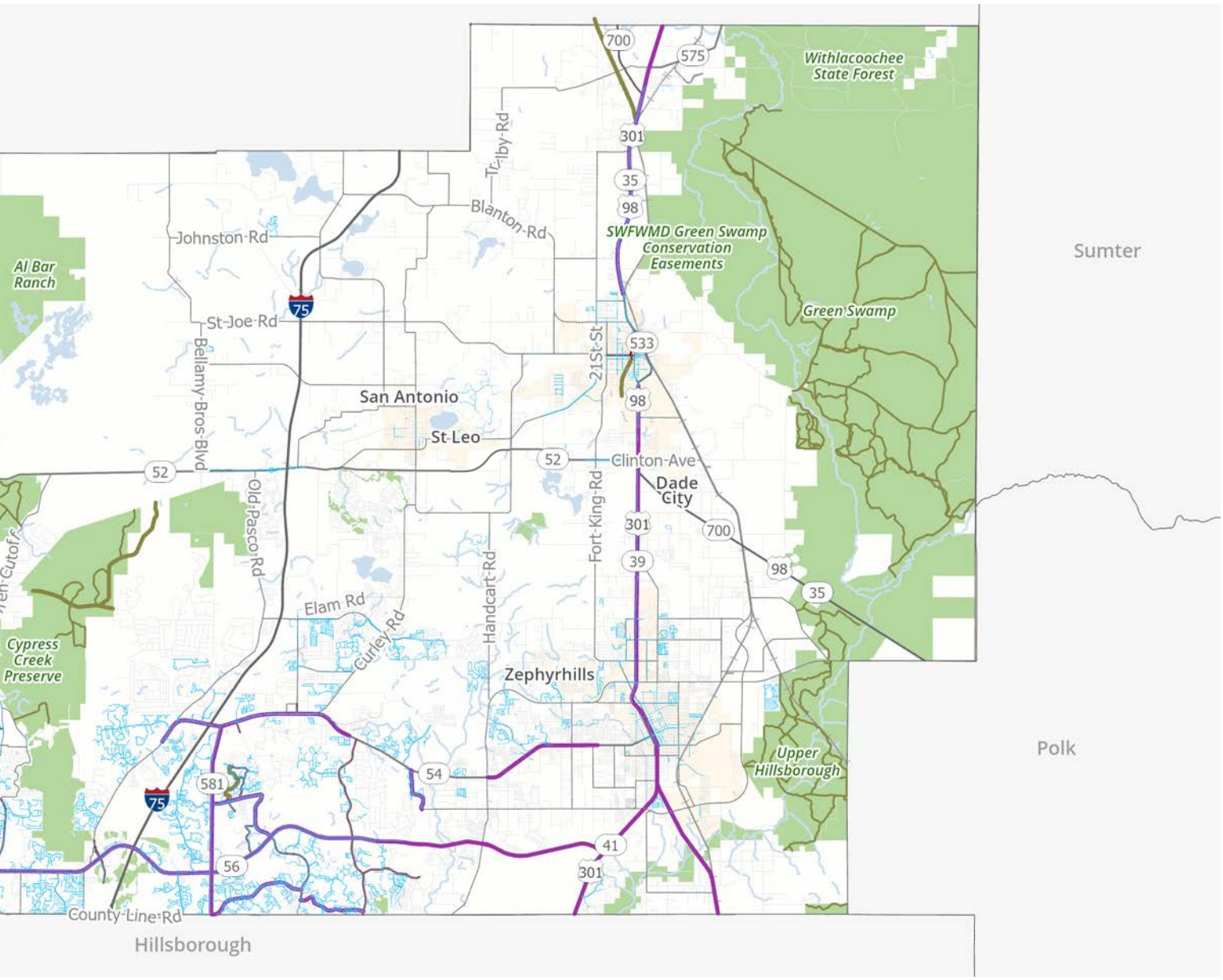
Miles of Unpaved Trails

Greenways, Trails, Blueways Master Plan 2023

15,000

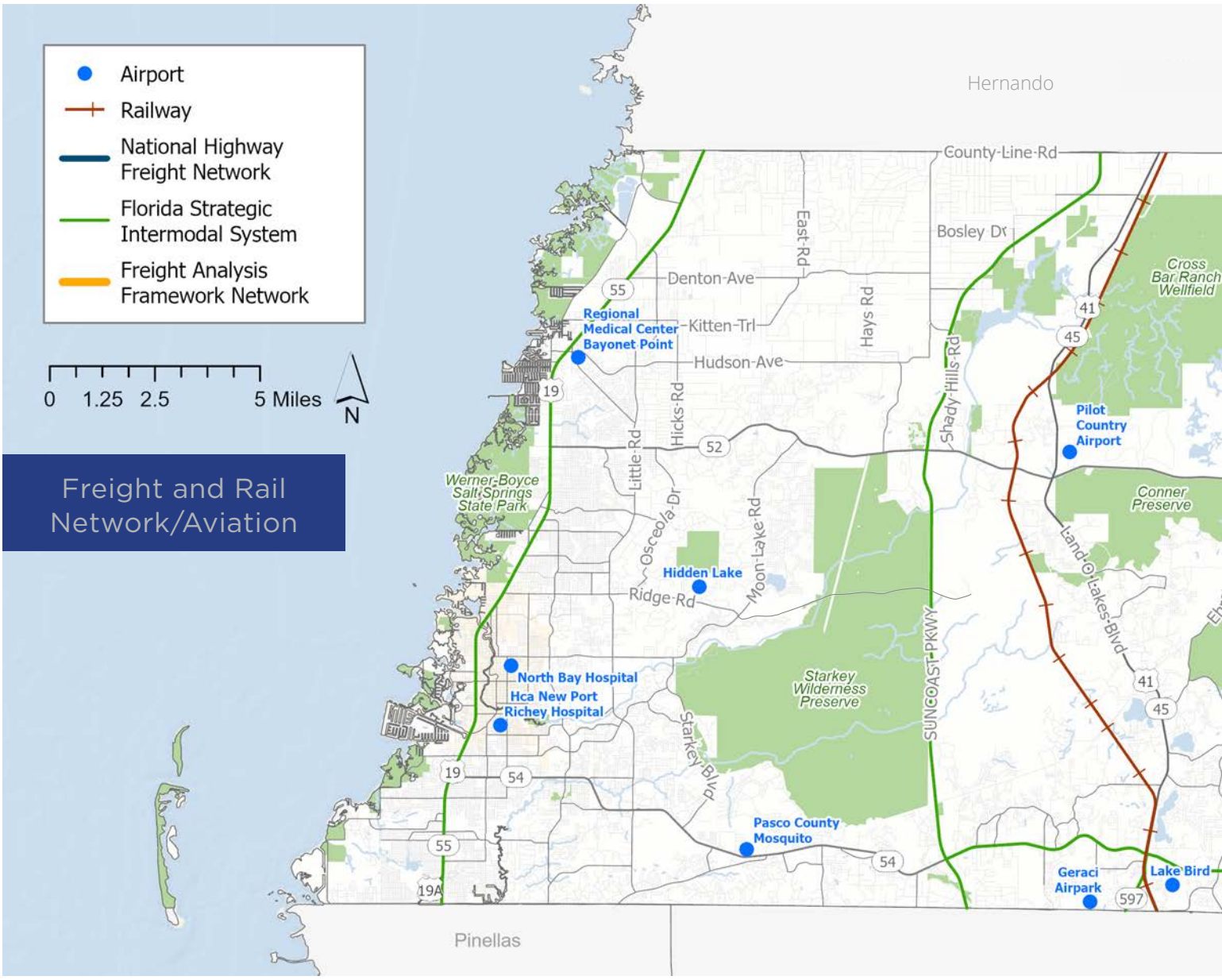
Acres of Trails, Park Land, and Open Space

Pasco County Parks and Recreation



FREIGHT, RAIL, AND AVIATION

Pasco County's location in West Central Florida along the Gulf Coast makes it a strategic throughway for logistics operations, including easy access to Latin American imports and exports operations, connection with Florida's more than 3,000 miles of CSX rail lines, and a multitude of some of the largest seaports in the state (Pasco EDC). Based on current data, Pasco County is home to 16 airports and heliports, nearly 60 miles of CSX rail lines, and more than 90 miles of specified freight routes, made up of a combination of the National Highway Freight Network, the Florida Strategic Intermodal System, and the Freight Analysis Framework Network.

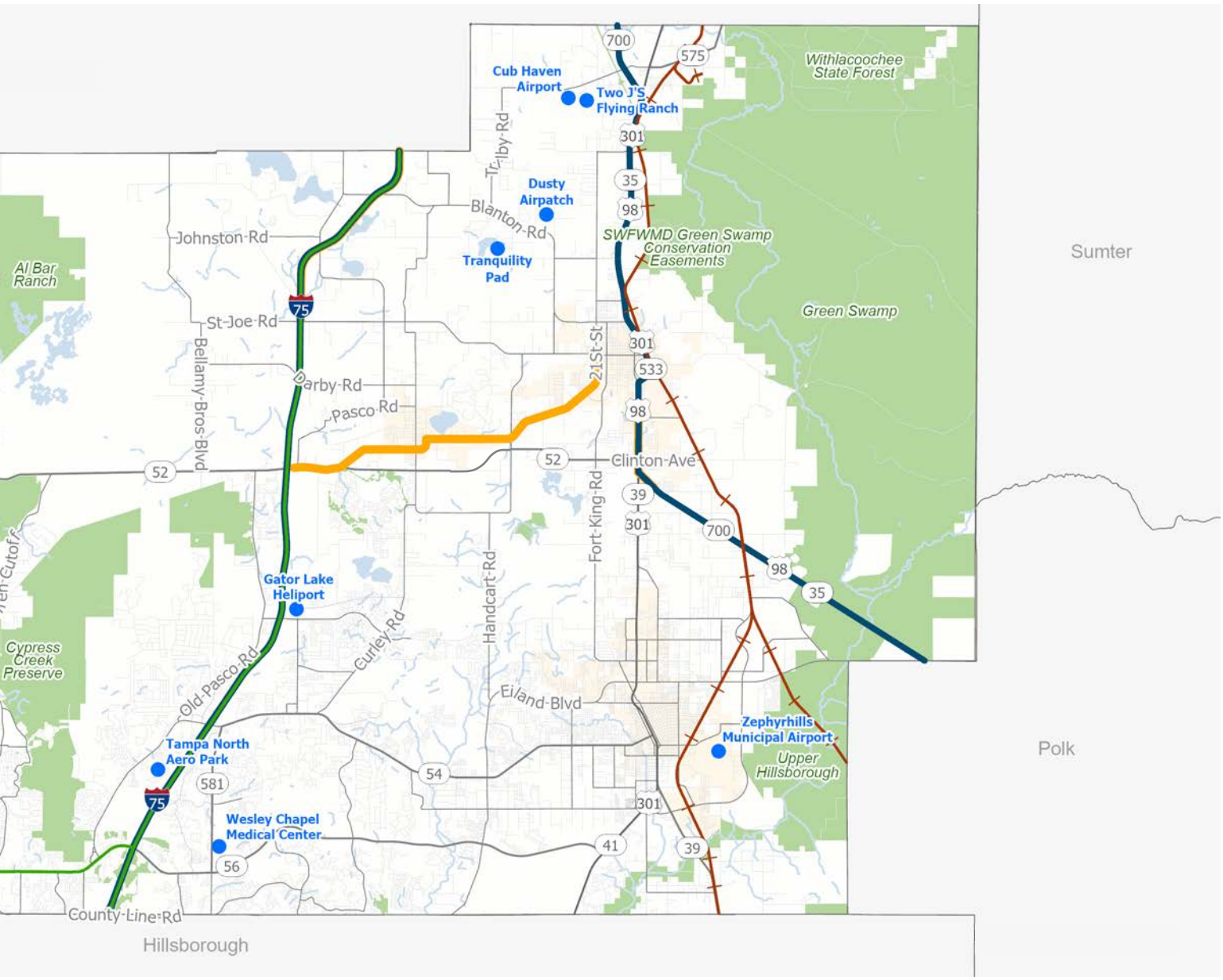


Source: Pasco County

16
Airports and Heliports

60
Miles of CSX Rail

90+
Miles of Specified Freight Routes



TRANSIT

The Pasco County Public Transportation service, called GOPASCO, provides fixed-route and paratransit service in various locations throughout the County. GOPASCO effectively serves the entire county by maintaining 11 fixed routes that span from Wesley Chapel to Zephyrhills to Dade City in eastern Pasco County, and from Holiday to New Port Richey to Hudson to Shady Hills in the western portion of the County. Regional connections are available through five routes.

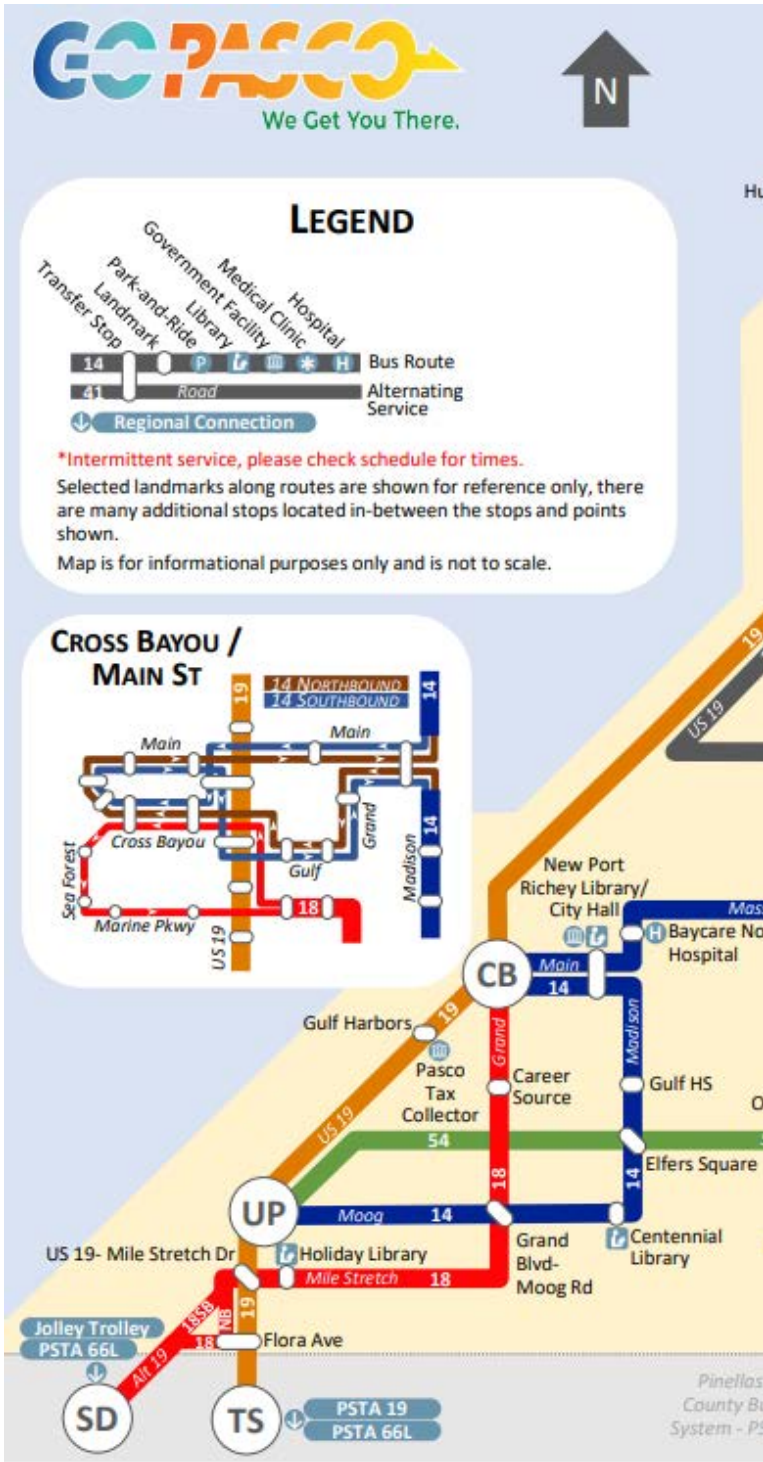
On-demand transit service and paratransit are available upon request to those with mobility impairments, disabilities, or residents who qualify as transportation disadvantaged.

11
GOPASCO Fixed Routes

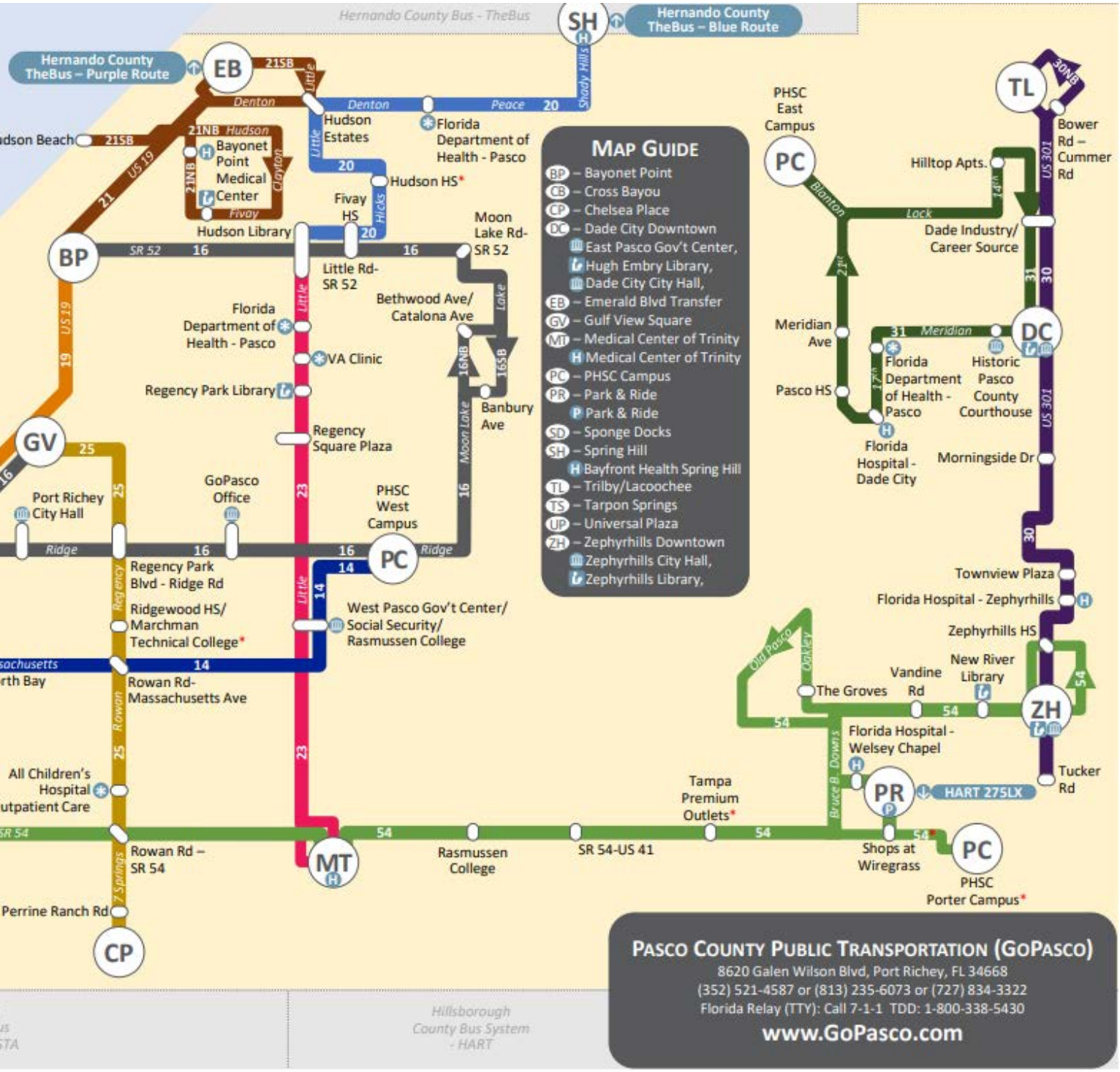
5
Routes Providing Regional Connectivity

5:30am-8pm
Monday through Friday Service

7am-7pm
Saturday Service



Source: Pasco County


Hernando County Bus - TheBus
Hernando County TheBus – Blue Route
Hernando County TheBus – Purple Route
SH
EB
TL
BP
PC
DC
GV
MT
CP
ZH
PR
Hudson Beach
Hudson Estates
Florida Department of Health - Pasco
Hudson HS*
Bayonet Point Medical Center
Hudson Library
Fivay HS
Moon Lake Rd-SR 52
Little Rd-SR 52
Bethwood Ave/ Catalona Ave
Florida Department of Health - Pasco
VA Clinic
Regency Park Library
Banbury Ave
Regency Square Plaza
Port Richey City Hall
GoPasco Office
PHSC West Campus
Regency Park Blvd - Ridge Rd
Ridgewood HS/ Marchman Technical College*
West Pasco Gov't Center/ Social Security/ Rasmussen College
Rowan Rd-Massachusetts Ave
All Children's Hospital utpatient Care
Rowan Rd – SR 54
Perrine Ranch Rd
Rasmussen College
SR 54-US 41
Tampa Premium Outlets*
Shops at Wiregrass
PHSC Porter Campus*
PHSC East Campus
Hilltop Apts.
Bower Rd – Cummer Rd
Dade Industry/ Career Source
Meridian Ave
Pasco HS
Florida Department of Health - Pasco
Historic Pasco County Courthouse
Florida Hospital - Dade City
Morningside Dr
Townview Plaza
Florida Hospital - Zephyrhills
Zephyrhills HS
New River Library
Vandine Rd
The Groves
Florida Hospital - Welsey Chapel
Tucker Rd
HART 275LX
Hillsborough County Bus System - HART
MAP GUIDE
BP – Bayonet Point
CB – Cross Bayou
CP – Chelsea Place
DC – Dade City Downtown
East Pasco Gov't Center,
Hugh Embry Library,
Dade City City Hall,
EB – Emerald Blvd Transfer
GV – Gulf View Square
MT – Medical Center of Trinity
Medical Center of Trinity
PC – PHSC Campus
PR – Park & Ride
Park & Ride
SD – Sponge Docks
SH – Spring Hill
Bayfront Health Spring Hill
TL – Trilby/Lacoochee
TS – Tarpon Springs
UP – Universal Plaza
ZH – Zephyrhills Downtown
Zephyrhills City Hall,
Zephyrhills Library,
PASCO COUNTY PUBLIC TRANSPORTATION (GOPASCO)
8620 Galen Wilson Blvd, Port Richey, FL 34668
(352) 521-4587 or (813) 235-6073 or (727) 834-3322
Florida Relay (TTY): Call 7-1-1 TDD: 1-800-338-5430
www.GoPasco.com

TRANSIT SYSTEM OVERVIEW

A system map of current services is included on pages 60 and 61. A detailed breakdown of the current routes, regional connections, service span, and frequency are outlined below.

CURRENT GOPASCO ROUTES

- Route 14- Massachusetts/Madison/PHSC West
- Route 16- Ridge/Moon Lake/SR-52
- Route 18- Sponge Docks/Cross Bayou
- Route 19- US-19 from Bayonet Point to Tarpon Springs
- Route 20- Shady Hills
- Route 21- North US-19/North Bayonet Point
- Route 23- Little Road
- Route 25- Rowan/Regency
- Route 30- US-301 connecting Zephyrhills/Dade City/Trilby
- Route 31- Dade City/PHSC East
- Route 54- SR-54 between US-19 and Zephyrhills

REGIONAL CONNECTIONS

GOPASCO also connects to Pinellas County Transit Authority (PSTA) and the Jolley Trolley near the Pinellas County border, to Hillsborough Area Regional Transit Authority (HART) at the park and ride near the Shops at Wiregrass, and to Henderson County's TheBus at the Henderson County border.

- Route 18 connects to the Jolley Trolley and PSTA Route 66L
- Route 19 connects to PSTA Route 19 and PSTA Route 66L
- Route 20 connects to TheBus Blue Route
- Route 21 connects to TheBus Purple Route
- Route 54 connects to HART 275LX

SERVICE SPAN

Most GOPASCO routes and GOPASCO's paratransit services currently stop running after about 8pm on weekdays and 7pm on Saturdays. Route 19, serving the US-19 corridor in West Pasco County near the coast, is the most used route in the system and runs later into the evening than the others on weekdays, ending closer to 9:30pm. Currently no routes operate on Sundays.

FREQUENCY

- Route 19 is the most frequent GOPASCO service, running every 30 minutes.
- Route 30 runs every 40 minutes
- Routes 14, 16, 18, 21, 23, 25, 31, and 54 run hourly
- Route 20 runs every 80 minutes

SECTION 3

Public Engagement

ENGAGEMENT STRATEGY

The Pasco County MPO's 2024 Public Participation Plan encourages public involvement at all stages of the transportation lifecycle. Early and continuing public involvement creates broad awareness of potential issues, problems, and impacts; allows these topics to be viewed more comprehensively; and sets forth a more proactive approach to addressing specific concerns.

Public engagement as part of Innovate Pasco 2050 is especially important to gather input at the earliest stage of the transportation lifecycle before a project moves forward to funding and implementation. The engagement strategy for Innovate Pasco 2050 included various ways for the public to be involved in planning and programming transportation improvements in Pasco County. Input collected during the development of Innovate Pasco 2050 supplemented available technical data to help the County establish a transportation vision, explore mobility options, and prioritize future projects based on available funding.

ENGAGEMENT OBJECTIVES

Public engagement for Innovate Pasco 2050 focused on the following objectives:

EDUCATE AND EMPOWER

- Increase familiarity with the MPO process, including the LRTP
- Provide the opportunity for people to identify issues and needs, express their vision and goals, and weigh in on recommendations and priorities

PARTICIPATE AND COLLABORATE

- Interact with and gather input and options from those who live, work, play, study, invest, and pray in Pasco County
- Encourage partnership in identifying local needs and priorities

MONITOR AND COMMUNICATE

- Track whether feedback received during engagement is representative of the County
- Communicate to participants how their input is incorporated and the influence this input will have on decision making

TARGETED OUTREACH

An engagement process that involved the MPO board and committees as well as representatives from the County and local municipalities, residents, and stakeholders was critical to the Plan's success. The understanding of regional trends relied on the specialized knowledge and experiences of these groups. Key interests that were invited to participate in outreach activities include:

- MPO Policy Board
- MPO Standing Committees
- General public
- Community, civic, and business groups
- Environmental Justice groups
- Public transportation employees and users
- Pedestrian walkway and bicycle transportation facility users
- Major employers
- Neighboring MPOs

ENGAGEMENT ACTIVITIES

Special consideration has been given to reaching a balanced cross-section of the community. A variety of online activities, workshops, listening sessions, interviews, and board and committee meetings were executed throughout the planning process. The engagement was divided into three phases with different objectives and components to inform plan development. A brief overview of each activity is shown on the pages that follow. More detailed information can be found in the appendix.

PHASE 1 - VISION AND NEEDS

November 2023 to March 2024

- Raise awareness of the LRTP process
- Identify existing transportation challenges and future opportunities
- Refine the goals and objectives from the 2045 LRTP

PROJECT WEBSITE

November 30, 2023 (Public Launch)

The project website was designed as digital engagement hub. The site educated participants on the purpose of the MPO, described the 2050 LRTP planning process, and served as a launch point for digital engagement activities.

The Pasco County Metropolitan Planning Organization (MPO) is taking a look at Pasco County transportation needs through a long range transportation plan (LRTP) known as Innovate Pasco 2050.

Innovate Pasco 2050 is a multimodal transportation plan that will identify current and anticipated transportation needs in the County for the next 20+ years. It will consider all modes of transportation, including motorized vehicles, public transportation, bicycles, walking, freight and goods movement, and air travel.

Innovate Pasco 2050 will analyze Pasco County's transportation system to determine the County's transportation system needs. Those needs will then be matched with recommended transportation improvement projects, which will be prioritized for funding. The result will be a comprehensive blueprint for effective transportation decision-making and investment choices.

Innovate Pasco 2050 needs YOU! Over the coming months, community members will have opportunities to actively participate in shaping the vision and direction of the LRTP. These opportunities will include both in-person meetings and digital engagement activities on this website.

Engagement Hub

Community Workshops

Join us at one of the two identical workshops. Drop-in anytime from 5:30 p.m. to 7:30 p.m. to participate.

Tuesday, December 12, 2023 5:30 pm to 7:30 pm
Workshop Option 1 (Eastern Pasco County)
UF/IFAS Extension Service Community Center (Conference Room)
19029 16th Street
Dade City, FL 33525

Wednesday, December 13, 2023 5:30 pm to 7:30 pm
Workshop Option 2 (Western Pasco County)
New Port Richey Recreation & Aquatic Center (Palm Room)

STAKEHOLDER INTERVIEWS #1

December 11-13, 2023

A series of stakeholder meetings were held over three days during the first round of area workshops. The objectives of the meetings were 1) to educate participants on the 2050 LRTP planning process, and 2) collect input to shape the vision, goals, and needs. Five sessions were held: a kickoff meeting and tour with MPO staff; a meeting with the western municipalities and economic development (invitees included representatives from New Port Richey, Port Richey, and the Pasco County Economic Development Council) and eastern municipalities (invitees included representatives from Dade City, San Antonio, St. Leo, and Zephyrhills); and two sessions with Pasco County staff.

Key Takeaways

- Commonly cited locations for congestion issues and/or safety concerns included US 19, US 301, SR 56
- Other common themes included needing better east-west connectivity, the importance of the Orange Belt trail for active transportation, and the challenge posed by the increased use of golf carts

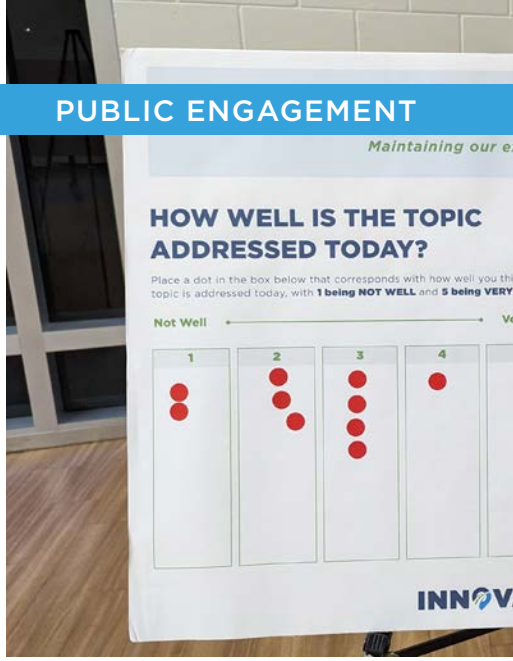
AREA WORKSHOPS #1

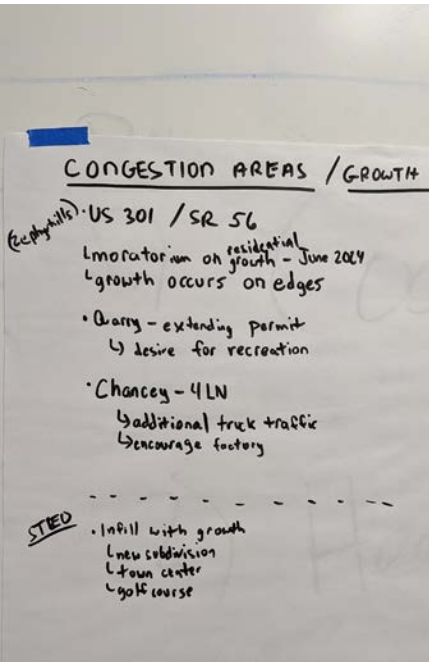
December 12-13, 2023

The area workshops consisted of two community meetings—one in Dade City on December 12, 2023, and another in New Port Richey on December 13, 2023. Each were interactive open houses, organized in a drop-in style, with multiple stations for participants to engage with. The workshops were supplemented by stakeholder meetings and an online survey. Collectively, the input received helped inform the understanding of existing conditions and transportation needs during the initial phase of Innovate Pasco 2050.

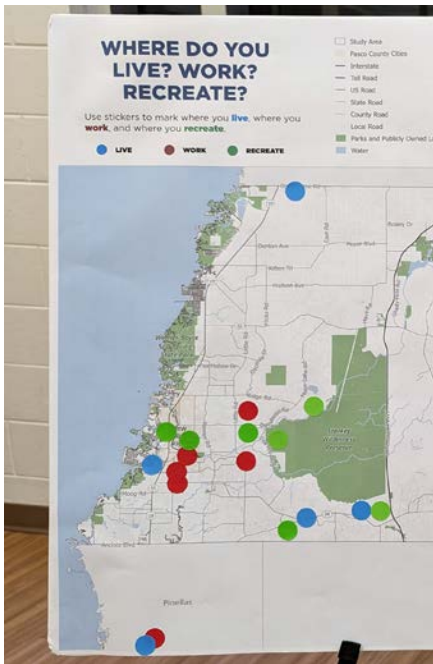
Key Takeaways

- Participants noted that the current transportation system can be unpredictable and inaccessible to certain users. In the future, participants hope to see a transportation system that offers choices, accessibility, and predictability to increase safety and efficiency.
- When asked how the County could innovate how people and goods move in 2050, participants listed improving the roadways and intersections, increasing pedestrian activity, having more transit options, and providing more lighting on streets.
- Participants identified more transportation options, better connectivity, and safer traveling conditions as a challenge today and very important in the future.


HOW WELL IS THE TOPIC ADDRESSED TODAY?
Not Well
1
2
3
4


CONGESTION AREAS / GROWTH
US 301 / SR 56
moratorium on residential growth - June 2024
growth occurs on edges
Quarry - extending permit
desire for recreation
Chancey - 4LN
additional truck traffic
encourage factory
Infill with growth
new subdivision
town center
golf course


TION AND ECONOMY OVERVIEW
Economy
Pasco County


WHERE DO YOU LIVE? WORK? RECREATE?
Use stickers to mark where you live, where you work, and where you recreate.
LIVE
WORK
RECREATE

MPO COMMITTEE AND BOARD MEETINGS

January 3, 2024 (MPO Committees) and January 11, 2024 (MPO Policy Board)

A portion of each MPO committee and Policy Board meeting was dedicated to Innovate Pasco 2050, providing committee and board members with an overview of the planning process and a summary of engagement activities conducted thus far. These activities included stakeholder meetings, area workshops, and interim results from the digital engagement series. During this dedicated time, input on issues and priorities was collected from the attendees.

DIGITAL ENGAGEMENT SERIES #1

December 8, 2023 to January 31, 2024

An online survey was created as supplement to the in-person meetings. This digital engagement tool was built using the MetroQuest platform and designed to educate the public about the project and collect feedback using five interactive and visual screens. Participants were asked to prioritize eight transportation goals, identify project ideas on a map, and evaluate funding trade-offs among different types of projects.

Key Takeaways

- While participants currently travel most often by driving, whey would prefer to travel more often by bicycle, on foot, or using transit.
- The top three ranking transportation goals including reducing congestion, maintaining roadways, and reducing crash injuries/death.
- A majority of transportation ideas focused on the Zephyrhills area, which in part reflects the high percentage of survey responses received in that area of the County.
- When asked to allocate transportation funds to different types of projects, 63.3% was allocated to roadway improvements, 23.5% was allocated to active transportation, and 13.2% was allocated to transit service.

EQUITABLE ENGAGEMENT SESSION 1

February 22, 2024

The Environmental Justice outreach efforts for Innovate Pasco 2050 began with a facilitated discussion with the Pasco County MPO's Transportation Disadvantaged Local Coordinating Board. This facilitated discussion focused on the challenges faced by the transportation-disadvantaged community. Individuals were asked to respond to three survey questions asked using the Mentimeter software program as a segway into a group discussion on three topics: transportation barriers, potential project types to address those barriers, and investment preference for existing facilities versus new projects.

Key Takeaways

- The biggest transportation barriers facing the transportation disadvantaged community include access to transportation choices, affordability, and safety while traveling.
- The most effective transportation investments to overcome these barriers including building sidewalks and crosswalks, enhancing transit service, and coordination land use and transportation decisions.

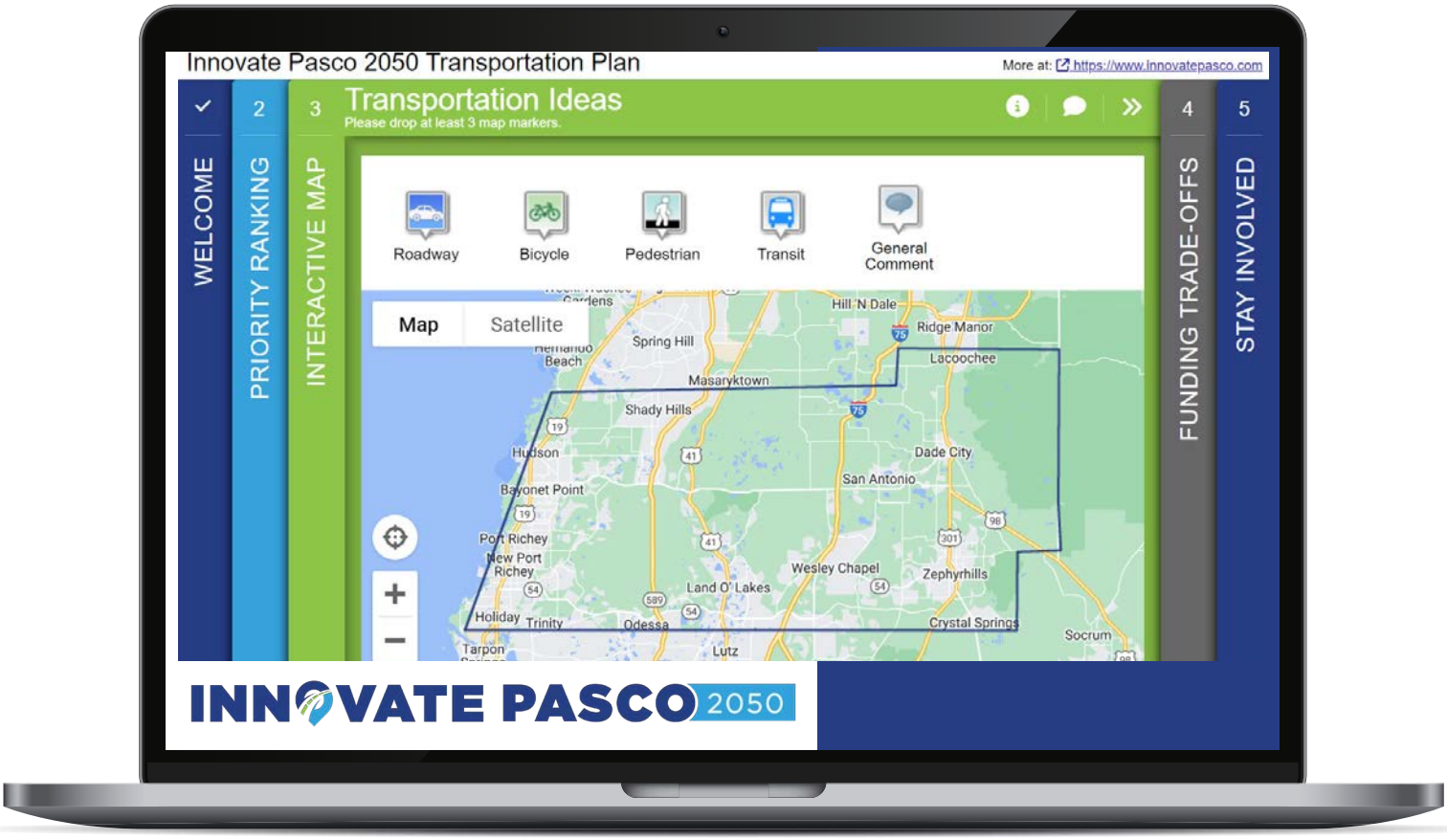
AT A GLANCE

An online survey designated to educate the public about the project and collect feedback using five interactive and visual screens.

1,136 participants

16,130 individual data points

1,871 written comments



PHASE 2 - RECOMMENDATIONS AND PRIORITIES

April 2024 to May 2024

- Verify and validate transportation recommendations
- Review and understand the prioritization process

MPO COMMITTEE AND BOARD MEETINGS

April 3, 2024 (MPO Committees) and April 11, 2024 (MPO Policy Board)

During a portion of their regularly scheduled meetings, MPO Committee and Policy Board participants reviewed the draft goals and objectives and discussed projects and topics that should be considered in developing the Needs Plan.

CIVIC GROUP MEETING SERIES

April and May 2024

A series of meetings were held over three days in April and May. The purpose of the meetings was to participate in a standing meeting to educate participants on the 2050 LRTP and collect input through keypad polling and facilitated discussions. Sessions were held with the Zephyrhills Chamber of Commerce (April 10, 2024), Council of Neighborhood Associations (April 17, 2024), Land O' Lakes Rotary Club (April 19, 2024), and North Tampa Bay Chamber of Commerce (May 14, 2024).

Key Takeaways

- These meetings served a dual purpose of bringing awareness to the transportation planning process in Pasco County and collecting input relevant to the creation of Innovate Pasco 2050.
- Travel delays and safety while traveling were consistently ranked by the groups as critical considerations.
- Investment choices focused on improving existing roadways and better coordinating land use and transportation decisions.

STAKEHOLDER INTERVIEWS #2

April 22-25, 2024

A series of stakeholder meetings were held in April and May with particular focus during the week of the second round of area workshops. Five sessions were held: a work session with MPO staff; a meeting with GOPASCO staff; multiple work sessions with Pasco County staff; a meeting with Pasco County administration; and a meeting with the western municipalities and economic development (invitees included representatives from New Port Richey, Port Richey, and the Pasco County Economic Development Council) and eastern municipalities (invitees included representatives from Dade City, San Antonio, St. Leo, and Zephyrhills).

Key Takeaways

- Based on the discussions at these sessions, changes were made to the draft recommendations for roadways, bicycle/pedestrian facilities, and transit service.

AREA WORKSHOPS #2

April 23-24, 2024

The area workshops were designed as a set of two identical community meetings organized as drop-in style interactive open houses organized in various stations. Workshops were held in Land O' Lakes on April 23, 2024, and in Zephyrhills on April 24, 2024. The workshops were supplemented by stakeholder meetings and an interactive online map. Collectively, the input received helped confirm what was heard during earlier engagement activities and refine the draft roadway recommendations.

Key Takeaways

- During one-on-one and small group conversations at the workshop, attendees sought clarification for some projects on the draft roadway recommendation list.

DIGITAL ENGAGEMENT SERIES #2

May 14, 2024 to June 23, 2024

The second digital engagement series was an interactive online map that displayed the draft roadway needs plan. Participants were able to use a comment form on the website to submit comments. A total of 51 comments were received.

Key Takeaways

- Most of the comments received (43.1%) mentioned specific improvements. A total of 25.5% of comments focused on the pace of growth. Other categories included traffic safety and public transportation (9.8% each).
- Specific corridors were identified as priorities for individual participants, such as US 301, S.R. 41, US 19, Morris Bridge Road, Eiland Boulevard, and Boyette Road.
- General concerns expressed included the need for better street lighting, coordinated traffic signals, safe roadway designs, more public transportation (local and regional), more bicycle and pedestrian facilities, and travel demand management initiatives.

MPO COMMITTEE AND BOARD MEETINGS

May 1, 2024 (MPO Committees) and May 9, 2024 (MPO Policy Board)

During a portion of their regularly scheduled meetings, committee and board members received an update on the planning process with an emphasis on the engagement activities in April 2024 and upcoming activities in May 2024. The draft roadway needs plan was introduced with a comparison to the needs plan in the 2045 LRTP.

EQUITABLE ENGAGEMENT SESSION 2

May 14, 2024

The Environmental Justice outreach efforts for Innovate Pasco 2050 continued with a disadvantaged population groups listening session at the Heritage Park Community Center. The event began with a presentation that provided a comprehensive overview of the planning process and key outcomes. The facilitated discussion was organized around the same questions asked during the first round of Environmental Justice outreach. As before, each question was introduced with questions using the Mentimeter software program.

Key Takeaways

- Participants identified travel time, access to transportation choices, and service time of day and week as the biggest transportation barriers facing the transportation disadvantaged community. Challenges using paratransit were specifically noted during the discussion.
- The three most effective investments to overcome the barriers included local community involvement, building pedestrian and bicycle improvements, and enhancing transit service.

PHASE 3 - ADOPTION

October 2024 to December 2024

- Conduct final review of transportation recommendations and priorities
- Adopt the final LRTP

MPO COMMITTEE AND BOARD MEETINGS

October 2, 2024 and November 14, 2024

During a portion of their scheduled meetings, committee and board members were provided an overview of the Innovate 2050 LRTP process and provided final comments as part of the adoption process. Minor edits were made to the plan based on feedback received.

MPO COMMITTEE AND BOARD MEETINGS

December 4, 2024 and December 10, 2024

As part of their scheduled meetings, committee and board members were provided a final opportunity to discuss the Innovate 2050 LRTP process and outcomes. The Policy Board adopted the Innovate Pasco 2050 plan at its December 10, 2024 meeting.

Key Takeaways

- The meetings in Phase 3 provided feedback from Pasco County directly that shape Innovate Pasco 2050.
- Public review from Pasco County allows for corrections and a seal of approval from local decision makers.
- Changes to the project prioritization, Needs Plan, and Cost Feasible Plan provided Innovate Pasco 2050 with the most up-to-date transportation considerations in Pasco County.

SECTION 4

Needs Plan Development

ABOUT THE NEEDS PLAN

The Needs Plan acts as an inventory of the needs of the multimodal surface transportation system in Pasco County and is developed in cooperation with state, regional, and local agencies. The Needs Plan is constrained by policy like MPO Board-adopted policy statements, right-of-way limitations, and other social, physical, and environmental constraints. However, unlike the Cost Feasible Plan, the Needs Plan is not cost constrained, and helps understand the extent of transportation needs in comparison to what financial resources are expected to be available. By knowing the full extent of needs, if additional funding becomes available, the Cost Feasible Plan can be amended to include additional projects from the Needs Plan as appropriate.

DEVELOPMENT PROCESS

Each 2050 Needs Plan Network builds upon the previous work on the 2045 Needs Plan network, with updates for accuracy, accomplishments, and changing needs. Projects that have already been implemented or are officially in progress are removed and the project team checks to see what's changed since the previous plan to see what projects need to be added or tweaked.

ROADWAY CAPACITY NEEDS

The 2050 Roadway Needs Network development began by removing any 2045 Needs Plan projects that were already completed or committed. The Tampa Bay Regional Planning Model (TBRTM) was used to determine future expected traffic demand, which became a large determining factor in evaluating the Needs Plan network. For roadways that would not be congested based on future demand, projects that would help create continuity with other proposals were considered for inclusion. Roadways that would be congested were checked to see if the project would help address congestion and to see if the aggressiveness of the proposal aligned with the level of congestion. Congested links that did not already have a project were evaluated to see if an additional project was needed. Safety and crash data was also overlaid with the 2045 Needs Plan network to check for places where projects needed adjustment or safety concerns or new safety projects need to be added in the 2050 network.

ROADWAY CAPACITY NEEDS DEVELOPMENT PROCESS

STEP 1

Start with 2045 Needs Plan Projects

STEP 2

Eliminate Existing & Committed (E+C) Projects

STEP 3

If the volume-to-capacity ratio (V/C) is less than 0.8, does the project create continuity with new or proposed laneage? If the V/C is 0.8 or greater, does congestion correspond with the proposed section or are there less aggressive recommendations to be considered?

STEP 4

Look for Other Congested Links

If the V/C is 0.8 or greater and not in the 2045 Needs Plan, should a project be added to address congestion?

STEP 5

Overlay Safety Information

Do project types need tweaks for projects to better address safety needs/ concerns? Are there additional spots not represented in 2045 projects we should add for safety concerns?

BASE YEAR DATA DEVELOPMENT

Early efforts included the development of a base transportation network that represents the existing and committed (E+C) roadway improvements through 2028. Existing regional travel demand models were used for Innovate Pasco 2050 and coordinated through regularly-scheduled coordination meetings with the technical review team, a regional coordinating committee that works cooperatively on the Tampa Bay Regional Transportation Analysis (RTA). Pasco County MPO staff coordinated closely with FDOT District 7 staff and neighboring MPO partners with respect to the travel demand modeling efforts performed throughout the plan development process.

TRAVEL DEMAND

The Tampa Bay Regional Planning Model (TBRPM) uses a traditional four-step process to forecast traffic demand and transportation choice options for the future 2050 conditions. Advancements in the travel demand analysis have shifted from a daily assignment of vehicle trips to include analysis and evaluation of trips made during peak periods of the day. This advancement has helped with the analysis of higher levels of demand of trips associated with traditional commuting times in the morning and evening hours. Outlined below are corridors in the network with high freight volumes, showcasing current demand for the movement of goods in the County. The goals, objectives, performance measures, and targets from the Florida Mobility and Trade Plan (FMTP) have been integrated into the LRTP.

FOUR-STEP TRAVEL DEMAND MODELING PROCESS

Trip Generation	Trip Distribution	Mode Choice	Route Choice
How many trips will I take?	Where will my trips take me?	How will I travel?	Which roads will I travel on?

Further advancements in model development have included analysis of trips based on daily activities instead of the traditional four-step approach that separates trips into individual purpose or function. Through regional coordination and review of transportation system performance, the results of the TBRPM run was used to develop and refine the Innovate Pasco 2050 Needs Plan in coordination with adjacent counties in the region.

ENVIRONMENTAL MITIGATION AND RESILIENCY

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

- **How is the environment vulnerable to the transportation system?** The environment typically is thought of as being in peril because of increasing development. In some instances, this has certainly been the case. When the transportation system grows, increased development follows, often at the expense of the natural environment as roads are paved through forests and over wetlands, habitats are fragmented, and water quality is degraded. These negative impacts reduce overall biodiversity, causing many physical and economic effects, from decreased natural tourism to habitat damage to air pollution and groundwater contamination.
- **How is the transportation system vulnerable to the environment?** The transportation system also is affected by the environment. Florida is under constant threat of storm surge and high winds from hurricanes and tropical storms from June through November. As a coastal county, Pasco must take extra precautions to ensure that the transportation system can adequately handle the evacuation needs of its residents in the event of a hurricane or other major coastal storm. Storms also often bring down traffic signs and signals, flood roads, weather away infrastructure, and destroy cultural and historic resources. In addition to major storms, sea-level rise threatens to slowly but surely flood coastal areas. Groundwater movement through the subsurface also creates sinkholes that can swallow entire sections of roads.

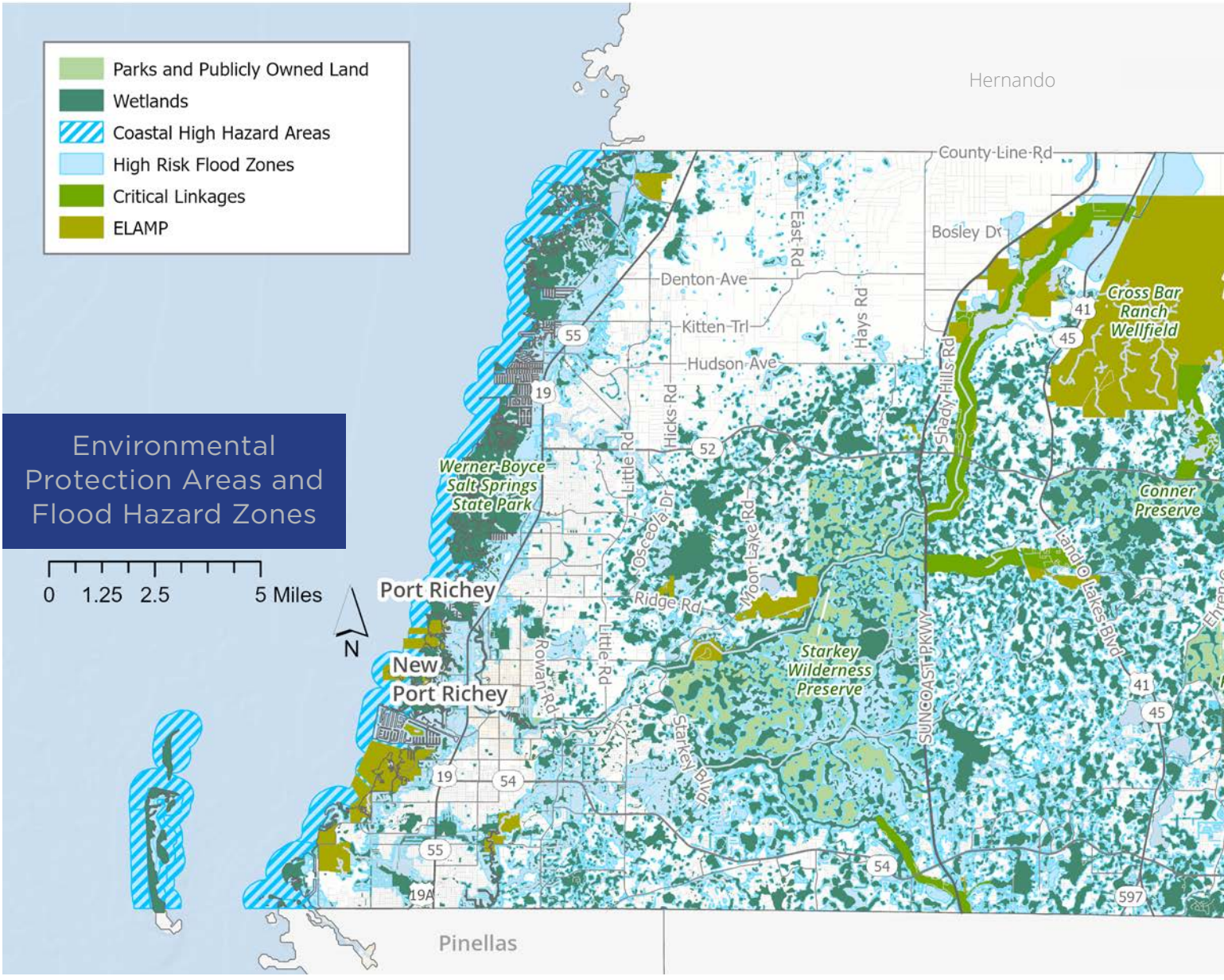
ENVIRONMENTAL COORDINATION

In partnership with local and regional agencies, the Pasco County MPO evaluated the impact of transportation decisions and considered multiple aspects of the natural environment during the development of Innovate Pasco 2050.

- **Pasco County Environmental Protection & Preservation |** Pasco County entered into a Settlement Agreement in August 2000 with various litigants that required modifications to the Comprehensive Plan, including the Conservation Element. Pasco agreed to initiate a study to evaluate the establishment of wildlife corridors between major wellfields and existing public lands in Pasco and adjacent counties, including identification of the most appropriate mechanism for establishing the corridor and protection measures for the corridor. This resulted in the development and identification of two programs for environmental protection based on the 2002 Habitat Study. The 2002 Habitat Study identified nine distinct areas in the County that warrant special consideration because of their ecological significance, classified as Ecological Planning Units (EPUs).
- **Environmental Lands Acquisition and Management Program (ELAMP) |** ELAMP is responsible for purchasing environmentally sensitive lands throughout the County. Funding is provided through a portion of the Penny For Pasco surtax, and partnerships with state and federal agencies are sought to supplement the Penny funds. Since 2005, about 6,255 acres have been acquired. The program aims to protect natural communities, habitats and resources, as well as to connect natural linkages and expand environmental education and recreation opportunities.
- **Regional Environmental Consultation Workshop |** For transportation projects, the LRTP is required to consider potential environmental mitigation activities, ways in which environmental impact from transportation projects can be avoided, minimized, or mitigated. For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with federal, state and tribal wildlife, land management, and regulatory agencies. The discussion can be at a system-wide level to identify areas where mitigation may be undertaken and what kinds of mitigation strategies, policies, and/or programs may be used when these environmental areas are affected by projects in the LRTP. This discussion in the LRTP identifies broader environmental mitigation needs and opportunities that individual transportation projects might take advantage of later.

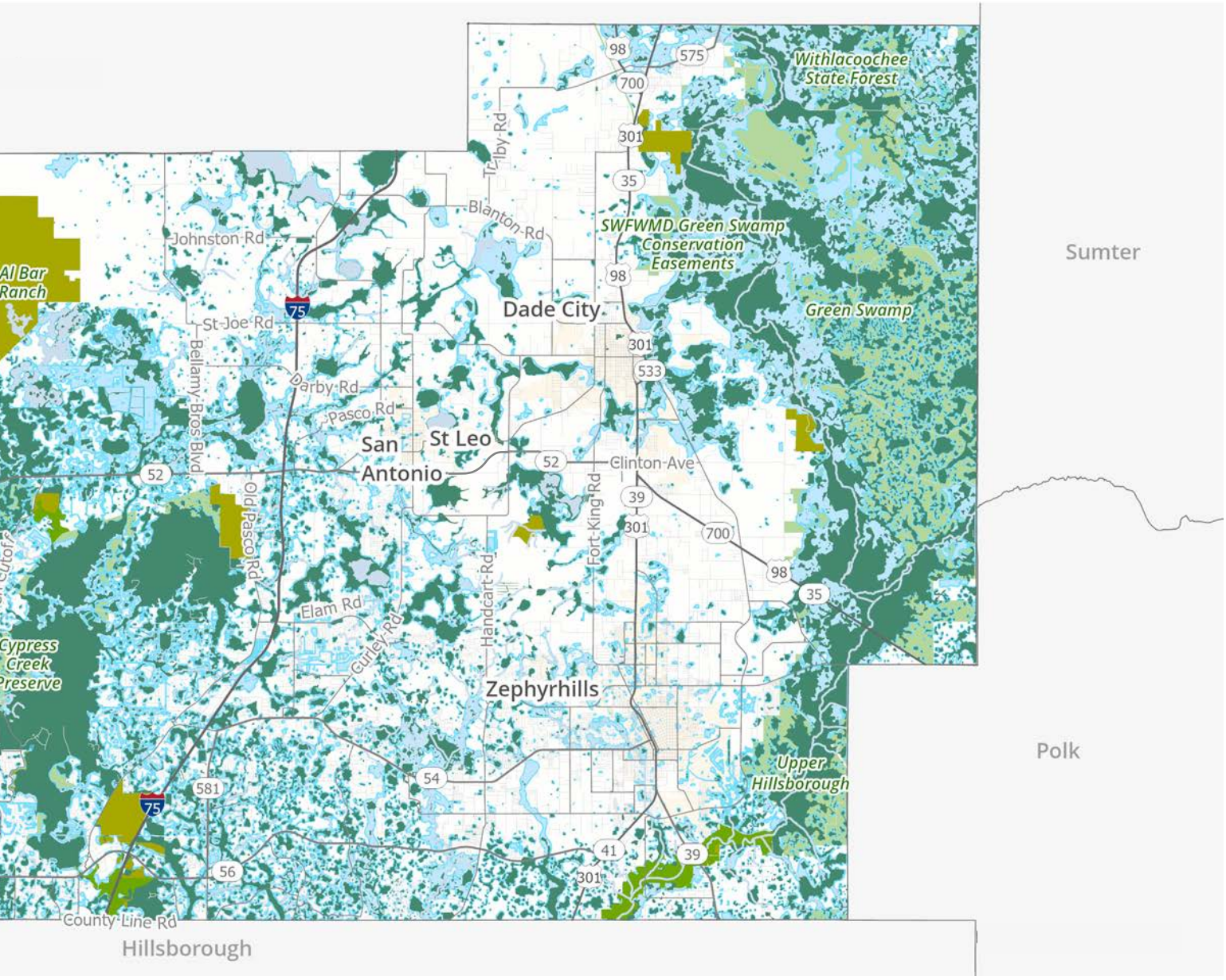
ENVIRONMENTAL PROTECTION AREAS

Pasco County has many environmental factors and protection areas to consider that can impact where new infrastructure can go. Wetlands in high-risk flood zones (A, AE, AH) make up a significant portion of the central parts of Pasco County, and much of the coast is in a Coastal High Hazard Area for storm surges. With so much of the County in environmentally sensitive and flooding-vulnerable locations, ensuring the existing network and future projects are resilient to environmental impacts from storms, flooding, and other natural hazards is a very important part of maintaining a safe and reliable transportation system.



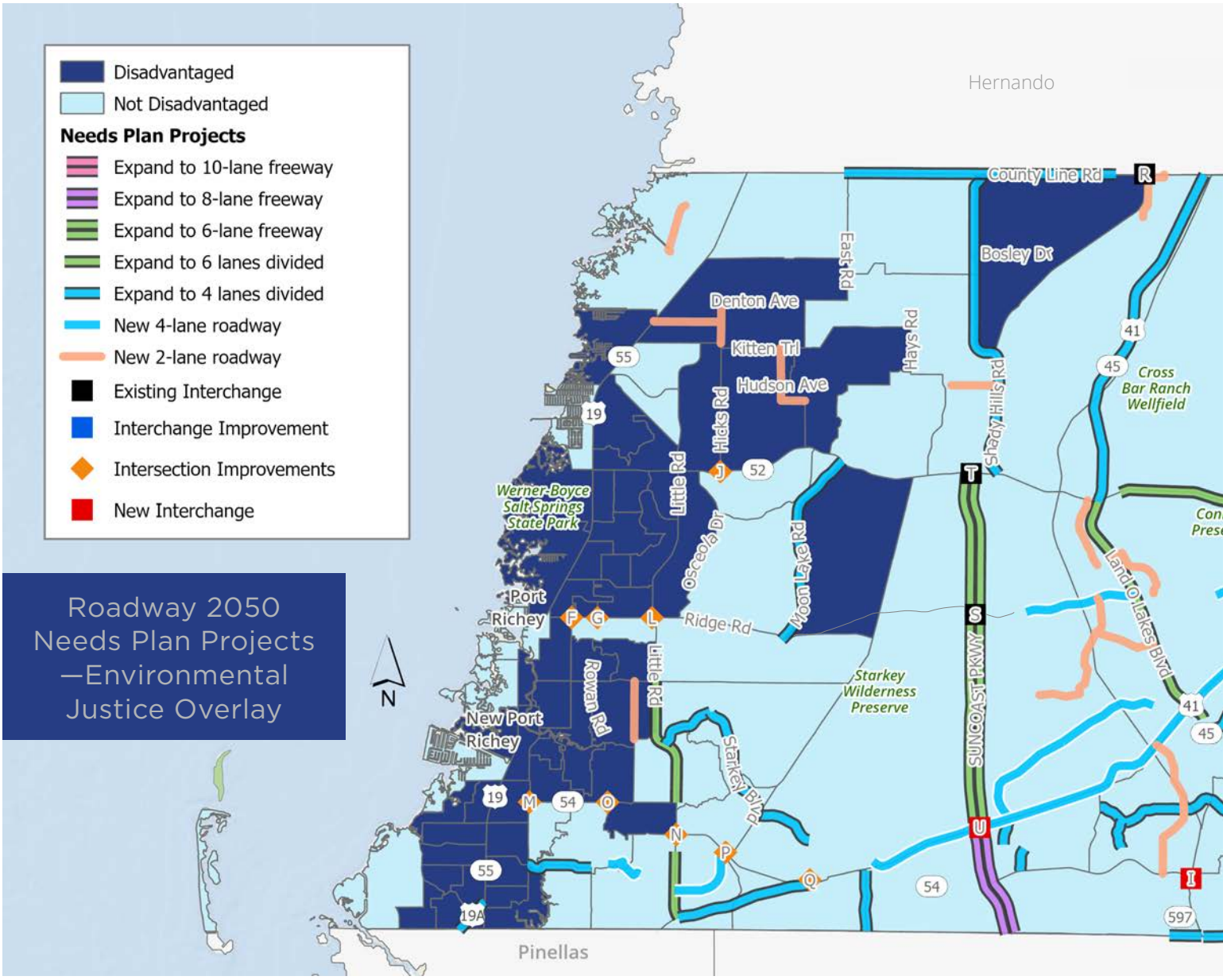
24%
Of County Within Wetlands

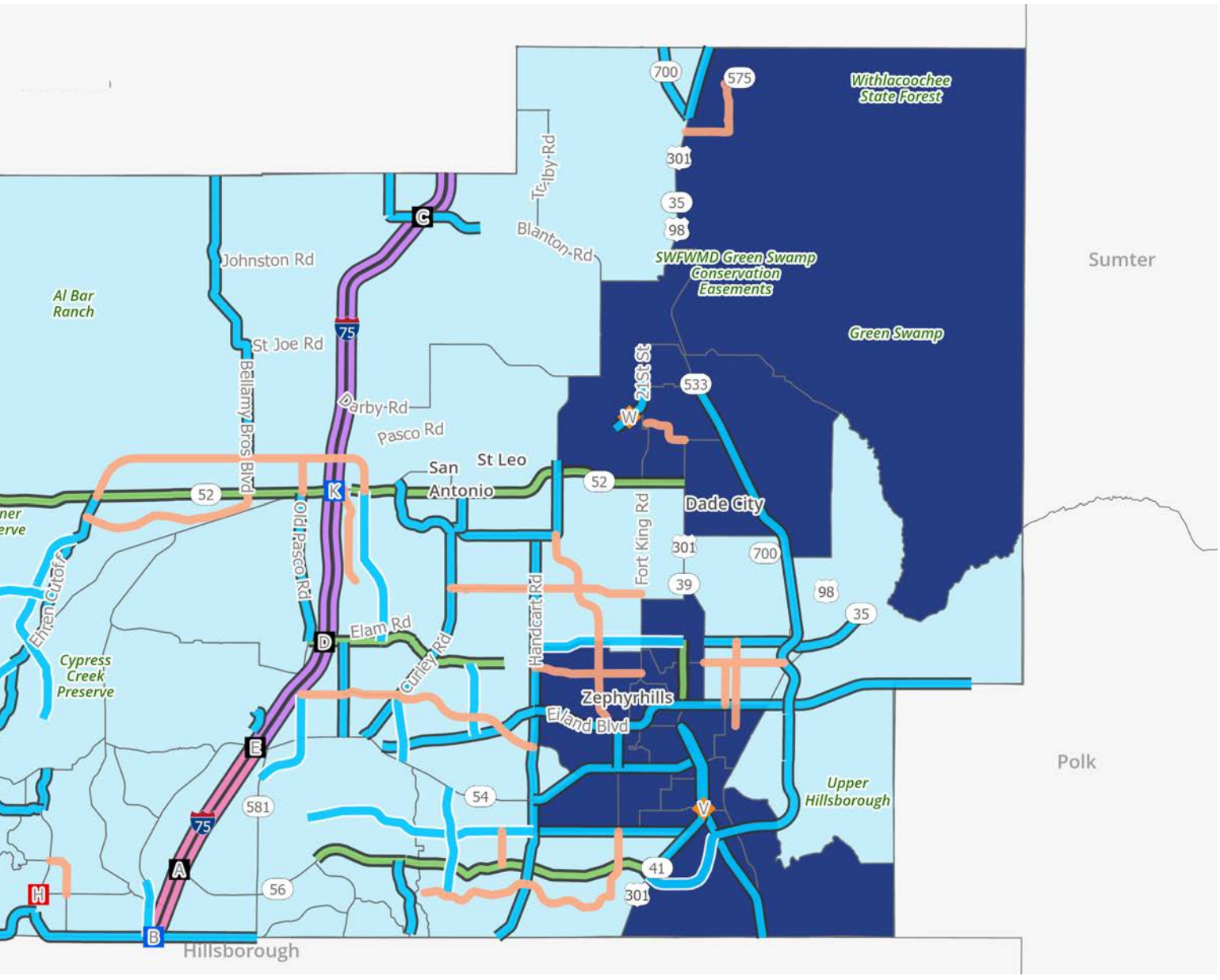
40%
Of County Within High Risk Flood Zones



ENVIRONMENTAL JUSTICE

Transportation projects identified in the Needs Plan could impact the natural and man-made environment of Pasco County. These projects also could disrupt some communities even as they improve mobility in those communities and elsewhere. With early awareness and a responsible approach to planning and design, these impacts can be minimized and potentially avoided. To start this process, Innovate Pasco 2050 includes a map that overlays the roadway capacity needs network introduced on pages 41 and 42 to provide an at-a-glance look at how transportation improvement projects can address the goals and objectives in a way that minimizes potential impacts to disadvantaged communities.




Withlacoochee State Forest
SWFWMD Green Swamp Conservation Easements
Green Swamp
Sumter
Polk
Hillsborough
Al Bar Ranch
Cypress Creek Preserve
Upper Hillsborough
Johnston Rd
St Joe Rd
Bellamy Bros Blvd
Old Pasco Rd
Elam Rd
Curley Rd
Handcart Rd
Fort King Rd
Blanton Rd
Tyler Rd
Darby Rd
Pasco Rd
21St St
Eiland Blvd
San Antonio
St Leo
Dade City
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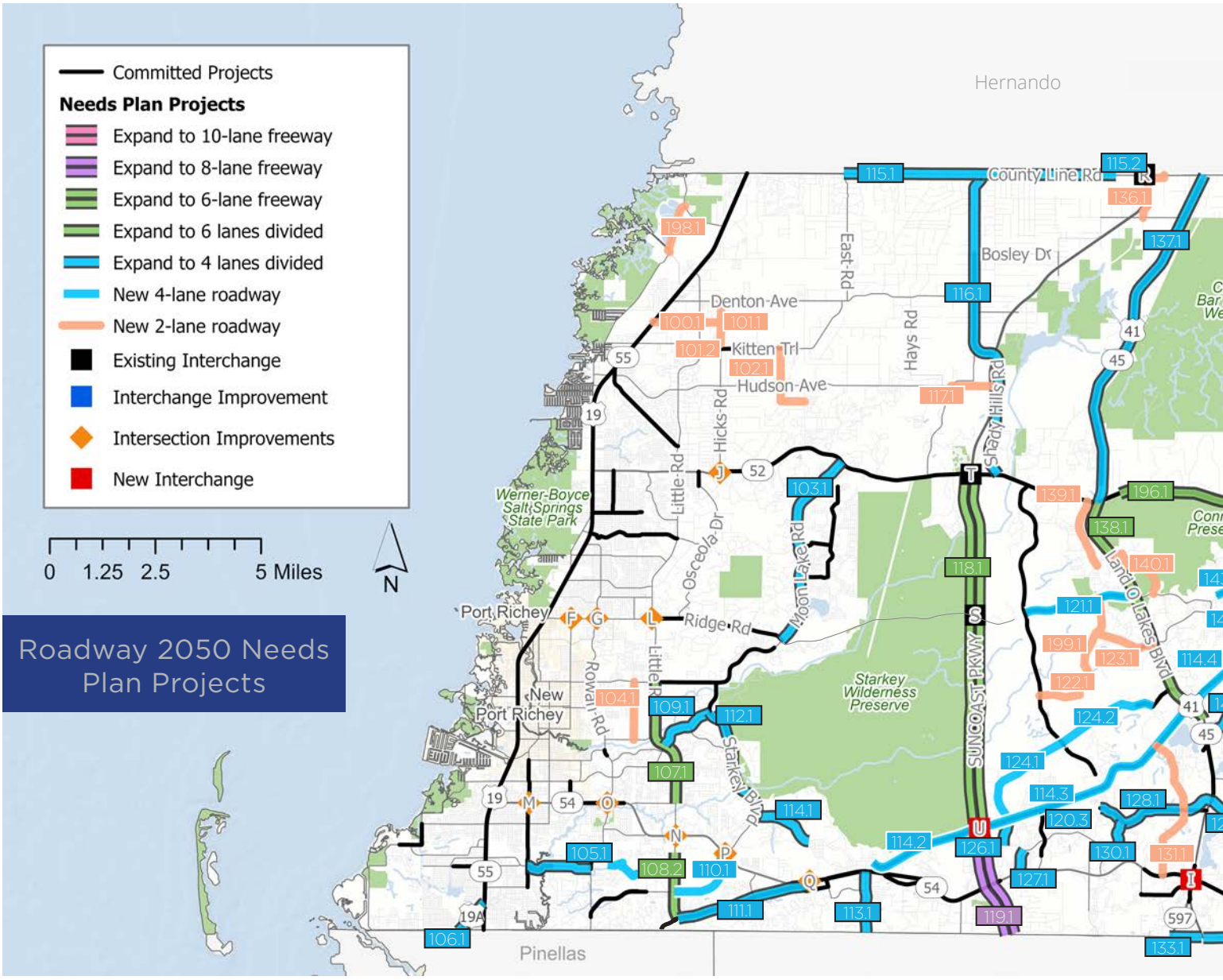
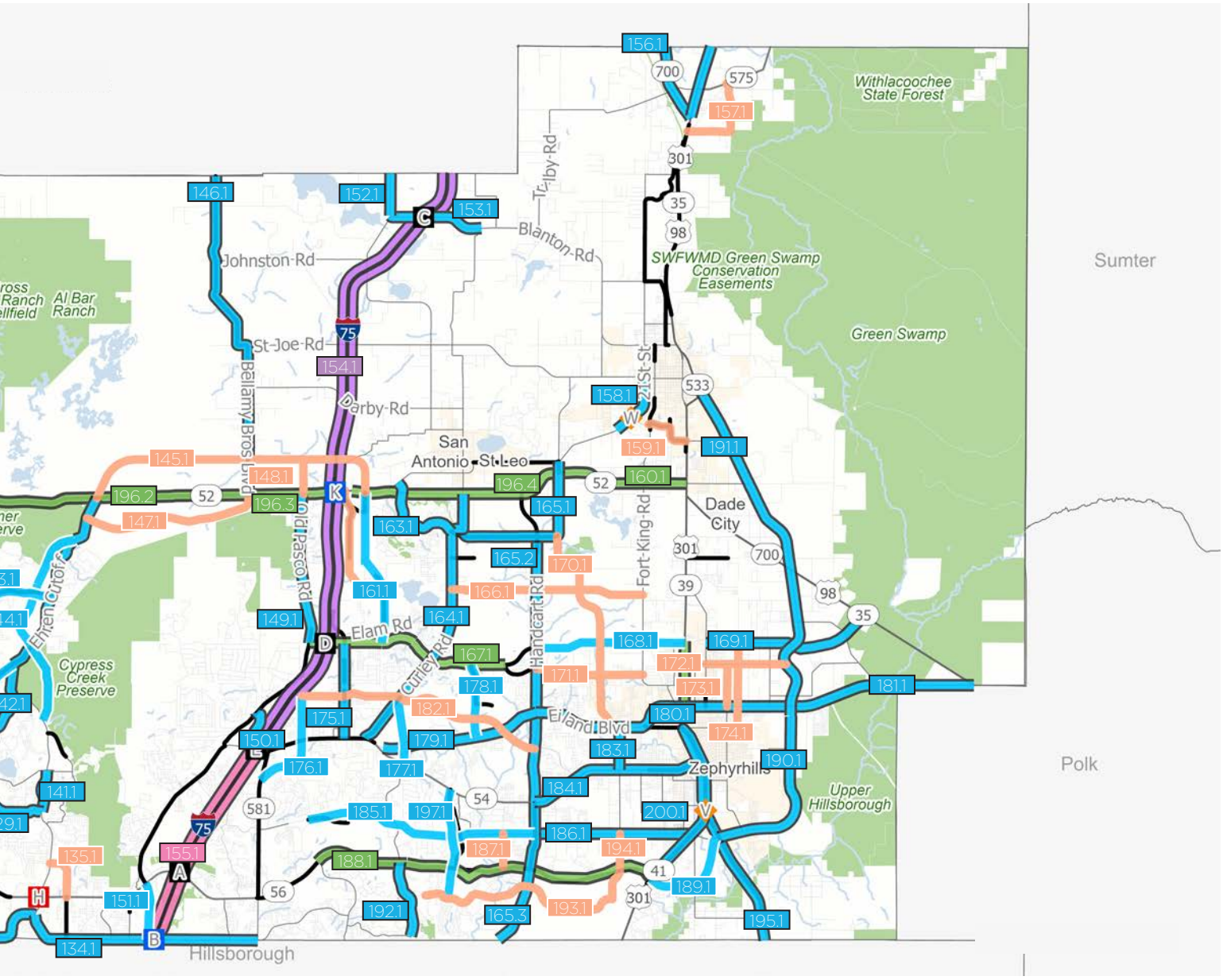
ROADWAY CAPACITY NEEDS NETWORK

Most needs in the 2050 Roadway Needs Plan Network are in the central and eastern parts of the county, which are seeing much of the region's transformational growth and development. Several major corridors are shown with further widening, including I-75, much of Suncoast Parkway, and parts of SR-52, US-41, and SR-56. Many of the new roadways included are designed to improve connectivity of the southeast Pasco County road network especially around Zephyrhills. Others, such as some proposed roadways near Land O' Lakes, would primarily act as connections to areas currently being newly developed.



IMPORTANCE OF THE NEEDS PLAN

The inclusion of a project in the Needs Plan is an important indication of support for that project regardless of available funding. One example is the improvement to and completion of Sunlake Boulevard. The intent is for the project to be locally funded. However, its presence in the Needs Plan allows for easier consideration for state and federal funding should it be desired in the future.



ID	Street	From	To	Description
100.1	**BOLTON AVE**	US 19	HICKS RD	New 2-lane roadway
101.1	**HICKS RD**	DENTON AVE	BOLTON AVE	New 2-lane roadway (modernize existing road)
101.2	**HICKS RD**	BOLTON AVE	NEW YORK AVE	New 2-lane roadway
102.1	**COLONY RD**	KITTEN TRL	COLONY RD	New 2-lane roadway
103.1	**C.R. 587 (MOON LAKE RD)**	RIDGE RD	S.R. 52	Expand to 4 lanes divided
104.1	**OSTEEN EXT S**	PLATHE RD	S. OF KNIGHT DR.	New 2-lane roadway
105.1	**PERRINE RANCH RD**	C.R. 595 (GRAND BLVD)	C.R. 77 (SEVEN SPRINGS BLVD)	Expand to 4 lanes divided
106.1	**U.S.19 ALT**	ANCLOTE BLVD	U.S. 19	Expand to 4 lanes divided
107.1	**C.R. 1 (LITTLE RD)**	OLD C.R. 54	C.R. 587 (MASSACHUSETTES AVE)	Expand to 6 lanes divided
108.2	**C.R. 1 (LITTLE RD)**	MERCY WAY	TRINITY BLVD	Expand to 6 lanes divided
109.1	**RIVER CROSSING BLVD**	C.R. 1 (LITTLE RD)	STARKEY BLVD	Expand to 4 lanes divided
110.1	**MITCHELL BLVD**	C.R. 1 (LITTLE RD)	S.R. 54	New 4-lane roadway
111.1	**TRINITY BLVD**	C.R. 1 (LITTLE RD)	SR 54	Expand to 4 lanes divided
112.1	**STARKEY BLVD**	RIVER CROSSING BLVD	DOC BRITTLE ST	Expand to 4 lanes divided
113.1	**C.R. 587 (GUNN HWY)**	S.R. 54	HILLSBOROUGH COUNTY LINE	Expand to 4 lanes divided
114.1	**RANGELAND BLVD**	STARKEY RD	LONG SPUR	Expand to 4 lanes divided
114.2	**RANGELAND BLVD**	CATTLE GAP TRL	BEXLEY VILLAGE DR	New 4-lane roadway
114.3	**BUD BEXLEY PKWY**	BEXLEY VILLAGE DR	U.S. 41	New 4-lane roadway
114.4	**CALIENTE BLVD**	U.S. 41	C.R. 583 (EHREN CUTOFF)	New 4-lane roadway
115.1	**C.R. 578 (COUNTY LINE RD)**	EAST RD	SHADY HILLS RD/MARINER BLVD	Expand to 4 lanes divided

ID	Street	From	To	Description
115.2	**C.R. 578 (COUNTY LINE RD)**	SHADY HILLS RD/MARINER BLVD	OAK CHASE BLVD	Expand to 4 lanes divided
116.1	**SHADY HILLS RD**	HERNANDO COUNTY LINE	S.R. 52	Expand to 4 lanes divided
117.1	**VISION ROAD Z**	HUDSON AVE	SHADY HILLS RD	New 2-lane roadway
118.1	**SUNCOAST PKWY**	RIDGE RD	S.R. 52	Expand to 6-lane freeway
119.1	**SUNCOAST PKWY**	RANGELAND BLVD	HILLSBOROUGH COUNTY LINE	Expand to 8-lane freeway
120.3	**SUNLAKE BLVD**	RANGELAND BLVD	MENTIMORE BLVD	Expand to 4 lanes divided
122.1	**NORTH COLLECTOR**	SUNLAKE BLVD	ROADWAY "A"	New 2-lane roadway
123.1	**PLEASANT PLAINS PKWY**	ROADWAY "A"	U.S. 41	New 2-lane roadway
124.1	**BEXLEY RANCH BLVD**	RANGELAND BLVD	SUNLAKE BLVD	New 4-lane roadway
124.2	**BEXLEY RANCH BLVD**	SUNLAKE BLVD	WISTERIA LOOP	New 4-lane roadway
126.1	**BEXLEY VILLAGE DR**	MENTMORE BLVD	RANGELAND BLVD	Expand to 4 lanes divided
127.1	**MEADOWBROOK DR**	MENTMORE BLVD	S.R. 54	Expand to 4 lanes divided
128.1	**LAKE PATIENCE RD**	SUNLAKE BLVD	U.S. 41	Expand to 4 lanes divided
129.1	**BELL LAKE RD**	U.S. 41	COLLIER PKWY	Expand to 4 lanes divided
130.1	**OAKSTEAD BLVD**	LAKE PATIENCE DR	MANASSAS DR	Expand to 4 lanes divided
131.1	**DREXEL RD**	RANGELAND BLVD	LAKE PATIENCE DR	New 2-lane roadway
132.1	**WILSON RD**	LAKE PATIENCE DR	S.R. 54	New 2-lane roadway
133.1	**WILLOW BEND PKWY**	S.R. 597 (DALE MABRY)	COLLIER PKWY	Expand to 4 lanes divided
134.1	**COLLIER PKWY/COUNTY LINE RD**	WILLOW BEND PKWY	C.R. 581	Expand to 4 lanes divided
135.1	**LIVINGSTON RD**	COLLIER PKWY	S.R. 54	New 2-lane roadway
136.1	**MILESTONE DR**	BOWMAN RD	HERNANDO COUNTY LINE	New 2-lane roadway

ID	Street	From	To	Description
137.1	**U.S. 41**	S.R. 52	HERNANDO COUNTY LINE	Expand to 4 lanes divided
138.1	**U.S. 41**	SR 52	HORTON RD	Expand to 6 lanes divided
139.1	**BULLOCH BLVD**	S.R. 52	Mossy Timber Blvd.	New 2-lane roadway
140.1	**ASBEL RD EXT/SYMPHONY PKWY**	U.S. 41	CONNERTON BLVD	New 2-lane roadway
141.1	**COLLIER PKWY**	HALE RD	BELL LAKE RD	Expand to 4 lanes divided
142.1	**C.R. 583 (EHREN CUTOFF)**	US 41	SR 52	Expand to 4 lanes divided
143.1	**CONNERTON BLVD**	FLOURISH DR	C.R. 583 (EHREN CUTOFF)	New 4-lane roadway
144.1	**COLLIER PKWY EXT**	PARKWAY BLVD	C.R. 583 (EHREN CUTOFF)	New 4-lane roadway
145.1	**COLLIER PKWY EXT**	C.R. 583 (EHREN CUTOFF)	S.R. 52	New 2-lane roadway
146.1	**C.R. 581 (BELLAMY BROTHERS BLVD)**	HERNANDO COUNTY LINE	S.R. 52	Expand to 4 lanes divided
147.1	**PASCO VILLAGE PKWY**	C.R. 583 (EHREN CUTOFF)	S.R. 52	New 2-lane roadway
148.1	**PASCO RD EXT**	COLLIER PKWY EXT	S.R. 52	New 2-lane roadway
149.1	**COYOTE WAY**	SEDGEWAY BLVD	S OF S.R. 52	Expand to 4 lanes divided
150.1	**OAKLEY BLVD**	OLD PASCO RD	PINK FLAMINGO LN	Expand to 4 lanes divided
151.1	**C.R. 54 EXT**	S.R. 56	COUNTY LINE RD	New 4-lane roadway
152.1	**C.R. 577 (LAKE IOLA DR)**	HERNANDO COUNTY LINE	C.R. 41 (BLANTON RD)	Expand to 4 lanes divided
153.1	**C.R. 41 (BLANTON RD)**	C.R. 577 (LAKE IOLA RD)	JAMES RD	Expand to 4 lanes divided
154.1	**I - 75**	S.R. 54	HERNANDO CO LINE	Expand to 8-lane freeway
155.1	**I - 75**	WESLEY CHAPEL BLVD	HILLSBOROUGH COUNTY LINE	Expand to 10-lane freeway
156.1	**U.S. 98**	HERNANDO COUNTY LINE	U.S. 301	Expand to 4 lanes divided
157.1	**MICKLER RD/BOWER RD**	U.S. 301	S.R. 575	New 2-lane roadway

ID	Street	From	To	Description
158.1	**S.R. 52**	CITY LIMIT (DADE CITY)	MERIDIAN AVE	Expand to 4 lanes divided
159.1	**MORNINGSIDE DR**	U.S. 301	FORT KING RD	New 2-lane roadway
160.1	**C.R. 52A (CLINTON AVE)**	C.R. 41 (FORT KING RD)	U.S. 301	Expand to 6 lanes divided
161.1	**MCKENDREE REALIGNMENT**	S.R. 52	OVERPASS RD	New 4-lane roadway
163.1	**MIRADA BLVD**	C.R. 52	C.R. 577 (CURLEY RD)	Expand to 4 lanes divided
164.1	**C.R. 577 (CURLEY RD)**	S.R. 52 (MCCABE RD)	S.R. 54	Expand to 4 lanes divided
165.1	**C.R. 579 (PROSPECT RD)**	C.R. 52	C.R. 577 (CURLEY RD)	Expand to 4 lanes divided
165.2	**C.R. 579 (HANDCART RD/ EILAND BLVD)**	C.R. 579A (PROSPECT RD)	S.R. 54	Expand to 4 lanes divided
165.3	**C.R. 579 (MORRIS BRIDGE RD)**	S.R. 54	HILLSBOROUGH COUNTY LINE	Expand to 4 lanes divided
166.1	**KIEFER RD**	C.R. 577 (CURLEY RD)	C.R. 41 (FORT KING RD)	New 2-lane roadway
167.1	**OVERPASS RD**	OLD PASCO RD	OLD BRIDGE RD	Expand to 6 lanes divided
168.1	**OVERPASS RD EXT**	C.R. 579 (HANDCART RD)	U.S. 301 (GALL BLVD)	New 4-lane roadway
169.1	**C.R. 530 (OTIS ALLEN RD)**	WIRE RD	U.S. 98	Expand to 4 lanes divided
170.1	**HIGHLAND BLVD**	C.R. 579 (PROSPECT RD)	EILAND BLVD	New 2-lane roadway
171.1	**SUNSHINE RD**	C.R. 579 (HANDCART)	FORT KING RD	New 2-lane roadway
172.1	**PRETTY POND RD EXT.**	23RD ST	OLD LAKELAND HWY	New 2-lane roadway
173.1	**20TH ST**	PRETTY POND RD	C.R. 54	New 2-lane roadway
174.1	**23RD ST**	OTIS ALLEN RD	NORTH AVE	New 2-lane roadway
175.1	**BOYETTE RD**	OVERPASS RD	S.R. 54	Expand to 4 lanes divided
176.1	**S.R. 581 EXTENSION**	WELLS RD	S.R. 581	New 4-lane roadway
177.1	**CURLEY RD REALIGNMENT**	C.R. 577	S.R. 54	New 4-lane roadway

ID	Street	From	To	Description
178.1	**RIVER GLEN BLVD**	OVERPASS RD	Z. WEST.EXT	New 4-lane roadway
179.1	**Z.WEST.EXT**	S.R. 54	C.R. 579 (HANDCART RD)	Expand to 4 lanes divided
180.1	**EILAND BLVD**	HANDCART RD	U.S. 301 (GALL BLVD)	Expand to 4 lanes divided
181.1	**C.R. 54 (E)**	U.S. 301 (GALL BLVD)	U.S. 98	Expand to 4 lanes divided
182.1	**WELLS RD**	CURLEY RD	C.R. 579 (EILAND)	New 2-lane roadway
183.1	**DEAN DAIRY RD**	S.R. 54	EILAND BLVD	Expand to 4 lanes divided
184.1	**S.R. 54**	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	Expand to 4 lanes divided
185.1	**CHANCEY RD EXT**	WIREGRASS RANCH BLVD	C.R.579 - MORRIS BRIDGE RD	New 4-lane roadway
186.1	**CHANCEY RD**	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	Expand to 4 lanes divided
187.1	**NEW RIVER RD**	S.R. 56	CHANCEY EXT	New 2-lane roadway
188.1	**S.R. 56**	US 301 (GALL BLVD)	MANSFIELD BLVD	Expand to 6 lanes divided
189.1	**S.R. 56**	US 301 (GALL BLVD)	CHANCEY RD (Z EAST)	New 4-lane roadway
190.1	**CHANCEY (Z.EAST)**	S.R. 39	C.R. 54	Expand to 4 lanes divided
191.1	**C.R. 35A (OLD LAKELAND HWY)**	C.R. 54	U.S. 98 (BYPASS)	Expand to 4 lanes divided
192.1	**MEADOW POINTE BLVD**	CLARIDGE PL	BEARDSLEY DR	Expand to 4 lanes divided
193.1	**OLDWOODS AVE**	HOVENWEEP RD	COATS RD	New 2-lane roadway
194.1	**COATS RD**	OLDWOODS AVE	CHANCEY RD	New 2-lane roadway

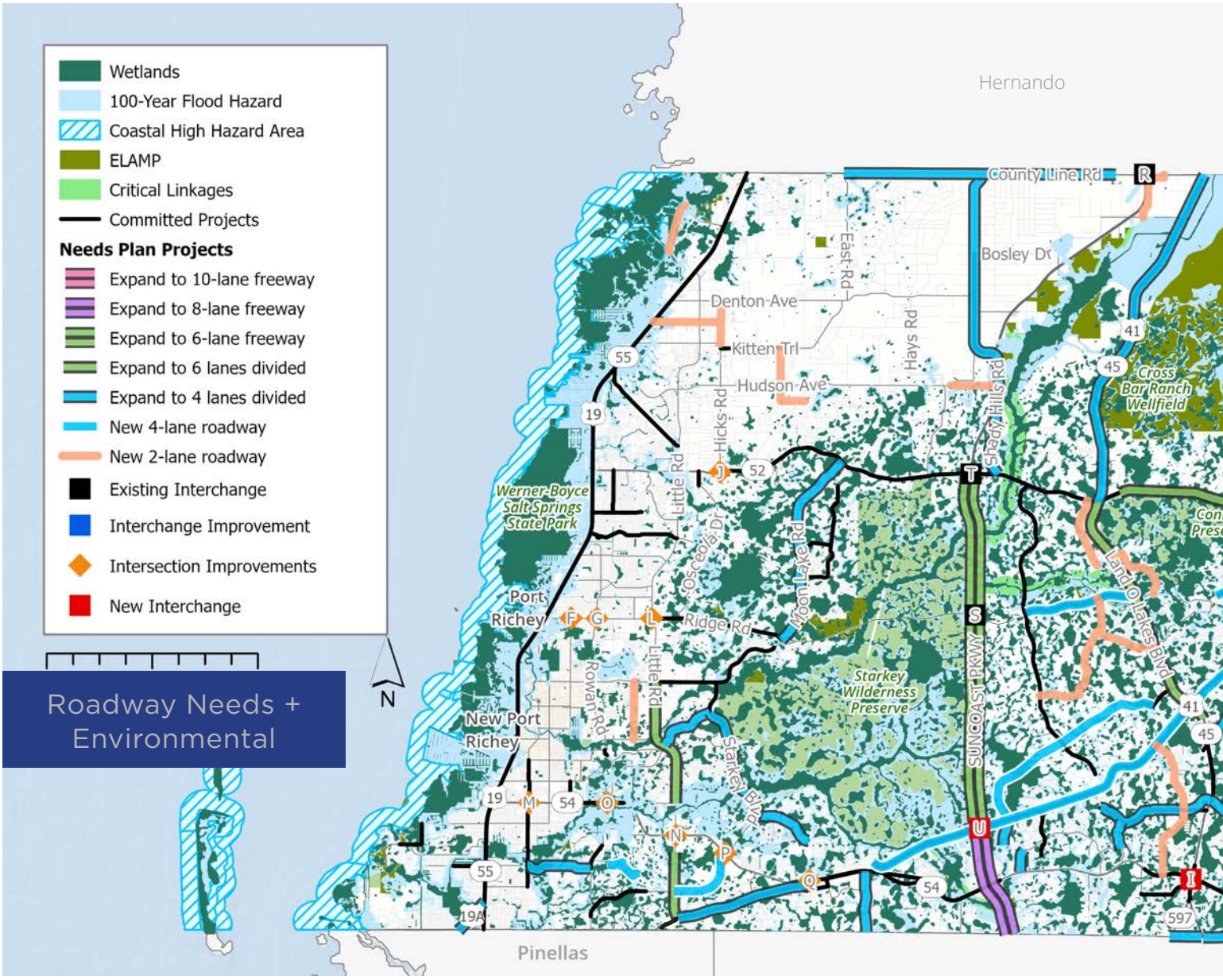
ID	Street	From	To	Description
195.1	**S.R. 39**	HILLSBOROUGH COUNTY LINE	U.S. 301	Expand to 4 lanes divided
196.1	**S.R. 52**	E OF U.S. 41	EHREN CUTOFF	Expand to 6 lanes divided
196.2	**S.R. 52**	EHREN CUTOFF	CR 581 (BELLAMY BROTHERS BLVD)	Expand to 6 lanes divided
196.3	**S.R. 52**	CR 581 (BELLAMY BROTHERS BLVD)	I-75	Expand to 6 lanes divided
196.4	**SR 52**	I-75	FORT KING ROAD	Expand to 6 lanes divided
197.1	**WYNDFIELDS BLVD**	S.R. 54	OLDWOODS AVE	New 4-lane roadway
198.1	**OLD DIXIE HWY**	RACE TRACK RD	ARIPEKA RD	New 2-lane roadway
199.1	**ROADWAY "J"**	ASBEL RD	LIGHTWATER BLVD	New 2-lane roadway
199.2	**ASBEL RD**	RIDGE RD EXT	ROACHES RUN RD	New 2-Lane Roadway
200.1	**PERRINE RANCH RD EXT**	SEVEN SPRINGS BLVD	TRINITY OAKS BLVD	New 4-Lane Roadway
201.1	**U.S. 301 (GALL BLVD)**	S.R. 56	S.R. 39	Expand to 4 lanes divided
201.2	**US 301 (GALL BLVD)**	CR 54 (EILAND BLVD)	NORTH OF KOSSICK RD	Expand to 6 lanes divided
201.3	**US 301 (GALL BLVD)**	US 98	HERNANDO COUNTY LINE	Expand to 4 lanes divided
202.1	**US 301 (6th, 7th, Gall)**	S.R. 39	C.R. 54	New 2-Lane Roadway
203.1	**N/S Collector**	MCKENDREE RD EXT	S.R. 52	New 2-Lane Roadway

NEW/IMPROVED INTERSECTION/INTERCHANGE PROJECTS

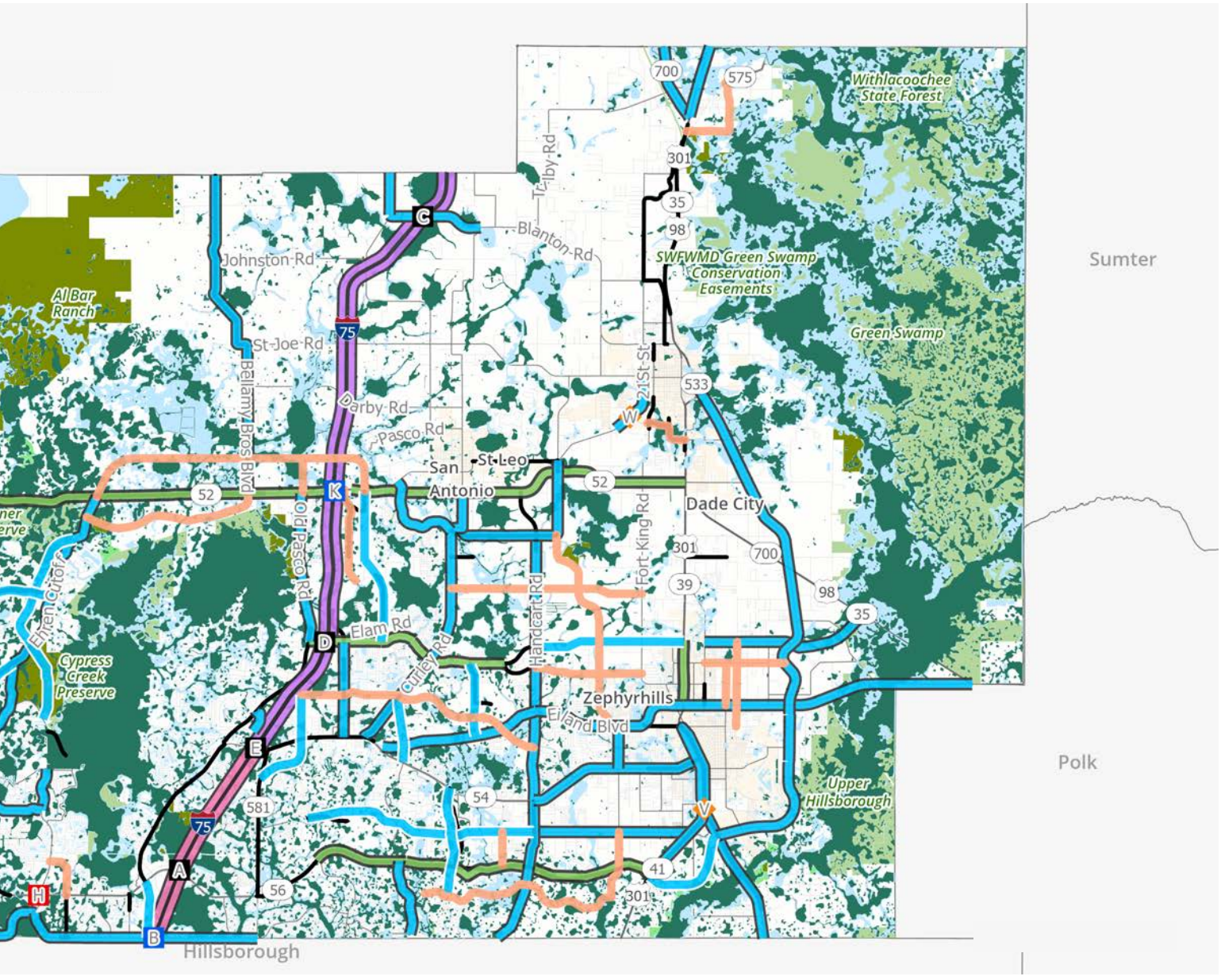
ID	Street	Description
B	**I-75 / I-275 - S of County Line Rd to SR 56**	Interchange modification
C	**I-75 @ Blanton Rd**	Safety improvements
E	**I-75 @ SR 54 (Wesley Chapel Blvd)**	Safety improvements
F	**Ridge Rd @ Congress St**	Safety improvements
G	**Ridge Rd @ Regency Park Blvd**	Safety improvements
H	**S.R. 54 @ Collier Pkwy**	New Interchange
I	**S.R. 54 @ U.S. 41**	New Interchange
J	**SR 52 @ Hicks Rd**	Safety improvements
K	**SR 52 @ I-75**	Safety improvements
L	**SR 52 @ Little Rd**	Safety improvements
M	**SR 54 @ Grand Blvd**	Safety improvements
N	**SR 54 @ Little Rd**	Safety improvements
O	**SR 54 @ Rowan Rd**	Safety improvements
P	**SR 54 @ Starkey Blvd**	Safety improvements
Q	**SR 54 @ Trinity Blvd**	Safety improvements
R	**Suncoast Pkwy @ County Line Rd**	Safety improvements
T	**Suncoast Pkwy @ SR 52**	Safety improvements
U	**Tower Road @ Suncoast Pkwy**	New Interchange
V	**US 301 (Gall Blvd) @ SR 39 (Paul S Buchman Hwy)**	Safety improvements
W	**CR 52/ADAIR RD**	Intersection improvements

RESILIENCE—ROADWAY CAPACITY NEEDS

In the map below, the roadway capacity needs are overlaid with the environmental protection areas. This map highlights the resiliency considerations that must be taken accounted for when planning and programming roadway projects in Florida.



The table on the following page provides additional information about the environmental conditions that specifically impact each of the roadway needs projects. These environmental conditions will be assessed as each of the projects progress through the phases of implementation. Mitigating the impacts of these environmental considerations will enhance the resilience of the overall transportation network.



ENVIRONMENTAL MITIGATION CONSIDERATIONS

ID	Street	From	To	Description
100.1	**Bolton Ave**	US 19	Hicks Rd	New 2-lane roadway
101.1	**Hicks Rd**	Denton Ave	Bolton Ave	New 2-lane roadway (modernize existing road)
101.2	**Hicks Rd**	Bolton Ave	New York Ave	New 2-lane roadway
102.1	**Colony Rd**	Kitten Trl	Colony Rd	New 2-lane roadway
103.1	**CR 587 (Moon Lake Rd)**	Ride Rd	SR 52	Expand to 4 lanes divided
104.1	**Osteen Ext S**	Plathe Rd	S of Knight Dr	New 2-lane roadway
105.1	**Perrine Ranch Rd**	CR 595 (Grand Blvd)	CR 77 (Seven Springs Blvd)	Expand to 4 lanes divided
106.1	**US 19 Alt**	Anclote Blvd	US 19	Expand to 4 lanes divided
107.1	**CR 1 (Little Rd)**	Old CR 54	CR 587 (Massachusettes Ave)	Expand to 6 lanes divided
108.2	**CR 1 (Little Rd)**	Mercy Way	Trinity Blvd	Expand to 6 lanes divided
109.1	**River Crossing Blvd**	CR 1 (Little Rd)	Starkey Blvd	Expand to 4 lanes divided
110.1	**Mitchell Blvd**	CR 1 (Little Rd)	SR 54	New 4-lane roadway
111.1	**Trinity Blvd**	River Crossing Blvd	SR 54	Expand to 4 lanes divided
112.1	**Starkey Blvd**	Mitchell Blvd	Doc Brittle St	Expand to 4 lanes divided
113.1	**CR 587 (Gunn Hwy)**	Trinity Blvd	Hillsborough County Line	Expand to 4 lanes divided
114.1	**Rangeland Blvd**	Starkey Blvd	Long Spur	Expand to 4 lanes divided
114.2	**Rangeland Blvd**	Cattle Gap Trl	Bexley Village Dr	New 4-lane roadway
114.3	**Bud Bexley Blvd**	Bexley Village Dr	US 41	New 4-lane roadway
114.4	**Caliente Blvd**	US 41	CR 583 (Ehren Cutoff)	New 4-lane roadway
115.1	**CR 578 (County Line Rd)**	East Rd	Shady Hills Rd/Mariner Blvd	Expand to 4 lanes divided
115.2	**CR 578 (County Line Rd)**	Shady Hills Rd/Mariner Blvd	Oak Chase Blvd	Expand to 4 lanes divided

Parks and Publicly Owned Land	Wetlands	Coastal High Hazard Areas	High Risk Flood Zones (100-Year Floodplain)	Critical Linkages	ELAMP
			X		
	X				
	X		X		X
	X		X		
	X		X		X
			X		
	X		X		
			X		
	X				
	X		X		
			X		
X	X		X		
	X				
X	X		X	X	X
	X		X		
	X		X		
			X		

ID	Street	From	To	Description
116.1	**Shady Hills Rd**	Hernando County Line	SR 52	Expand to 4 lanes divided
117.1	**Vision Road Z**	Hudson Ave	Shady Hills Rd	New 2-lane roadway
118.1	**Suncoast Pkwy**	Ridge Rd	SR 52	Expand to 6-lane freeway
119.1	**Suncoast Pkwy**	Rangeland Blvd	Hillsborough County Line	Expand to 8-lane freeway
120.3	**Sunlake Blvd**	Rangeland Blvd	Mentimore Blvd	Expand to 4 lanes divided
121.1	**Ridge Rd Ext**	Sunlake Blvd	US 41	New 4-lane roadway
122.1	**North Collector**	Sunlake Blvd	Roadway "A"	New 2-lane roadway
123.1	**Pleasant Plains Pkwy**	Roadway "A"	US 41	New 2-lane roadway
124.1	**Bexley Ranch Blvd**	Rangeland Blvd	Sunlake Blvd	New 4-lane roadway
124.2	**Bexley Ranch Blvd**	Sunlake Blvd	Wisteria Loop	New 4-lane roadway
126.1	**Bexley Village Dr**	Mentmore Blvd	Rangeland Blvd	Expand to 4 lanes divided
127.1	**Meadowbrook Dr**	Mentmore Blvd	SR 54	Expand to 4 lanes divided
128.1	**Lake Patience Rd**	Sunlake Blvd	US 41	Expand to 4 lanes divided
129.1	**Bell Lake Rd**	US 41	Collier Pkwy	Expand to 4 lanes divided
130.1	**Oakstead Blvd**	Lake Patience Dr	Manassas Dr	Expand to 4 lanes divided
131.1	**Drexel Rd**	Rangeland Blvd	Lake Patience Dr	New 2-lane roadway
132.1	**Wilson Rd**	Lake Patience Dr	SR 54	New 2-lane roadway
133.1	**Willow Bend Pkwy**	SR 597 (Dale Mabry)	Collier Pkwy	Expand to 4 lanes divided
134.1	**Collier Pkwy/County Line Rd**	Willow Bend Pkwy	CR 581	Expand to 4 lanes divided
135.1	**Livingston Rd**	Collier Pkwy	SR 54	New 2-lane roadway
136.1	**Milestone Dr**	Hernando County Line	Bowman Rd	New 2-lane roadway
137.1	**US 41**	SR 52	Hernando County Line	Expand to 4 lanes divided
138.1	**US 41**	SR 52	Horton Rd	Expand to 6 lanes divided
139.1	**Bulloch Blvd**	SR 52	Mossy Timber Blvd	New 2-lane roadway

Parks and Publicly Owned Land	Wetlands	Coastal High Hazard Areas	High Risk Flood Zones (100-Year Floodplain)	Critical Linkages	ELAMP
X	X		X		X
	X		X		
X	X		X	X	X
X	X		X	X	X
	X		X		
X	X		X		X
	X		X		
	X		X		
	X		X		
	X		X		
			X		
	X		X		
	X		X		
	X				
	X		X		
	X		X		
	X		X		
X	X		X	X	X
	X		X		
			X		
X	X		X	X	X
X	X		X	X	X
	X		X		

ID	Street	From	To	Description
140.1	**Asbel Rd Ext/Symphony Pkwy**	US 41	Connerton Blvd	New 2-lane roadway
141.1	**Collier Pkwy**	Hale Rd	Bell Lake Rd	Expand to 4 lanes divided
142.1	**CR 583 (Ehren Cutoff)**	US 41	SR 52	Expand to 4 lanes divided
143.1	**Connerton Blvd**	Flourish Dr	CR 583 (Ehren Cutoff)	New 4-lane roadway
144.1	**Collier Pkwy Ext**	Parkway Blvd	CR 583 (Ehren Cutoff)	New 4-lane roadway
145.1	**Collier Pkwy Ext**	CR 583 (Ehren Cutoff)	SR 52	New 2-lane roadway
146.1	**CR 581 (Bellamy Brothers Blvd)**	Hernando County Line	SR 52	Expand to 4 lanes divided
147.1	**Pasco Village Pkwy**	CR 583 (Ehren Cutoff)	SR 52	New 2-lane roadway
148.1	**Pasco Rd Ext**	Collier Pkwy Ext	SR 52	New 2-lane roadway
149.1	**Coyote Way**	Sedgeway Blvd	S of SR 52	Expand to 4 lanes divided
150.1	**Oakley Blvd**	Old Pasco Rd	Pink Flamingo Ln	Expand to 4 lanes divided
151.1	**CR 54 Ext**	SR 56	County Line Rd	New 4-lane roadway
152.1	**CR 577 (Lake Iola Dr)**	Hernando County Line	CR 41 (Blanton Rd)	Expand to 4 lanes divided
153.1	**CR 41 (Blanton Rd)**	CR 577 (Lake Iola Rd)	James Rd	Expand to 4 lanes divided
154.1	**I-75**	SR 54	Hernando County Line	Expand to 8-lane freeway
155.1	**I-75**	Wesley Chapel Blvd	Hillsborough County Line	Expand to 10-lane freeway
156.1	**US 98**	Hernando County Line	US 301	Expand to 4 lanes divided
157.1	**Mickler Rd/Bower Rd**	US 301	SR 575	New 2-lane roadway
158.1	**SR 52**	City Limit (Dade City)	Meridian Ave	Expand to 4 lanes divided
159.1	**Morningside Dr**	US 301	Fort King Rd	New 2-lane roadway
160.1	**CR 52A (Clinton Ave)**	CR 41 (Fort King Rd)	US 301	Expand to 6 lanes divided
161.1	**McKendree Realignment**	SR 52	Overpass Rd	New 4-lane roadway
163.1	**Mirada Blvd**	CR 52	CR 577 (Curley Rd)	Expand to 4 lanes divided
164.1	**CR 577 (Curley Rd)**	SR 52 (McCade Rd)	SR 54	Expand to 4 lanes divided

Parks and Publicly Owned Land	Wetlands	Coastal High Hazard Areas	High Risk Flood Zones (100-Year Floodplain)	Critical Linkages	ELAMP
X	X		X		
	X				
X	X		X	X	X
	X		X		
X	X		X		X
	X		X		
	X		X		
	X		X	X	
	X		X		
X	X		X		X
	X				
X	X		X	X	X
			X		
	X		X		
	X		X		
X	X		X	X	X
	X		X		
X			X		X
			X		
	X		X		
	X				
	X		X		
X	X		X		
X	X		X		

ID	Street	From	To	Description
165.1	**CR 579 (Prospect Rd)**	CR 52	CR 577 (Curley Rd)	Expand to 4 lanes divided
165.2	**CR 579 (Handcraft Rd/ Eiland Blvd)**	CR 579A (Prospect Rd)	SR 54	Expand to 4 lanes divided
165.3	**CR 579 (Morris Bridge Rd)**	SR 54	Hillsborough County Line	Expand to 4 lanes divided
166.1	**Kiefer Rd**	CR 577 Curley Rd)	CR 41 (Fort King Rd)	New 2-lane roadway
167.1	**Overpass Rd**	Old Pasco Rd	Old Bridge Rd	Expand to 6 lanes divided
168.1	**Overpass Rd Ext**	CR 579 (Handcart Rd)	US 301 (Gall Blvd)	New 4-lane roadway
169.1	**CR 530 (Otis Allen Rd)**	Wire Rd	US 98	Expand to 4 lanes divided
170.1	**Highland Blvd**	CR 579 (Prospect Rd)	Eiland Blvd	New 2-lane roadway
171.1	**Sunshine Rd**	CR 579 (Handcraft)	Fort King Rd	New 2-lane roadway
172.1	**Pretty Pond Rd Ext**	23rd St	Old Lakeland Hwy	New 2-lane roadway
173.1	**20th St**	Pretty Pond Rd	CR 54	New 2-lane roadway
174.1	**23rd St**	Otis Allen Rd	North Ave	New 2-lane roadway
175.1	**Boyette Rd**	Overpass Rd	SR 54	Expand to 4 lanes divided
176.1	**SR 581 Extension**	Wells Rd	SR 581	New 4-lane roadway
177.1	**Curely Rd Realignment**	CR 577	SR 54	New 4-lane roadway
178.1	**River Glen Blvd**	Overpass Rd	Z West Et	New 4-lane roadway
179.1	**Z West Ext**	SR 54	CR 579 (Handcraft Rd)	Expand to 4 lanes divided
180.1	**Eiland Blvd**	Handcart Rd	US 301 (Gall Blvd)	Expand to 4 lanes divided
181.1	**CR 54 (E)**	US 301 (Gall Blvd)	US 98	Expand to 4 lanes divided
182.1	**Wells Rd**	Curley Rd	CR 579 (Eiland)	New 2-lane roadway
183.1	**Dean Dairy Rd**	SR 54	Eiland Blvd	Expand to 4 lanes divided
184.1	**SR 54**	CR 579 (Morris Bridge Rd)	US 301 (Gall Blvd)	Expand to 4 lanes divided
185.1	**Chancey Rd Ext**	Wiregrass Ranch Blvd	CR 579 - Morris Bridge Rd	New 4-lane roadway
186.1	**Chancey Rd**	CR 579 (Morris Bridge Rd)	US 301 (Gall Blvd)	Expand to 4 lanes divided
187.1	**New River Rd**	SR 56	Chancey Ext	New 2-lane roadway

Parks and Publicly Owned Land	Wetlands	Coastal High Hazard Areas	High Risk Flood Zones (100-Year Floodplain)	Critical Linkages	ELAMP
	X		X		
	X		X		
	X		X		
	X		X		
	X		X		
	X				
X	X		X		
	X		X		
	X		X		
			X		
	X		X		
	X		X		
	X		X		
	X		X		
	X		X		
	X		X		
X	X		X		
	X		X		
	X		X		
			X		
	X		X		
			X		
	X		X		

ID	Street	From	To	Description
188.1	**SR 56**	US 301 (Gall Blvd)	Mansfield Blvd	Expand to 6 lanes divided
189.1	**SR 56**	US 301 (Gall Blvd)	Chancey Rd (Z East)	New 4-lane roadway
190.1	**Chancey (Z East)**	SR 39	CR 54	Expand to 4 lanes divided
191.1	**CR 35A (Old Lakeland Hwy)**	CR 54	US 98 (Bypass)	Expand to 4 lanes divided
192.1	**Meadow Pointe Blvd**	Claridge PL	Beardsley Dr	Expand to 4 lanes divided
193.1	**Oldwoods Ave**	Hovenweep Rd	Coats Rd	New 2-lane roadway
194.1	**Coats Rd**	Oldwoods Ave	Chancey Rd	New 2-lane roadway
195.1	**SR 39**	Hillsborough County Line	US 301	Expand to 4 lanes divided
196.1	**SR 52**	E of US 41	Ehren Cutoff	Expand to 6 lanes divided
196.2	**SR 52**	Ehren Cutoff	CR 581 (Bellamy Brothers Blvd)	Expand to 6 lanes divided
196.3	**SR 52**	CR 581 (Bellamy Brothers Blvd)	I-75	Expand to 6 lanes divided
196.4	**SR 52**	I-75	Fort King Rd	Expand to 6 lanes divided
197.1	**Wyndfields Blvd**	SR 54	Oldwoods Ave	New 4-lane roadway
198.1	**Old Dixie Hwy**	Race Track Rd	Aripeka Rd	New 2-lane roadway
199.1	**Roadway "J"**	Asbel Rd	Lightwater Blvd	New 2-lane roadway
199.2	**Asbel Rd**	Ridge Rd Ext	Roaches Run Rd	New 2-lane roadway
200.1	**Perrine Ranch Rd Ext**	Seven Springs Blvd	Trinity Oaks Blvd	New 4-lane roadway
201.1	**US 301 (Gall Blvd)**	SR 56	SR 39	Expand to 4 lanes divided
202.1	**US 301 (6th, 7th, Gall)**	SR 39	CR 54	New 2-lane roadway
203.1	**N/S Collector**	McKendree Rd Ext	SR 52	New 2-lane roadway

Parks and Publicly Owned Land	Wetlands	Coastal High Hazard Areas	High Risk Flood Zones (100-Year Floodplain)	Critical Linkages	ELAMP
	X		X		
X	X		X	X	
X			X		
	X		X		
	X		X		
	X		X		
X	X		X	X	X
X	X		X	X	
	X		X		
			X		
X	X		X		
	X		X		
		X	X		
	X		X		
	X		X		
			X		
	X		X		
			X		
	X		X		

SAFETY

Providing and improving safety of the transportation system is crucial to the health and wellbeing of all travelers in Pasco County. As a federally-required component of the metropolitan transportation planning process, safety was analyzed using GIS and FDOT's Crash Analysis Reporting System (CARS).

Under the Federal Highway Safety Improvement Program (HSIP), five performance measures were established to evaluate safe traveling conditions on the highway system. These measures became effective on April 14, 2016, and were developed to consider the safety of motorists, bicyclists, and pedestrians. The goal of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

FEDERAL HSIP SAFETY PERFORMANCE MEASURES

- ☑ **Number of fatalities**
- ☑ **Rate of fatalities (measured against roadway traffic volumes)**
- ☑ **Number of non-motorized (bicycle and pedestrian) fatalities and serious injuries**
- ☑ **Number of serious injuries**
- ☑ **Rate of serious injuries (measured against roadway traffic volumes)**

In addition to reporting on the established performance measures, FDOT and the MPO are now responsible for establishing annually reported targets for each measure. As crash data from any given year may have extreme peaks or valleys, a rolling five-year average of data is used as the basis for evaluating crash patterns and trends.

Under the Florida Strategic Highway Safety Plan (SHSP), a framework was provided to work toward eliminating fatal and serious injury crashes in the state:

- Introduction of the Safe System Approach
- Recognition of the complexity of crashes and establishes emphasis areas: roadway, road user, and road user behavior
- Expansion of the toolkit of strategies beyond the 4Es to include the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies

CRASH DATA ANALYSIS

The visualizations and data analysis for Innovate Pasco 2050 used crash data for 2019–2023. After being aggregated and joined to traffic volume data using GIS, spatial analysis of total crashes and crash rates was used for reporting consistent with the federal safety performance measures. This data was then overlaid with the 2045 Needs Plan networks to identify new and/or unaddressed safety problem areas to consider for project inclusion in the 2050 Needs Plan.

SAFETY ACTION PLAN

Pasco County began work on a Countywide Safety Action Plan later in 2024 that will go into additional detail on safety improvements needed across the County.

The Safety Action Plan will use the Safe Systems Approach developed by the Federal Highway Administration (FHWA). The Safe Systems Approach is based on the understanding that no roadway deaths and serious injuries are acceptable, and that a safety program must consider infrastructure, human behavior, emergency response, and the overall effectiveness of a transportation system. The elements of the Safe Systems Approach, and the intended outcomes of implementing this approach, are outlined below.

ELEMENTS OF SAFE SYSTEMS APPROACH

Death and Serious Injuries are Unacceptable—the approach priorities eliminating crashes that result in death and serious injury

Humans Make Mistakes—but transportation systems can be designed and operated to accommodate human error to avoid fatal and serious injury crashes

Humans Are Vulnerable—and it is critical to operate a transportation system that is people-centric and accommodates human vulnerability

Responsibility is Shared—the government, injustry, non-profit, and research sectors, as well as the general public, must work together to prevent death and serious injury crashes

Safety is Proactive—transportation systems must be proactive in preventing crashes, instead of waiting to react until after a crash has occurred

Redundancy is Crucial—the transportation system must be layered such that, if one piece of the system fails, the other parts still protect people

SAFETY COUNTERMEASURES

FHWA employs 28 countermeasures and strategies designed to reduce fatal and serious injury crashes. All road users are considered in these countermeasures, which are applicable on a variety of road types. Pasco County's transportation system includes rural and urban roadways, high-volume freeways and two-lane country roads. Therefore, these countermeasures will be effective throughout the County's system to enact a proactive approach to improving safety for all roadway users.

SPEED MANAGEMENT

- Implement appropriate speed limits for all users
- Install speed safety cameras to supplement enforcement
- Use variable speed limits to adapt to changing roadway circumstances

PEDESTRIAN/BICYCLIST

- Consider installing bike lanes to improve rider comfort
- Include medians and pedestrian refuge islands to help protect pedestrians crossing the road
- Install crosswalk visiliby enhancements, such as improved lighting, removal of sight obstructions, and roadway curvature

ROADWAY DEPARTURE

- Use rumble strips to alert drives who have drifted out of the travel lane
- Use enhanced roadside elements, like pavement marking, reflective signage, etc., to improve awareness along horizontal curvature

INTERSECTIONS

- Employ corridor access management strategies
- Implement roundabouts where appropriate
- Design intersection improvements, such as reduced left-turn conflict intersections

SAFETY POLICY FRAMEWORK

The Pasco County MPO is in a position to foster an environment of safety throughout the County. A comprehensive roadway safety program will rely on a robust policy framework, based on analyses of crash data as well as sound engineering principles related to design, construction, and operation. This policy framework requires the continued dialogue among a variety of disciplines interested in highway safety, including engineers, enforcement, traffic specialists, etc. It promotes a multidisciplinary and comprehensive approach to roadway safety.

CRASH DATA MANAGEMENT AND ANALYSIS

- Process for identifying and documenting crash locations
- Inventory of high crash locations (i.e., high-injury network, reevaluated annually to document locations experiencing sharp increases of crashes)
- Measures for reducing crashes and a process for evaluating the effectiveness of these techniques
- Process for ensuring continued surveillance of the system

DESIGN, CONSTRUCTION, AND MAINTENANCE

- Inventory of design and operational features associated with crash frequency or severity
- Development of design guidelines to address safety issues associated with certain design elements, such as sight distances, curvature, lane widths, etc.
- Pavement management guidelines and a program for resurfacing/other surface treatments
- Maintenance of traffic (MOT) guidelines during roadway construction projects
- Incident management, including congestion mitigation and techniques for prompt information dissemination to travelers

TRAFFIC

- Program for applying traffic engineering measures and techniques, ensuring conformance with the Manual on Uniform Traffic Control Devices (MUTCD) and other applicable guidance

OUTREACH

- Proactive safety outreach program to provide critical safety-related information to the public, including educational campaigns to explain existing or upcoming roadway safety features
- Communication channels among staff, advocacy groups, community leaders, enforcement personnel, and all roadway users
- Determine areas of highest need and tailor public information and education materials appropriately
- Consider developing a safety task force

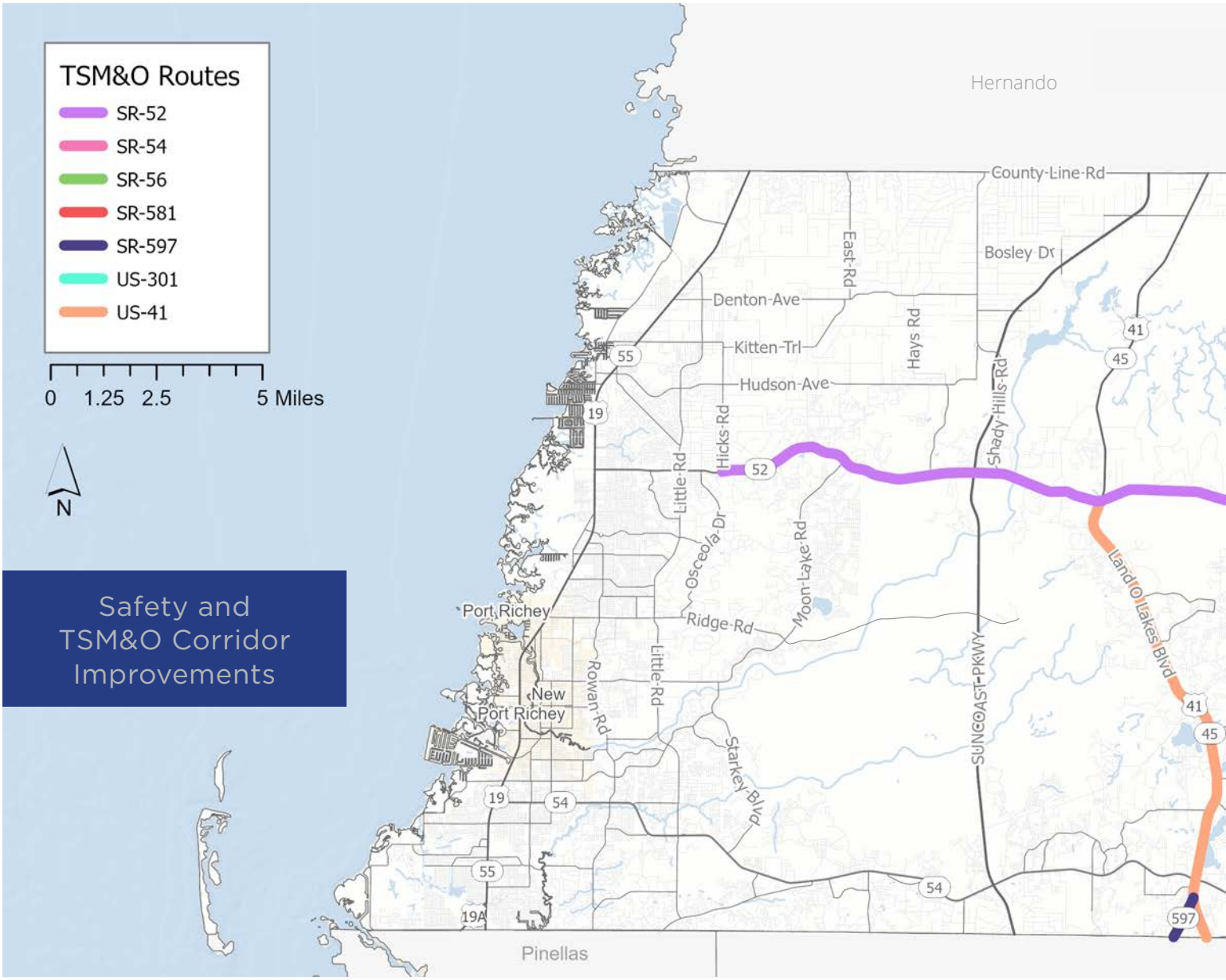
EVALUATION AND PROGRAM MANAGEMENT

- Develop measures for reducing crashes and evaluating effectiveness
- Promote a multidisciplinary approach to addressing roadway safety concerns

Source: Highway Safety Program Guideline No. 21 Roadway Safety (click to access)

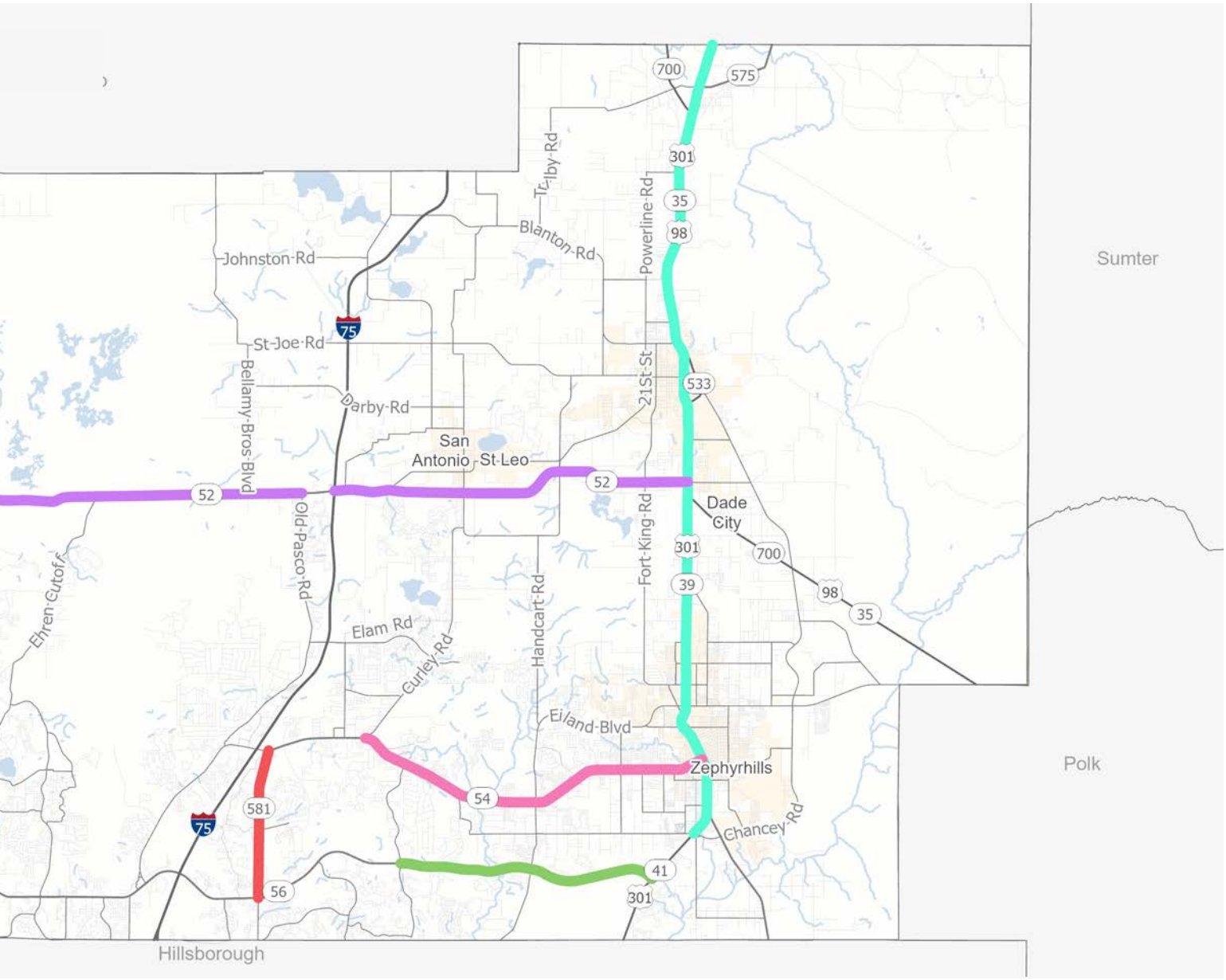
TSM&O

Florida DOT launched a Transportation Systems Management and Operations (TSM&O) Program to provide a safer transportation system for the movement of people and goods as well as greater economic prosperity and the improved quality of our environment and communities. The TSM&O Program is divided into three areas, including management/deployment, ITS communications, and ITS software and architecture.



In 2024, FDOT is completing a TSM&O Master Plan for District 7. The plan identifies several Advanced Traffic Management Systems (ATMS) expansion projects in Pasco County. These projects include the installation of equipment such as fiber optic cable, closed-circuit television (CCTV) cameras, bluetooth detectors, and arterial dynamic message signs. Corridors identified in the District 7 TSM&O Master Plan include US 41, US 301, SR 597, SR 52, SR 54, and SR 56/SR 581.

Pasco County would benefit from the development of a broader stand-alone Transportation Systems Management and Operations Plan.



TSM&O TOOLBOX

Within FDOT, there are three primary areas that the TSM&O Program focuses on:

- **Management and Deployments |** Promote intelligent transportation system (ITS) deployments on roadways, develop deployment standards, and implement processes that support the procurement and deployment of ITS technologies
- **ITS Communications |** Guide the deployment of a communication network, manage and maintain programs statewide, and leverage public/private partnerships to fully maximize resources
- **ITS Software and Architecture |** Maintain freeway and incident management, coordinate ITS training, and manage transportation management center interoperability

At its core, ITS is the use of technology to advance mobility and safety in the transportation system by integrating communication and traffic management technologies into vehicles and/or infrastructure. Due to the fast-paced nature of the technology, ITS is a continuously evolving field. The toolbox of strategies below includes some of the most widely employed ITS solutions.

TSM&O MASTER PLAN (DISTRICT 7)

Several agencies oversee ITS architecture at the local, regional, and state level and coordinate transportation improvements. A notable example of this coordination is the Transportation Systems Management and Operations Master Plan for FDOT District 7. District 7 encompasses five counites: Citrus, Hernando, Pasco, Hillsborough, and Pinellas. The Master Plan outlines the existing technology applications and highlights the transportation technology needs across the region. Some of the following elements are currently being used in the County:

- Some fiber optic cables (FOCs) communications throughout Pasco County
- Some corridors use Econolite Centrac controllers
- Maintains and operations approximately 300 signals within the County
- Connected 176 signals back to the traffic management center (TMC)

The Pasco County MPO should continue to explore and invest in ITS solutions to improve safety and mobility throughout the region. The following sections—listed below in no particular order—highlight other strategies the MPO should consider to support and strengthen the use of ITS applications.

Traffic Management Center

A traffic management center (TMC) acts as the central point for managing transportation systems. The field devices collect information and sends it to the TMC to be processed and distributed accordingly. TMCs can act as a central hub for multiple agencies working together to improve transportation system performance. Pasco County TMC operates from 6:00 AM – 6:00 PM. The TMC uses Cameleon ITS for Video Wall and monitors roadways via Google Maps. The anticipated expansions include increasing operating hours to 9:00 PM.

Communications System

The most common ITS communication is through fiber optic cabling (FOC). An alternative to fiber optics, is a wireless communication link where directional antennas are place on traffic signal poles. These antennas form links and can send data between locations. Installing FOC can improve communication between field devices and a centralized system.

Visual Surveillance

Closed-circuit television (CCTV) is a way to visually monitor real-time traffic. This visual surveillance can help inform TMC operators to provide reliable, real-time information to travelers.

Advanced Traveler Information System (ATIS)

ATIS is a collection of technologies that update drivers on real-time roadway conditions. These technologies can include dynamic message signs (DMS), traveler information systems, and in-vehicle dynamic route guidance. Better informed drivers can make better decisions to avoid congested areas or slow down to anticipate slower traffic ahead.

Incident Management and Highway Assistance

Incident management is the coordinated effort the respond to incidents and efficiently and effectively clear disabled vehicles, debris, or cargo from the roadway. There are different ways to active manage and respond to incidents. This grouping of strategies includes traffic incident management (TIM), rapid incident scene clearance (RISC), and emergency preparation. FDOT has TIM Teams in all Districts. These teams are responsible for safely responding to and clearing incidents from roadways.

Advanced Railroad-Highway Intersections

Advanced railroad-highway intersections—also known as at-grade crossings—can provide connection between grade crossing active warning systems and the traffic signal controllers. This technology can improve safety at conflict points between different modes of transportation.

Traffic Signal Systems

Traffic signal coordination can enhance the operations of one or more directional movements along a corridor through signal synchronization. Minor adjustments to signal timings can optimize performance of traffic patterns and promote safety at signalized intersections. Adaptive signal control technology (ASCT) or advanced traffic controller systems (ATCs) can further optimize signal timing. ASCT can pre-program timing plans based on days of the week or certain times of day. This can accommodate shifts in traffic patterns throughout the day. ACTs is a platform that can support several ITS applications including CV technology, traffic management, or other applications.

Other signal improvements can include other modes of transportation. Transit signal priority (TSP) reduces travel time for transit vehicles by shortening or holding a green signal. Similarly, freight signal priority (FSP) can give freight or trucks extra green time to avoid collisions or improve delay. While not all corridors are prime candidates for signal priority improvements, these strategies should be considered as a means to improve mobility and safety.

Active Transportation Demand Management

Active transportation demand management (ATDM) is a collection of strategies that can influence or control travel demand. This is achieved through the continuous monitoring of data and actions that are used to improve system performance. These strategies can include managed lanes, wrong-way driver detection, variable speed limits, or ramp metering.

Work Zone Management

Managing work zones can minimize delay, reduce congestion, and promote worker safety, and maintain access for businesses, employers, and residences. Creating a series of strategies to actively manage work zones includes notifying travelers about delays and providing alternative routes through temporary or dynamic messaging signage. Work zone management can look different depending on the solutions available.

Integrated Corridor Management

Integrated corridor management—or ICM—allows transportation agencies to leverage existing infrastructure by redistributing travelers to underutilized corridors or encourage travelers to find an alternative route. These strategies can include ramp metering, modal choice, or traffic signal timing adjustments. Through the FRAME and ICM initiatives, FDOT District 7 is already committed to investing in new infrastructure to support TSM&O initiatives.

Active Parking Management

Active parking management is useful in urban environments with limited parking. Using one or a combination of active parking management strategies can improve parking utilization, driver guidance, or payment methods. The following strategies are active parking management strategies that should be considered: dynamic parking reservation and guidance, dynamically priced parking, or dynamic overflow parking for transit.

Connected and Automated Vehicles

Connected and automated vehicles (CAVs) is a dynamic field. Currently, CAV technologies being utilized today include self-parking, auto-collision, and self-driving. This technology has the potential to have significant impact on the transportation system, some of which is still relatively unknown. Connected vehicles use technology to connect vehicles to other vehicles (V2V) and vehicles to infrastructure (V2I). The driver uses this information to make informed decisions. The National Highway Traffic Safety Administration (NHTSA) adopted the following automated vehicle standards:

- Level 0: No Driving Assistance
- Level 1: Driver Assistance
- Level 2: Partial Driving Automation
- Level 3: Conditional Driving Automation
- Level 4: High Driving Automation
- Level 5: Full Driving Automation

Public Transportation Management

TSM&O technologies can make transit more accessible, convenient, and safe. Using automatic vehicle location (AVL) and automatic passenger counters (APCs) can improve the transit agency's ability to track the location of buses and ridership of vehicles. These systems, in combination with TSP can greatly improve the efficiency and reliability of transit. Another method to improve reliability is through traveler information. By providing the public with route schedules, operations, or vehicle locations, the public can get information to make more informed decisions about what mode of transportation might be best for their trip.

Bicycle and Pedestrian TSM&O Solutions

TSM&O strategies can be used to improve pedestrian and bicycle safety. The following TSM&O technologies can be integrated in the active transportation network: pedestrian hybrid beacon, high intensity activated crosswalks (HAWK), rapid rectangular flashing beacons, or pushbuttons. Bicycle warning systems could be used to detect bicycles before an intersection and alter drivers of the oncoming bicyclist.

The following table shows the deployment schedule of recommended deployments in Pasco County as identified in the TSM&O Master Plan.

Deployment Schedule	Agency	Type	Corridor	Limits	Length (miles)
Short-Term Deployments	**Pasco**	Advanced Traffic Management System (ATMS)	SR 52	Hicks Rd to Silver Palm Blvd	5.9
	Pasco	ATMS	SR 56 SR 581	Meadow Point Blvd to US 301 SR 56 to SR 54	9.6
	FDOT	Florida's Regional Advanced Mobility Elements (FRAME)	I-75	Hernando, Pasco, and Hillsborough Counties	N/A
Mid-Term Deployments	**Pasco**	ATMS	SR 54	Curley Rd to US 301	8.7
	Pasco	ATMS	US 301 South	SR 56 to Lock St	13.6
	Pasco	ATMS	US 41 SR 597	West County Line Rd to SR 54 West County Line Rd to US 41	2.4
Long-Term Deployments	**Pasco**	ATMS	US 301 North	Lock St to Hernando County Line	7.2
	Pasco	ATMS	US 41	SR 54 to SR 52	9.9
	Pasco	ATMS	SR 52 West	Hicks Rd to US 41	9.4
	Pasco	ATMS	SR 52 Central	US 41 to Old Pasco Rd	9.0
	Pasco	ATMS	SR 52 East	I-75 to US 301	8.6
	FDOT	FRAME	US 41	Hernando and Pasco Counties	N/A
	FDOT	FRAME	US 41	Pasco County	N/A

AUTONOMOUS, CONNECTED, ELECTRIC, AND SHARED VEHICLES

WHAT IS ACES?

Incorporating technology considerations into long-range transportation planning is more vital than ever given emerging technologies that have the potential to completely transform prevailing transportation practices. Yet there is great uncertainty, with outcomes depending on a variety of factors such as the types and rate of technology adoption and market penetration. Emerging transportation technologies in Florida are referred to as ACES:

- Automated – vehicles guiding themselves with little or no input; minimal effects are anticipated with lower levels of automation, yet profound effects are possible with the highest levels of automation where the human occupant is removed from the driving process.
- Connected – devices linking vehicles and transportation infrastructure for improved safety and efficiency.
- Electric – vehicles using one or more electric motors for propulsion.
- Shared-use – vehicles used but not necessarily owned by more than one person or organization.

Although these technologies are distinct, communities will likely adopt them to some degree in a combination. As a result, one effort of long-range planning with regards to these technologies is developing locally-tailored scenarios.

POTENTIAL IMPACTS

Both gains and negative impacts need to be considered in the adoption of these different technologies. The table below broadly summarizes benefits by comparing externalities among the different technology types. Safety emerges as a key benefit in adopting these technologies, echoed by several tenets of an (Institute of Transportation Engineers (ITE) position paper on connected/automated vehicle (CV/AV) technology.

Driving Externalities	Connectivity (Full V2X)	Autonomy* (L4, L5)	Shared Autonomy** (L4, L5)	Electrification
Safety	Strong Benefits	Strong Benefits	Strong Benefits	Minimal Impact
Congestion	Strong Benefits	Uncertain	Some Benefits	Minimal Impact
Emissions	Some Benefits	Minimal Impact	Minimal Impact	Strong Benefits
Land Use	Minimal Impact	Uncertain	Some Benefits	Minimal Impact
Mobility	Minimal Impact	Strong Benefits	Strong Benefits	Minimal Impact

Source: FDOT Office of Policy Planning (September 2018), Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles

A more comprehensive overview of potential impacts of these technologies are listed by theme below based on a review of relevant ACES research and documentation.

Safety Impacts

- Enhance warning notifications
- Decrease crashes from human error
- Increase safety for bicyclists and pedestrians

Traffic Demand Impacts

- Reduce or eliminate first/last mile
- Increase vehicle miles traveled
- Increase single-occupancy vehicle trips

Roadway and Infrastructure Impacts

- Dedicate AV/CV lanes for speed coordination
- Increase ability to age in place
- Increase need for charging infrastructure
- Increase impact on the power grid
- Increase need for curb space

Transit Impacts

- Replace traditional transit service with shared-use vehicles
- Redefine transit

Funding and Financing Impacts

- Reduce fuel tax revenues
- Increase reliance on alternative funding sources
- Increase expense of vehicle repair
- Reduce need for parking and parking-generated revenues

Equity and Engagement Impacts

- Expand transportation options for non-drivers
- Reduce access to underserved communities due to inability to access technology
- Lower access to rural communities due to lack of density and cost barriers
- Accommodate different abilities

Land Use and Parking Impacts

- Impact on housing development locations
- Shift e-commerce and delivery patterns of traditional brick-and-mortar stores

SECTION 5

Cost Feasible Plan

ABOUT THE COST FEASIBLE PLAN

The Cost Feasible Plan adds the final layer of detail for Innovate Pasco 2050 by showing which projects from the Needs Plan can be realistically funded based on anticipated transportation revenues through the plan's horizon year. The Cost Feasible Plan prioritizes each roadway project in the Needs Plan, then it compares the prioritized list against reasonably anticipated future revenues.

ROADWAY PRIORITIZATION

Like other MPOs, Pasco County has limited resources to fund transportation improvements and currently lacks the necessary funds to implement everything shown in the Needs Plan. Therefore, it is important to have a clear project prioritization process that reflects the goals of the plan. Roadway projects were prioritized by a set of nine criteria that covered categories like congestion, connectivity, safety concerns, impact on nature, freight priority, and employment growth areas.

Criteria	Measure	Data	Data Input Methodology
Project Status	Completion of Project Phases	Pasco County Transportation Improvement Program (TIP) and FY 2024-2028 Capital Improvement Plan (CIP)	• Right-of-Way (ROW) Completed or Underway - **1 point** • Design Completed or Underway - **0.75 points** • Project Development and Environment (PD&E) Study Completed or Underway - **0.5 points** • No Phases Completed - **0 points**
Existing Congestion Reduction	Volume to Capacity (v/c) Ratio	2020 Base Year (BY) Travel Demand Model (TDM)	• Greatly Reduces Congestion (addresses corridor with v/c equal to or greater than 1.501) **- 1 point** • Moderately Reduces Congestion (addresses corridor with v/c between 0.951-1.500) **- 0.75 points** • Somewhat Reduces Congestion (addresses corridor with v/c between 0.801-0.950) **- 0.5 points** • Doesn't Reduce Congestion (corridor has a v/c less than 0.8) **- 0 points**
Network Connectivity	Connectivity Gaps	2020 BY TDM, TIP, FY 2024-2028 CIP	• Project connects two roadways with BY TDM v/c 0.8 or greater AND creates laneage continuity between existing or committed sections on either end **- 1 point** • Project connects two roadways with BY TDM v/c 0.8 or greater - **0.5 point** • Project creates laneage continuity between existing or committed sections on either end **- 0.5 point** • Project does not provide additional congestion relief or laneage continuity-related connectivity **- 0 points**
Regional Connectivity	Connectivity Gaps	Regional Needs Assessment Final Report (2/24), 2021 Top TMA Priorities	• Project is on both the SCTPA Regional Roadway Network and the TMA Priority Network **- 1 point** • Project is on the Sun Coast Transportation Planning Alliance (SCTPA) Regional Roadway Network **- 0.5 point** • Project is on Tri-County Transportation Management Area (TMA) Priority Network **- 0.5 point** • Project is not on a regional roadway network **- 0 points**

Criteria	Measure	Data	Data Input Methodology
Multimodal Connectivity	Multimodal Service	GOPASCO, Justice40 Data	• Project falls on roadway with existing transit service AND that falls within a transportation disadvantaged area containing multimodal improvements **- 1 point** • Project falls on roadway with existing transit service **- 0.5 point** • Project falls within a transportation disadvantaged area and contains multimodal improvements **- 0.5 point** • Project does not address specific multimodal concerns **- 0 points**
Natural Environment	Natural Environment Impact	Environmental Land Acquisition Protection and Ecological Corridor Data	• Project doesn't impact natural environmental features - **1 point** • Project impacts natural environmental features - **0 points**
Safety	Safety	Signal4 Data (2019-2023), Emergency Evacuation Route Data	• Project falls on a roadway with a history of crashes (based on a crash rate calculated using the number of crashes, traffic volumes, and corridor length **- 0.0, 0.25, 0.5, 0.75, 1 point** • Project falls on a roadway experiencing one or more traffic fataliies **- 1 point** • Project falls on a roadway experiencing one or more fatalities among vulnerable road users (motorcyclists, bicyclists, pedestrians, etc. **- 1 point**
Security and Resilience	Emergency Evacuation	Pasco County Emergency Evacuation Routes	• Project falls along a designated emergency evacuation route **- 1 point** • Project does not fall along a designated emergency evacuation route **- 0 points**
Freight Priority	Freight Priority Areas	Freight Priority Network, High-Priority Future Employment Site Data	• Project falls along the freight priority network - **1 point** • Project serves high-priority future employment sites - **1 point** • Project doesn't serve the freight network - **0 points**

ROADWAY PRIORITIZATION RESULTS

ID	Street	From	To	Description	Raw Score	Rank	Total Cost
201.1	**U.S. 301 (GALL BLVD)**	S.R. 56	S.R. 39	Expand to 4 lanes divided	**10.00**	**1**	**$23,923,131**
202.1	**US 301 (6th, 7th, Gall)**	SR 39	CR 54	New 2-Lane Roadway	**9.50**	**2**	**$15,127,371**
181.1	**C.R. 54 (E)**	U.S. 301 (GALL BLVD)	U.S. 98	Expand to 4 lanes divided	**8.75**	**3**	**$26,994,951**
165.3	**C.R. 579 (MORRIS BRIDGE RD)**	S.R. 54	HILLSBOROUGH COUNTY LINE	Expand to 4 lanes divided	**8.50**	**4**	**$95,160,448**
157.1	**MICKLER RD/ BOWER RD**	U.S. 301	S.R. 575	New 2-lane roadway	**8.25**	**5**	**$20,516,024**
196.4	**SR 52**	I-75	FORT KING ROAD	Expand to 6 lanes divided	**8.25**	**5**	**$30,794,915**
103.1	**C.R. 587 (MOON LAKE RD)**	RIDGE RD	S.R. 52	Expand to 4 lanes divided	**7.75**	**7**	**$17,567,497**
165.2	**C.R. 579 (HANDCART RD/ EILAND BLVD)**	C.R. 579A (PROSPECT RD)	S.R. 54	Expand to 4 lanes divided	**7.75**	**7**	**$53,453,351**
184.1	**S.R. 54**	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	Expand to 4 lanes divided	**7.75**	**7**	**$27,322,144**
191.1	**C.R. 35A (OLD LAKELAND HWY)**	C.R. 54	U.S. 98 (BYPASS)	Expand to 4 lanes divided	**7.50**	**10**	**$27,782,377**
196.2	**S.R. 52**	EHREN CUTOFF	CR 581 (BELLAMY BROTHERS BLVD)	Expand to 6 lanes divided	**7.50**	**10**	**$32,183,511**
201.2	**U.S. 301 (GALL BLVD)**	CR 54 (EILAND BLVD)	North of Kossick Road	Expand to 6 lanes divided	**7.50**	**10**	**$64,543,069**
138.1	**U.S. 41**	SR 52	HORTON RD	Expand to 6 lanes divided	**7.25**	**13**	**$60,175,492**
154.1	**I - 75**	S.R. 54	HERNANDO CO LINE	Expand to 8-lane freeway	**7.25**	**13**	**$28,106,425**
107.1	**C.R. 1 (LITTLE RD)**	OLD C.R. 54	C.R. 587 (MASSACHUSETTES AVE)	Expand to 6 lanes divided	**7.00**	**15**	**$29,057,952**
168.1	**OVERPASS RD EXT**	C.R. 579 (HANDCART RD)	U.S. 301 (GALL BLVD)	New 4-lane roadway	**6.75**	**16**	**$92,020,372**

Total cost is shown in base year (2024) dollars. A more detailed cost breakdown along with corridor cost per mile assumptions are explained further in the appendix.

ID	Street	From	To	Description	Raw Score	Rank	Total Cost
201.3	U.S. 301 (GALL BLVD)	US 98	HERNANDO CO LINE	Expand to 4 lanes divided	6.75	16	$146,535,974
116.1	SHADY HILLS RD	HERNANDO COUNTY LINE	S.R. 52	Expand to 4 lanes divided	6.50	18	$39,718,159
155.1	I - 75	WESLEY CHAPEL BLVD	HILLSBOROUGH COUNTY LINE	Expand to 10-lane freeway	6.50	18	$63,312,487
195.1	S.R. 39	HILLSBOROUGH COUNTY LINE	U.S. 301	Expand to 4 lanes divided	6.50	18	$61,926,381
100.1	BOLTON AVE	US 19	HICKS RD	New 2-lane roadway	6.25	21	$148,581,783
186.1	CHANCEY RD	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	Expand to 4 lanes divided	6.25	21	$9,102,198
106.1	U.S.19 ALT	ANCLOTE BLVD	U.S. 19	Expand to 4 lanes divided	6.00	23	$118,844,049
148.1	PASCO RD EXT	COLLIER PKWY EXT	S.R. 52	New 2-lane roadway	6.00	23	$41,752,935
180.1	EILAND BLVD	HANDCART RD	U.S. 301 (GALL BLVD)	Expand to 4 lanes divided	6.00	23	$72,895,680
196.1	S.R. 52	E OF U.S. 41	EHREN CUTOFF	Expand to 6 lanes divided	6.00	23	$47,341,523
149.1	COYOTE WAY	SEDGEWAY BLVD	S OF S.R. 52	Expand to 4 lanes divided	5.75	27	$27,453,836
151.1	C.R. 54 EXT	S.R. 56	COUNTY LINE RD	New 4-lane roadway	5.75	27	$14,499,799
188.1	S.R. 56	US 301 (GALL BLVD)	MANSFIELD BLVD	Expand to 6 lanes divided	5.75	27	$21,251,565
196.3	S.R. 52	CR 581 (BELLAMY BROTHERS BLVD)	I-75	Expand to 6 lanes divided	5.75	27	$73,260,693
113.1	C.R. 587 (GUNN HWY)	S.R. 54	HILLSBOROUGH COUNTY LINE	Expand to 4 lanes divided	5.50	31	$66,509,145
115.1	C.R. 578 (COUNTY LINE RD)	EAST RD	SHADY HILLS RD/ MARINER BLVD	Expand to 4 lanes divided	5.50	31	$17,313,127
115.2	C.R. 578 (COUNTY LINE RD)	SHADY HILLS RD/MARINER BLVD	OAK CHASE BLVD	Expand to 4 lanes divided	5.50	31	$11,780,717

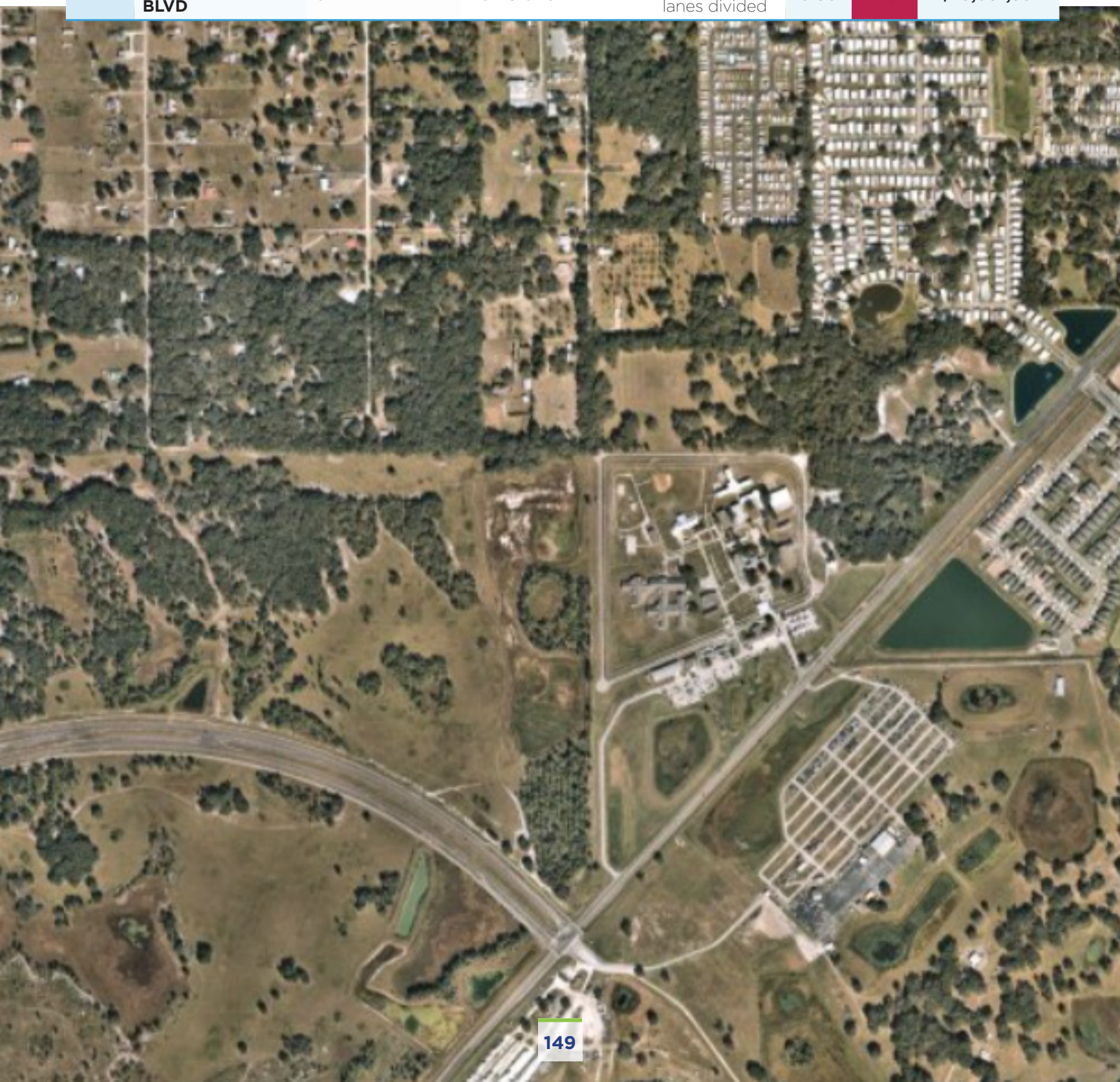
ID	Street	From	To	Description	Raw Score	Rank	Total Cost
159.1	MORNINGSIDE DR	U.S. 301	FORT KING RD	New 2-lane roadway	5.50	31	$10,706,866
183.1	DEAN DAIRY RD	S.R. 54	EILAND BLVD	Expand to 4 lanes divided	5.50	31	$57,169,629
110.1	MITCHELL BLVD	C.R. 1 (LITTLE RD)	S.R. 54	New 4-lane roadway	5.25	36	$27,215,437
118.1	SUNCOAST PKWY	S.R. 52	RANGELAND BLVD	Expand to 6-lane freeway	5.25	36	$14,067,578
132.1	WILSON RD	LAKE PATIENCE DR	S.R. 54	New 2-lane roadway	5.25	36	$26,108,717
146.1	C.R. 581 (BELLAMY BROTHERS BLVD)	HERNANDO COUNTY LINE	S.R. 52	Expand to 4 lanes divided	5.25	36	$26,282,762
166.1	KIEFER RD	C.R. 577 (CURLEY RD)	C.R. 41 (FORT KING RD)	New 2-lane roadway	5.25	36	$46,963,446
172.1	PRETTY POND RD EXT.	23RD ST	OLD LAKELAND HWY	New 2-lane roadway	5.25	36	$109,500,476
175.1	BOYETTE RD	OVERPASS RD	S.R. 54	Expand to 4 lanes divided	5.25	36	$16,762,073
185.1	CHANCEY RD EXT	WIREGRASS RANCH BLVD	C.R.579 - MORRIS BRIDGE RD	New 4-lane roadway	5.25	36	$20,123,624
197.1	WYNDFIELDS BLVD	S.R. 54	OLDWOODS AVE	New 4-lane roadway	5.25	36	$165,396,369
135.1	LIVINGSTON RD	COLLIER PKWY	S.R. 54	New 2-lane roadway	5.00	45	$102,739,772
160.1	C.R. 52A (CLINTON AVE)	C.R. 41 (FORT KING RD)	U.S. 301	Expand to 6 lanes divided	5.00	45	$24,914,823
111.1	TRINITY BLVD	C.R. 1 (LITTLE RD)	SR 54	Expand to 4 lanes divided	4.75	47	$24,954,443
190.1	CHANCEY (Z.EAST)	S.R. 39	C.R. 54	Expand to 4 lanes divided	4.75	47	$19,870,825
177.1	CURLEY RD REALIGNMENT	C.R. 577	S.R. 54	New 4-lane roadway	4.50	49	$66,591,182
182.1	WELLS RD	CURLEY RD	C.R. 579 (EILAND)	New 2-lane roadway	4.50	49	$38,959,092
189.1	S.R. 56	US 301 (GALL BLVD)	POLK COUNTY LINE	New 4-lane roadway	4.50	49	$135,483,474
101.1	HICKS RD	DENTON AVE	BOLTON AVE	New 2-lane roadway (modernize existing road)	4.25	52	$7,563,685

ID	Street	From	To	Description	Raw Score	Rank	Total Cost
101.2	HICKS RD	BOLTON AVE	NEW YORK AVE	New 2-lane roadway	4.25	52	$7,563,685
114.3	BUD BEXLEY PARKWAY	BEXLEY VILLAGE DR	U.S. 41	New 4-lane roadway	4.25	52	$80,541,036
137.1	U.S. 41	S.R. 52	HERNANDO COUNTY LINE	Expand to 4 lanes divided	4.25	52	$131,117,223
142.1	C.R. 583 (EHREN CUTOFF)	US 41	SR 52	Expand to 4 lanes divided	4.25	52	$12,222,617
153.1	C.R. 41 (BLANTON RD)	C.R. 577 (LAKE IOLA RD)	JAMES RD	Expand to 4 lanes divided	4.25	52	$69,005,299
193.1	OLDWOODS AVE	HOVENWEEP RD	COATS RD	New 2-lane roadway	4.25	52	$11,511,425
203.1	N/S Collector	McKendree Rd Ext	SR 52	New 2-Lane Roadway	4.25	52	$21,474,901
104.1	OSTEEN EXT S	PLATHE RD	S. OF KNIGHT DR.	New 2-lane roadway	4.00	59	$10,073,639
105.1	PERRINE RANCH RD	C.R. 595 (GRAND BLVD)	C.R. 77 (SEVEN SPRINGS BLVD)	Expand to 4 lanes divided	4.00	59	$22,735,055
119.1	SUNCOAST PKWY	RANGELAND BLVD	HILLSBOROUGH COUNTY LINE	Expand to 8-lane freeway	4.00	59	$236,643,579
145.1	COLLIER PKWY EXT	C.R. 583 (EHREN CUTOFF)	S.R. 52	New 2-lane roadway	4.00	59	$79,819,577
164.1	C.R. 577 (CURLEY RD)	S.R. 52 (MCCABE RD)	S.R. 54	Expand to 4 lanes divided	4.00	59	$18,595,568
176.1	S.R. 581 EXTENSION	WELLS RD	S.R. 581	New 4-lane roadway	4.00	59	$33,196,462
178.1	RIVER GLEN BLVD	OVERPASS RD	Z. WEST.EXT	New 4-lane roadway	4.00	59	$29,279,481
194.1	COATS RD	OLDWOODS AVE	CHANCEY RD	New 2-lane roadway	4.00	59	$17,398,899
114.4	CALIENTE BLVD	U.S. 41	C.R. 583 (EHREN CUTOFF)	New 4-lane roadway	3.75	67	$17,352,861
134.1	COLLIER PKWY/ COUNTY LINE RD	WILLOW BEND PKWY	C.R. 581	Expand to 4 lanes divided	3.75	67	$102,270,560
139.1	BULLOCH BLVD	S.R. 52	Mossy Timber Blvd.	New 2-lane roadway	3.75	67	$30,199,897
147.1	PASCO VILLAGE PKWY	C.R. 583 (EHREN CUTOFF)	S.R. 52	New 2-lane roadway	3.75	67	$43,213,762
171.1	SUNSHINE RD	C.R. 579 (HANDCART)	FORT KING RD	New 2-lane roadway	3.75	67	$130,649,427

ID	Street	From	To	Description	Raw Score	Rank	Total Cost
108.2	C.R. 1 (LITTLE RD)	MERCY WAY	TRINITY BLVD	Expand to 6 lanes divided	3.50	72	$41,648,783
158.1	S.R. 52	CITY LIMIT (DADE CITY)	MERIDIAN AVE	Expand to 4 lanes divided	3.50	72	$67,888,323
161.1	MCKENDREE REALIGNMENT	S.R. 52	OVERPASS RD	New 4-lane roadway	3.50	72	$36,628,842
165.1	C.R. 579 (PROSPECT RD)	C.R. 52	C.R. 577 (CURLEY RD)	Expand to 4 lanes divided	3.50	72	$84,403,620
173.1	20TH ST	PRETTY POND RD	C.R. 54	New 2-lane roadway	3.50	72	$95,587,888
187.1	NEW RIVER RD	S.R. 56	CHANCEY EXT	New 2-lane roadway	3.50	72	$78,319,952
102.1	COLONY RD	KITTEN TRL	COLONY RD	New 2-lane roadway	3.25	79	$40,941,429
123.1	PLEASANT PLAINS PKWY	ROADWAY "A"	U.S. 41	New 2-lane roadway	3.25	79	$37,975,401
124.1	BEXLEY RANCH BLVD	RANGELAND BLVD	SUNLAKE BLVD	New 4-lane roadway	3.25	79	$15,247,797
144.1	COLLIER PKWY EXT	PARKWAY BLVD	C.R. 583 (EHREN CUTOFF)	New 4-lane roadway	3.25	79	$14,998,192
167.1	OVERPASS RD	OLD PASCO RD	OLD BRIDGE RD	Expand to 6 lanes divided	3.25	79	$29,902,491
117.1	VISION ROAD Z	HUDSON AVE	SHADY HILLS RD	New 2-lane roadway	3.00	84	$43,743,001
122.1	NORTH COLLECTOR	SUNLAKE BLVD	ROADWAY "A"	New 2-lane roadway	3.00	84	$70,084,636
131.1	DREXEL RD	RANGELAND BLVD	LAKE PATIENCE DR	New 2-lane roadway	3.00	84	$42,548,606
133.1	WILLOW BEND PKWY	S.R. 597 (DALE MABRY)	COLLIER PKWY	Expand to 4 lanes divided	3.00	84	$46,615,051
152.1	C.R. 577 (LAKE IOLA DR)	HERNANDO COUNTY LINE	C.R. 41 (BLANTON RD)	Expand to 4 lanes divided	3.00	84	$73,863,925
174.1	23RD ST	OTIS ALLEN RD	NORTH AVE	New 2-lane roadway	3.00	84	$159,183,199
179.1	Z.WEST.EXT	S.R. 54	C.R. 579 (HANDCART RD)	Expand to 4 lanes divided	3.00	84	$89,319,797
199.1	Roadway "J"	Asbel Rd.	Lightwater Blvd.	New 2-lane roadway	3.00	84	$19,566,637
109.1	RIVER CROSSING BLVD	C.R. 1 (LITTLE RD)	STARKEY BLVD	Expand to 4 lanes divided	2.75	93	$82,008,212

ID	Street	From	To	Description	Raw Score	Rank	Total Cost
114.2	**RANGELAND BLVD**	CATTLE GAP TRL	BEXLEY VILLAGE DR	New 4-lane roadway	2.75	93	$150,135,995
156.1	**U.S. 98**	HERNANDO COUNTY LINE	U.S. 301	Expand to 4 lanes divided	2.75	93	$72,034,297
127.1	**MEADOWBROOK DR**	MENTMORE BLVD	S.R. 54	Expand to 4 lanes divided	2.50	96	$143,903,328
129.1	**BELL LAKE RD**	U.S. 41	COLLIER PKWY	Expand to 4 lanes divided	2.50	96	$64,539,528
136.1	**MILESTONE DR**	HERNANDO COUNTY LINE	BOWMAN RD	New 2-lane roadway	2.50	96	$88,279,350
143.1	**CONNERTON BLVD**	FLOURISH DR	C.R. 583 (EHREN CUTOFF)	New 4-lane roadway	2.50	96	$84,312,650
169.1	**C.R. 530 (OTIS ALLEN RD)**	WIRE RD	U.S. 98	Expand to 4 lanes divided	2.50	96	$35,619,667
170.1	**HIGHLAND BLVD**	C.R. 579 (PROSPECT RD)	EILAND BLVD	New 2-lane roadway	2.50	96	$40,540,865
198.1	**Old Dixie Highway**	Race Track Rd.	Aripeka Rd.	New 2-lane roadway	2.50	96	$23,960,957
112.1	**STARKEY BLVD**	RIVER CROSSING BLVD	DOC BRITTLE ST	Expand to 4 lanes divided	2.25	104	$35,253,060
124.2	**BEXLEY RANCH BLVD**	SUNLAKE BLVD	WISTERIA LOOP	New 4-lane roadway	2.25	104	$46,005,276
199.2	**Asbel Rd.**	Ridge Rd. Ext.	Roaches Run Rd.	New 2-Lane Roadway	2.25	104	$19,140,035
128.1	**LAKE PATIENCE RD**	SUNLAKE BLVD	U.S. 41	Expand to 4 lanes divided	2.00	108	$68,958,681
130.1	**OAKSTEAD BLVD**	LAKE PATIENCE DR	MANASSAS DR	Expand to 4 lanes divided	2.00	108	$70,946,388
140.1	**ASBEL RD EXT/ SYMPHONY PKWY**	U.S. 41	CONNERTON BLVD	New 2-lane roadway	2.00	108	$25,830,316
200.1	**PERRINE RANCH RD EXT.**	Seven Springs Blvd.	Trinity Oaks Blvd.	New 4-Lane Roadway	2.00	108	$24,350,660
150.1	**OAKLEY BLVD**	OLD PASCO RD	PINK FLAMINGO LN	Expand to 4 lanes divided	1.75	112	$13,138,037
192.1	**MEADOW POINTE BLVD**	CLARIDGE PL	BEARDSLEY DR	Expand to 4 lanes divided	1.75	112	$26,875,768
141.1	**COLLIER PKWY**	HALE RD	BELL LAKE RD	Expand to 4 lanes divided	1.50	114	$41,925,050
163.1	**MIRADA BLVD**	C.R. 52	C.R. 577 (CURLEY RD)	Expand to 4 lanes divided	1.50	114	$56,259,224

ID	Street	From	To	Description	Raw Score	Rank	Total Cost
120.3	**SUNLAKE BLVD**	RANGELAND BLVD	MENTIMORE BLVD	Expand to 4 lanes divided	**1.25**	**116**	**$33,963,367**
126.1	**BEXLEY VILLAGE DR**	MENTMORE BLVD	RANGELAND BLVD	Expand to 4 lanes divided	**1.00**	**117**	**$11,780,717**
114.1	**RANGELAND BLVD**	STARKEY RD	LONG SPUR	Expand to 4 lanes divided	**0.50**	**118**	**$29,057,952**



REVENUE SOURCES

Pasco County employs a wide array of funding sources at the federal, state, and local levels to fund transportation. In fact, Pasco County has been recognized by FHWA and the Center for Innovative Finance Support for their approach to identifying and leveraging funding for transportation. Even with the variety of funding sources being leveraged to fund transportation within Pasco County, the existing revenues are insufficient to address the County's future mobility needs resulting from future growth in population and employment expected by 2050.

Developing the multimodal Needs Plan is an important first step within the LRTP to identify the full extent of what will be needed to address transportation concerns through 2050. However, the list then needs to be compared to the funding anticipated to be available during the horizon year. The roadway prioritization process allows a more quantitative perspective to understand the projects that meet the most urgent needs within the County.

Generating the cost feasible project list requires having an understanding of available revenues and revenue sources. The following sections examine state and federal revenues, county revenues, and transit revenues. Each revenue source being considered as part of the cost feasible plan development is detailed in this section. The tables in the Revenue Allocation to LRTP Program section present a summary of the total projected revenues through the life of the Innovate Pasco 2050 plan.

STATE AND FEDERAL REVENUE SOURCES

Projections of Federal and State revenues for use in MPO LRTPs are generated by FDOT. Through enhanced Federal, State, and MPO cooperation and guidance provided by the MPO Advisory Council, FDOT provided a long-range revenue estimate through 2050. At a statewide level, these forecasts are allocated to the seven FDOT Districts. FDOT District 7 further subdivided the forecast of annual Federal and State revenue projections by county for use in the Innovate Pasco 2050 Plan.

SURFACE TRANSPORTATION BLOCK GRANT—TMA MPO

Certain federal and state revenue sources are dependent on an MPO's status as a Transportation Management Area (TMA) - that is, an urban area with a population of 200,000 people or more. Since the Pasco County MPO falls within this designation, it receives TMA allocations for certain funding sources. One of these is the STBG-TMA. These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The FDOT 2050 Revenue Forecast Handbook states that approximately $150.37 million will be available in STBG-TMA funds during 2024–2050 for Pasco County.

TRANSPORTATION ALTERNATIVES PROGRAM

Designed solely to fund projects that are non-auto based, TA funds can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements

such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity (outlined in 23 USC Section 213(b) and 101(a)(29)). Revenue estimates for the TA Program are developed into categories based on population.

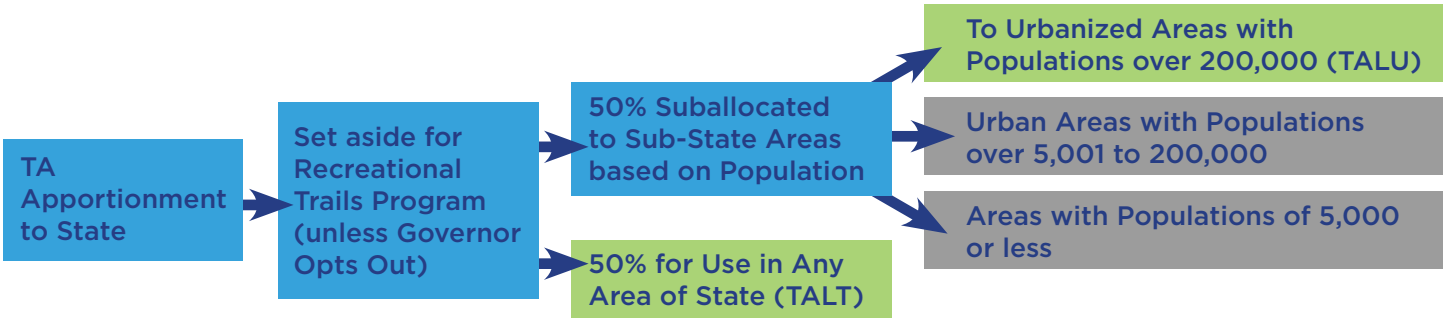
The two revenue categories of TA available to the Pasco County MPO are:

- **Transportation Alternatives–Urban Area (TALU) funds**, available to urbanized areas designated as a TMA with greater than 200,000 population
- **Transportation Alternatives–Any Area (TALT) funds**, available for use in any area of the state

According to the 2050 FDOT Revenue Forecast Handbook, a total of $26.62 million of TALU funds are estimated to be available from 2024-2050 for Pasco County.

TALT funds were identified for all of District 7. To better understand the Pasco County MPO's possible funding from this source, a proportion of the Pasco County population within District 7 was determined. Based on this estimate, approximately $4.04 million of TALT funds will be available for use in Pasco County between 2024-2050.

TRANSPORTATION ALTERNATIVES ALLOCATION PROCESS



= Funding sources available to Pasco County

CARBON REDUCTION PROGRAM—TMA MPO

The federal IIJA legislation created the Carbon Reduction Program (CRP) . Funds in this source are allocated to TMA MPOs and can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. The 2050 FDOT Revenue Forecast Handbook estimates the CRP funding for the Pasco County MPO to be $21.54 million between 2024-2050.

STRATEGIC INTERMODAL SYSTEM

This roadway capacity program provides funds for construction, improvements, and associated ROW on SHS roadways that are designated as part of the Strategic Intermodal System (SIS). SIS planning, led by FDOT, includes a first five-year plan (FY 2024-2028), a second five-year plan (FY 2029-2033), and the Long-Range Cost Feasible Plan (FY 2034-2050). More than $462.01 million in improvements have been identified for 2024-2050.

STATE HIGHWAY SYSTEM (NON-SIS)—TMA MPO

State Highway System (SHS) funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. The 2050 FDOT Revenue Forecast Handbook estimates a 27 year funding total between 2024-2050 of $182.24 million for the Pasco County MPO.

OTHER ROADS

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). The 2050 FDOT Revenue Forecast Handbook projects $61.28 million in Other Roads funding between 2024-2050 to be available for the Pasco County MPO.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) was established as part of the State's major growth management legislation enacted with SB 360. The program is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. The Pasco County MPO partnered with other MPOs in the region through an interlocal agreement to develop a regional transportation plan that identifies regional facilities that could be eligible for TRIP funding. For long range planning purposes, it is assumed that this District-allocated revenue is divided among the five counties of District 7 based on population. FDOT District 7 revenues are projected to be $29.09 million for 2024-2050. Using the population-based distribution of the TRIP funds, it is estimated that the Pasco MPO will receive $5.09 million during the 2024-2050 planning horizon.

Funds from the State's General Revenue Fund are made available for TRIP through SB 360 legislation. TRIP funds can be used for up to a 50% match to local or regional funds. In-kind matches, such as ROW donations and private funds made available to regional partners, also are allowed. Federal funds attributable to urbanized areas also may be used for the local/regional match.

COUNTY REVENUE SOURCES

FUEL TAX

Historically, fuel taxes have represented a major portion of Pasco County's local transportation revenues. Currently, Pasco charges 12 cents of Local Option Fuel Taxes (LOFT) in addition to three cents of State Fuel Tax for local use and dedicates approximately 40% of fuel tax revenues to transportation capacity expansion. This section provides a brief outline of adopted and available fuel taxes as well as historical trends and projected future revenues for all fuel tax options in Pasco County.

Constitutional Fuel Tax (2 cents per gallon)

- Applies to every net gallon of motor and diesel fuel sold within a county; collected in accordance with Article XII, Section 9 (c) of the Florida Constitution.

- State allocates 80% of this tax to counties after first withholding amounts pledged for debt service on bonds issued pursuant to provisions of the State Constitution for road and bridge purposes.
- Funds can be used for ROW acquisition, construction, and maintenance of roads.
- Counties not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the Local Government Financial Information Handbook, Pasco County will receive approximately $212.55 million from this fuel tax between 2024-2050. Currently 100% of this funding source is dedicated to maintenance. This includes major periodic maintenance, minor routine maintenance, and other uses such as construction and installation of traffic signals, sidewalks, bicycle paths, and landscaping..

County Fuel Tax (1 cent per gallon)

- Applies to every net gallon of motor and diesel fuel sold within a county.
- Primary purpose is to help reduce a County's reliance on ad valorem taxes.
- Proceeds are to be used for transportation-related expenses, including reduction of bond indebtedness incurred for transportation purposes. Authorized uses include acquisition of ROW; construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; or reduction of bond indebtedness incurred for transportation purposes.
- Counties not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the Local Government Financial Information Handbook, Pasco County will receive approximately $87.71 million from this fuel tax between 2024-2050. Currently 100% of this funding source is dedicated to operations and maintenance. Typical project types include acquisition of roadway right-of-way, roadway reconstruction, operations, maintenance, and repair.

9th Cent Fuel Tax (1 cent per gallon)

- Applies to every net gallon of motor fuel sold within a county.
- Proceeds may be used to fund transportation expenditures as defined in Section 336.027(7), Florida Statutes.
- To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all.
- Counties not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the Local Government Financial Information Handbook, Pasco County will receive approximately $115.64 million from this fuel tax beween 2024-2050. This represents the portion allocated to the County, which is 100% of the revenues. Pasco has the option to allocate revenues to municipalities, but historically has not. For purposes of Innovate Pasco 2050, it was assumed that this fuel tax will continue to be collected through 2050 and that the current allocation level (100% to the County) will remain constant through 2050.

100% of this funding source is currently allocated to operations and maintenance. Potential project types may include:

- Public transportation operations and maintenance
- Roadway and right-of-way maintenance and equipment and structures used primarily for the storage and maintenance of that equipment
- Roadway and right-of-way drainage improvements
- Street lighting installation, operation, maintenance and repair
- Traffic signs, traffic engineering, signalization, and pavement markings installation, operation, maintenance, and repair
- Bridge maintenance and operation
- Debt service and current expenditures for transportation capital projects to include construction or reconstruction of roads and sidewalks

1st Local Option Fuel Tax (6 cents per gallon)

- Applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures as defined in Section 336.025(7), Florida Statutes.
- To accommodate statewide equalization, all 6 cents are automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all or at the maximum rate.
- Proceeds are distributed to a County and its municipalities according to a mutually-agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.

Based on the distribution provided in the Local Government Financial Information Handbook, Pasco County will receive approximately $584.89 million from this fuel tax between 2024-2050. Currently, the County receives 94% of the revenues, with the remaining 6% available for the municipalities. For Innovate Pasco 2050, it was assumed that this fuel tax will continue to be collected through 2050 and the current allocation level (94% to County, 6% to Cities) will remain constant through 2050. Currently, 100% of this funding source is being used to support operations and maintenance.

2nd Local Option Fuel Tax (5 cents per gallon)

- Applies to every net gallon of motor fuel sold within a county. Diesel fuel is not subject to this tax.
- Must be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum.

- Proceeds may be used to fund transportation expenditures needed to meet requirements of the capital improvements element of an adopted Local Government Comprehensive Plan or for expenditures needed to meet the immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks by local governments. Routine maintenance of roads is NOT considered an authorized expenditure.
- Proceeds are distributed to a County and its municipalities according to a mutually-agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.

Based on the distribution provided in the Local Government Financial Information Handbook, Pasco County will receive approximately $402.32 million from this fuel tax between 2024-2050. Currently, the County receives 94% of the revenues, with the remaining 6% available for the municipalities. For Innovate Pasco 2050, it was assumed that this fuel tax will continue to be collected through 2050 and the current allocation level (94% to County, 6% to Cities) will remain constant through 2050. Unlike other local option fuel taxes, 2nd local option fuel tax (LOFT) revenues may not be used for the routine maintenance of roadways but may be used for reconstruction and capacity expansion improvements. In Pasco County, this funding source is currently being 100% allocated to capacity-building projects. This funding source is also pledged for the second local Option Fuel Tax Refunding Revenue Bond Series 2021 for Sunlake Boulevard. The debt service each year is $4.77 million.

SALES TAX

Historically, local option sales tax revenues have represented a major portion of Pasco County's local transportation revenues. Currently, Pasco charges a 1% Local Discretionary Sales Surtax, specifically the Local Government Infrastructure Sales Surtax, more commonly referred to as the "Penny for Pasco." A portion of this surtax goes to transportation. This sales tax was first adopted in 2005 and was recently renewed through 2039. Following is a brief outline of adopted and available sales tax options for transportation as well as historical trends and projected future revenues for all sales tax options in Pasco County.

Sales tax revenue per capita for a 1% sales tax increased by an annual average of 3.3% since 1989, with recent years increasing more than 5.7% on average. For projection purposes, the average annual increase in sales tax per capita is approximately 3.5% from 2030 to 2050.

Sales tax revenues are based on a percentage of a sale; therefore, they increase/decrease with the effects of inflation/deflation. Compared to fuel taxes, sales tax revenues are a much more reliable and consistent source of revenue and are more lucrative. Based on the trend, it was assumed that the sales tax per capita revenue levels will continue to increase through 2050. This assumption was applied to projected revenue calculations for the base and additional revenues. Additionally, these projections reflect only the portion of sales tax historically allocated for transportation expenditures.

Local Government Infrastructure Sales Surtax (1.0%)

- Commonly referred to as "Penny for Pasco."
- Originally passed by voters in 2004, renewed in 2022, set to sunset in 2039.
- Must be levied at the rate of 0.5% or 1% pursuant to an ordinance enacted by a majority vote of the County's governing body and approved by voters in a countywide referendum.
- Generally, the proceeds must be expended to finance, plan, and construct infrastructure; acquire land for public recreation, conservation, or protection of natural resources; or finance the closure of local government-owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection.
- Proceeds must be distributed to the County and its respective municipalities according to an interlocal agreement. If there is no interlocal agreement, distribution will be based on the Local Government Half-cent Sales Tax formulas provided in Section 218.62, F.S.

Based on the distribution provided by County Office of Management and Budget staff, Pasco County will receive approximately $795.21 million from this fuel tax estimated between 2024-2050. This represents the portion allocated to the County for transportation, which is approximately 18% of the total revenues, with the remaining portion allocated to the school board, municipalities, and non-transportation improvements.

Based on the guidance of County staff, Penny for Pasco revenues were allocated to roadway capacity and to bike/ped/transit projects based on the allocation to current needs. Based on this allocation, 15% of these revenues are assumed to go to roadway capacity projects and 85% of these revenues are assumed to go to bike/ped/transit projects.

For Innovate Pasco 2050, it is assumed that this revenue source will be renewed and continue through 2050. This continued assumption includes allocation of the penny to transportation under the current agreement.

MOBILITY FEES

Pasco County mobility fees are assessed to provide revenue for financing the addition and expansion of roadway facilities needed to accommodate new growth and development. In 2011, the County transitioned from a transportation impact fee to a transportation mobility fee to provide greater spending flexibility with regard to impact fee revenues. The most recent mobility fee update study was completed in 2021. In general, mobility fees must provide a transportation system benefit and may not be used for maintenance projects. Roadway capital improvements that can be funded by mobility fees include administrative and overhead related to the improvements, acquisition of right-of-way, clearance and preparation of the site, design, and construction.

Mobility Fees in Pasco County are collected in three major zones: East, Central, and West. In addition, mobility fees are collected specifically within the Village of Pasadena Hills and the Connected City. In each of these areas, the mobility fees collected in an area are intended for use only in that area. The district boundaries can be on the Pasco County website (https://www.pascocountyfl.net/services/gis/index.php).

The revenues gathered from the development community's contribution to transportation improvements can also be assessed by considering developer mobility credits. Developer mobility credits are also tracked

within each of the mobility fee districts to understand the full contribution of private development in funding transportation infrastructure.

Projected values for the mobility fees and developer credits within each district were obtained through coordination with the Pasco County Office of Management and Budget. These projections assume that mobility fees and developer credits will remain in place in Pasco County through 2050. Between 2024-2050, the following estimates were determined:

- Mobility Fees West - $69.17 million
- Mobility Fees Central - $442.01 million
- Mobility Fees East - $527.97 million
- Mobility Fees VOPH - $166.28 million
- Mobility Fees Connected City - $96.27 million
- Developer Credits West - $74.29 million
- Developer Credits Central - $0.13 million
- Developer Credits East - $23.13 million
- Developer Credits VOPH - $7.53 million
- Developer Credits Connected City - $56.92 million

Finally, an additional $1 million of revenue per year ($27 million between 2024-2050) is assumed to come into the county in the form of developer contributions. As noted by Pasco County staff, developer contributions are assumed to be used for capital roadway projects.

TAX INCREMENT FINANCING

In conjunction with the 2011 Mobility Fee Update Study, Pasco County implemented a Tax Increment Financing (TIF) program for transportation funding. The program locks the County's valuation (excluding CRA's) at a certain level and allocates a portion of the annual value increase for transportation improvements. Under current guidelines, a portion of the TIF revenue is used to fund transportation engineering projects, while another portion of the TIF revenue is used for operations and maintenance projects through public works. Based on coordination with Pasco County Office of Management and Budget staff, approximately $949.90 million will be available for transportation engineering between 2024-2050 and $514.71 million will be available for public works between 2024-2050. The public works TIF revenues are used entirely for operations and maintenance. The transportation engineering TIF revenues are divided between capital and maintenance, with approximately 65% being allocated to capital project funding and 35% being allocated to operations and maintenance.. Additionally, a separate TIF account for the Village of Pasadena Hills area is projected to generate approximately $109.27 million between 2024-2050. For TIF projections, it was assumed that the current millage will remain constant and the TIF program will remain in place through 2050.

TRANSIT REVENUE SOURCES

Revenue projections for the Transit Element were prepared to support the development of the Innovate Pasco 2050 Cost Feasible Plan. Transit revenues within the plan are categorized into MPO non-SIS transit formula funds and District-level non-SIS transit formula grant. MPO non-SIS transit formula funds are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. These program estimates are based on a formula between Districts and counties according to population. According to the 2050 FDOT Revenue Forecast Handbook, approximately $46.85 million will be available within Pasco County between 2024-2050.

The non-SIS transit formula grant funds were provided at a districtwide level. To estimate Pasco's potential portion of these funds, the percentage of Pasco's population was compared to the population of District 7. Using this methodology, approximately $8.19 million is estimated to be available for Pasco County between 2024-2050.

FUTURE TRANSPORTATION FUNDING

Pasco County has been recognized at the federal level for its innovative approach to funding transportation projects. The County's ability to leverage sales tax, mobility fees, developer credits, and tax increment financing alongside state and federal funding better positions it to respond to a growing population and to address its transportation needs. However, as one of the fastest growing counties in the nation, these innovative options are not keeping up with the significant pace of growth and the demands this growth places on Pasco County's transportation system. Therefore, the County should explore ways to extract more revenue from these existing revenue streams.

Penny for Pasco sales tax: Currently 40% of the proceeds from the Penny for Pasco sales tax are allocated to transportation, split between roadway capital and bicycle, pedestrian, and transit capital needs. The allocation of this funding source could be revisited in the future to consider devoting a greater percentage of the proceeds to transportation funding.

Mobility fees: Pasco County revisits its mobility fee structure and collections process periodically, with the last update occurring in 2021. During the next mobility fee update, the County may consider whether modifications should be made to the fee structure to gather additional revenues through this process. The use of mobility fees to support the local match for state and federally funded should also be leveraged to more strategically.

Tax increment financing: As with mobility fees, it will be important to consider leveraging tax increment financing to support the local match for state and federally funded projects. This partnership of state, federal, and locally funding allows funding dollars to go further and for the County to be more competitive.

Discretionary grant funding: Pasco County is already seeing some success in leveraging discretionary grant funding available through the IIJA, including their upcoming Safe Streets for All plan. The MPO can build upon this success by identifying high priority projects within the cost feasible plan or the MPO list of priority projects (LOPP) that may be candidates to receive discretionary grant funding. Providing a commitment to matching funding by leveraging one or more of their local funding sources can better position the MPO to be successful with these projects.

REVENUE ALLOCATION TO LRTP PROGRAMS

In developing the Cost Feasible Plan, revenues were allocated to the program categories based on eligibility and current practice. Table 9-7 includes a breakdown of the funding and totals by program. Revenues are organized into a series of funding tiers. Tier 1: 2024-2030, Tier 2: 2031-2035, Tier 3: 2036-2040, Tier 4: 2041-2050.

Funding Programs and Sources	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27 Year Total
STBG	$16,230,000	$27,310,000	$26,710,000	$26,710,000	$53,420,000	$150,380,000
TA	$2,230,000	$4,870,000	$4,880,000	$4,880,000	$9,760,000	$26,620,000
CRP	$1,290,000	$4,050,000	$4,050,000	$4,050,000	$8,100,000	$21,540,000
SHS (non-SIS)	$43,680,000	$68,520,000	$16,860,000	$17,520,000	$35,670,000	$182,250,000
Other Roads (non-SIS/non-SHS)	$10,080,000	$5,900,000	$10,890,000	$11,330,000	$23,080,000	$61,280,000
Transit Formula	$2,810,000	$7,910,000	$8,650,000	$9,040,000	$18,440,000	$46,850,000
State Constitutional Fuel Tax	$10,598,696	$29,407,268	$34,091,083	$39,520,909	$98,928,362	$212,546,318
County Fuel Tax	$4,373,515	$12,134,806	$14,067,566	$16,308,164	$40,822,441	$87,706,492
Ninth-Cent Fuel Tax	$5,766,323	$15,999,308	$18,547,583	$21,501,732	$53,822,930	$115,637,876
6-Cent Local Option Fuel Tax	$29,165,690	$80,923,470	$93,812,481	$108,754,377	$272,232,918	$584,888,936
5-Cent Local Option Fuel Tax	$20,959,192	$58,153,625	$67,415,990	$78,153,609	$195,633,369	$420,315,785
Penny for Pasco (1.0%), 18% for Transportation	$39,653,376	$110,022,730	$127,546,499	$147,861,350	$370,125,119	$795,209,074
Mobility Fees West	$3,449,346	$9,570,597	$11,094,945	$12,862,082	$32,196,240	$69,173,210
Mobility Fees Central	$22,041,057	$61,155,379	$70,895,845	$82,187,715	$205,731,504	$442,011,500
Mobility Fees East	$26,327,286	$73,048,001	$84,682,654	$98,170,406	$245,739,222	$527,967,569
Mobility Fees Connected City	$4,800,492	$13,319,502	$15,440,953	$17,900,296	$44,807,851	$96,269,094

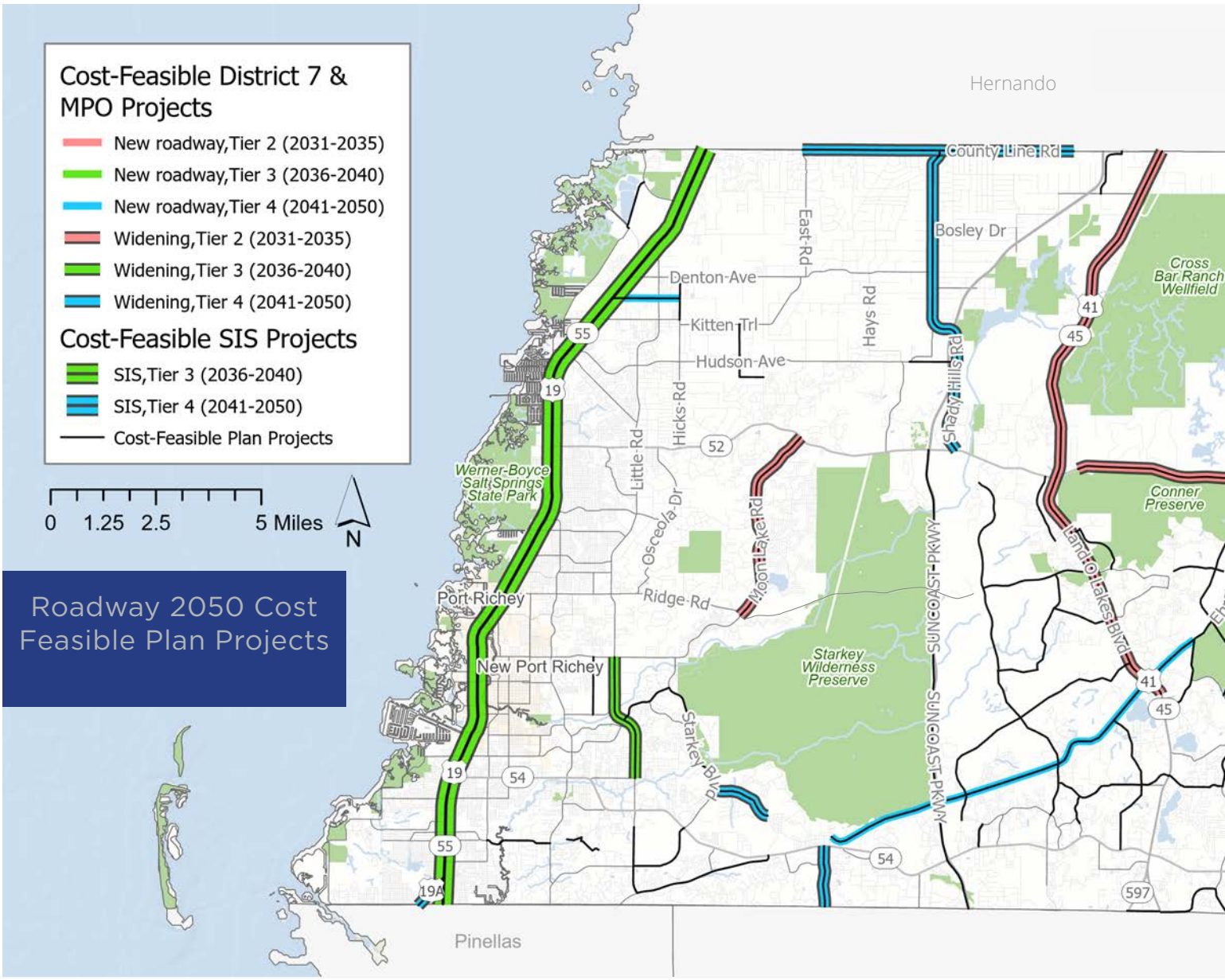
Funding Programs and Sources	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27 Year Total
Mobility Fees VOPH	$8,291,663	$23,006,148	$26,670,430	$30,918,338	$77,394,490	$166,281,069
Developer Mobility Credits West	$5,503,232	$13,758,080	$13,758,080	$13,758,080	$27,516,161	$74,293,633
Developer Mobility Credits Central	$9,451	$23,627	$23,627	$23,627	$47,253	$127,585
Developer Mobility Credits East	$1,713,602	$4,284,004	$4,284,004	$4,284,004	$8,568,008	$23,133,622
Developer Mobility Credits Connected City	$4,216,097	$10,540,244	$10,540,244	$10,540,244	$21,080,487	$56,917,316
Developer Mobility Credits VOPH	$557,618	$1,394,045	$1,394,045	$1,394,045	$2,788,091	$7,527,844
Tax Increment Financing (Transportation Engineering)	$39,974,810	$113,934,235	$153,158,123	$198,682,398	$444,152,368	$949,901,934
Tax Increment Financing (Public Works)	$19,084,286	$60,088,028	$81,458,837	$98,401,286	$255,674,598	$514,707,035
Tax Increment Financing (VOPH)	$1,826,941	$7,322,567	$11,978,192	$18,586,280	$69,551,320	$109,265,300
Developer Contributions	$2,000,000	$5,000,000	$5,000,000	$5,000,000	$10,000,000	$27,000,000
TALT (Any Area)	$330,420	$737,760	$743,000	$743,000	$1,486,010	$4,040,190
TRIP Funds	$125,870	$937,060	$963,280	$1,006,990	$2,052,440	$5,085,640
Non-SIS Transit Formula Grant	$491,260	$1,382,860	$1,512,230	$1,580,410	$3,223,760	$8,190,520
Total by Horizon Band	$327,580,223	$824,703,344	$921,119,691	1,081,669,342	$2,632,044,942	$5,787,117,542

	2023/24 - 2024/25
Capital Roadway Projects	
SHS	$43,680,000
STBG, CRP, Other Roads, Local Capital (Penny for Pasco, 15%, TIF - TE, Developer Contributions, TIF ED (65%))	$127,615,939
Mobility Fees + Developer Credits (West)	$8,952,578
Mobility Fees + Developer Credits (Central)	$22,050,508
Mobility Fees + Developer Credits (East)	$28,040,888
Mobility Fees + Developer Credits (Connected City)	$9,016,589
Mobility Fees + Developer Credits + TIF (VOPH)	$10,676,222
Capital Roadway Total	$283,074,213
Bicycle, Pedestrian, and Transit Projects	
TA + TALT	$2,560,420
Local Capital (Penny for Pasco, 85%)	$33,705,370
Transit Formula	$2,810,000
Bicycle, Pedestrian, and Transit Total	$39,075,790
Operations and Maintenance	
State Constitutional Fuel Tax	$10,598,696
County Fuel Tax	$4,373,515
Ninth-Cent Fuel Tax	$5,766,323
6-Cent Local Option Fuel Tax	$29,165,690
Tax Increment Financing (Public Works)	$19,084,286
Tax Increment Financing (Engineering)	$13,991,184
Operations and Maintenance Total	$82,979,694
District Level Funds	
Non-Capacity Program (Resurfacing, Bridge, and O&M)	$540,240,000
Safety (HSIP)	$38,730,000
Transit (Non-SIS Transit Discretionary Grants)	$10,470,000
District Level Funds Total	$589,440,000

2025/26 - 2029/30	2030/31- 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total Revenue
$68,520,000	$16,860,000	$17,520,000	$35,670,000	182,250,000
$321,749,210	$419,008,938	$527,245,708	$1,173,721,654	$2,569,341,449
$23,328,677	$24,853,025	$26,620,162	$59,712,401	$143,466,843
$61,179,006	$70,919,472	$82,211,342	$205,778,757	$442,139,085
$77,332,005	$88,966,658	$102,454,410	$254,307,230	$551,101,191
$23,859,746	$25,981,197	$28,440,540	$65,888,338	$153,186,410
$31,722,760	$40,042,667	$50,898,663	$149,733,901	$283,074,213
$555,472,204	$523,749,444	$483,706,777	$432,808,114	$4,324,559,191
$5,607,760	$5,623,000	$5,623,000	$11,246,010	$30,660,190
$93,519,321	$108,414,524	$125,682,148	$314,606,351	$675,927,713
$7,910,000	$8,650,000	$9,040,000	$18,440,000	$46,850,000
$107,037,081	$122,687,524	$140,345,148	$344,292,361	$753,437,903
$29,407,268	$34,091,083	$39,520,909	$98,928,362	$212,546,318
$12,134,806	$14,067,566	$16,308,164	$40,822,441	$87,706,492
$15,999,308	$18,547,583	$21,501,732	$53,822,930	$115,637,876
$80,923,470	$93,812,481	$108,754,377	$272,232,918	$584,888,936
$39,057,218	$52,948,244	$63,960,836	$166,188,489	$341,239,073
$39,876,982	$53,605,343	$69,538,839	$155,453,329	$332,465,677
$217,399,052	$267,072,300	$319,584,857	$787,448,469	$1,674,484,372
$1,304,000,000	$1,265,670,000	$1,309,330,000	$2,658,830,000	$7,078,070,000
$78,790,000	$75,490,000	$75,490,000	$150,990,000	$419,490,000
$37,790,000	$35,010,000	$35,410,000	$71,190,000	$189,870,000
$1,420,580,000	$1,376,170,000	$1,420,230,000	$2,881,010,000	$7,687,430,000

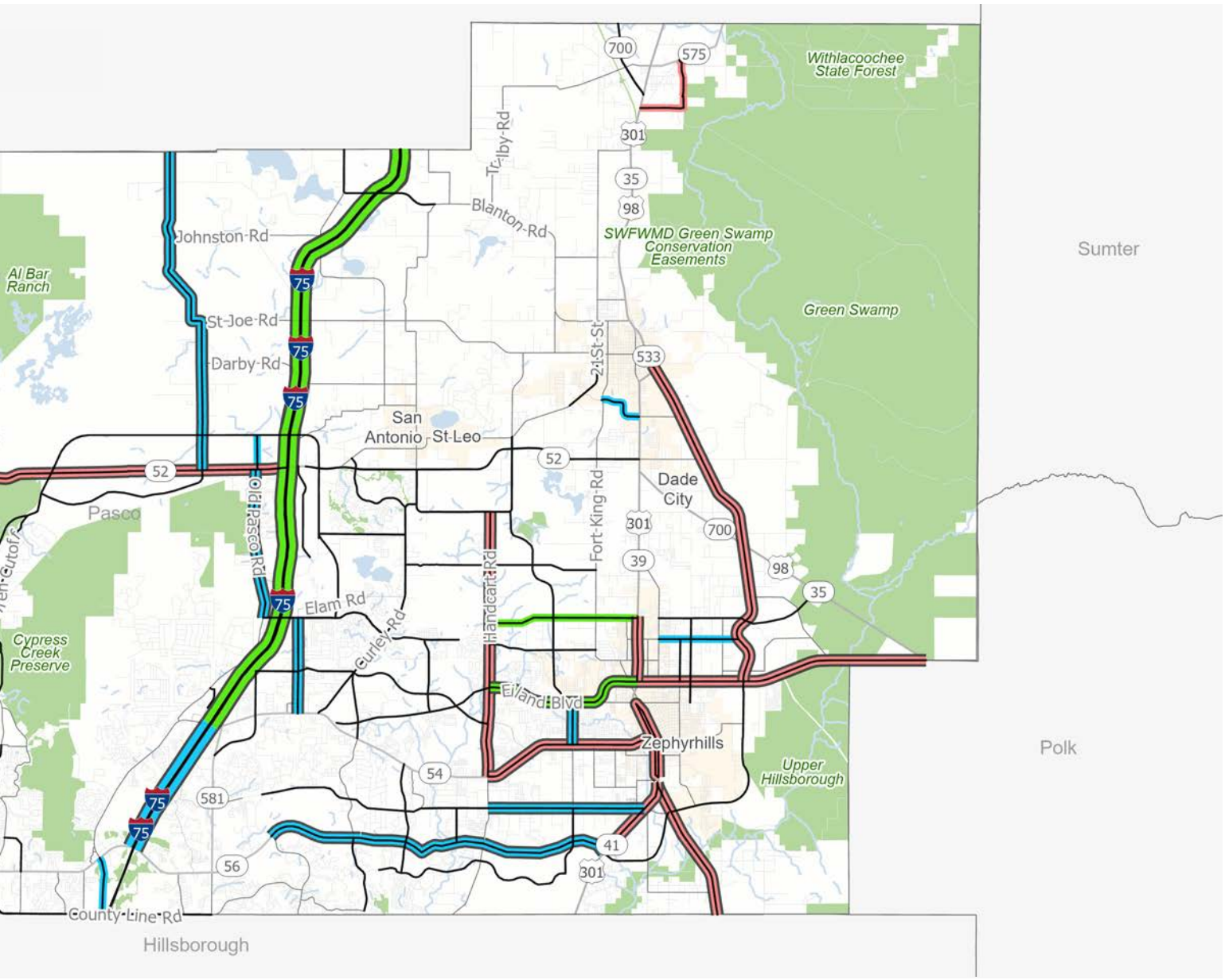
COST FEASIBLE PLAN RESULTS

The 2050 Long-Range Transportation Plan Cost Feasible Plan represents the culmination of combining the forecast available transportation improvement revenues with the prioritized roadway capital projects list. Each of these prioritized projects and its associated cost will be compared against the eligible revenue categories to determine whether it can be accommodated within the Cost Feasible Plan. Projects that are not able to be fully funded within the Cost Feasible Plan will be included in the Illustrative Project List.



YEAR OF EXPENDITURE

All revenues and costs shown within the Cost Feasible Plan are expressed in the form of Year of Expenditure (YOE) dollars. Inflation factors for estimated costs were supplied by FDOT. The cost inflation values used for the Cost Feasible Plan are: 1.33% annually between 2031-2035, 1.61% annually between 2036-2040, and 2.00% annually between 2041-2050. The SIS has its own unique inflation values provided in the "SIS Cost Feasible Plan, 2035-2050, 2024 Edition," which were used to provide Year of Expenditure values for those project types.



The following tables represent the Innovate Pasco 2050 Long-Range Transportation Plan Cost Feasible Plan. The first table includes the Tier 1 (2024-2030) projects, which are inclusive of the projects within the MPO's 2025-2029 Transportation Improvement Program (TIP) and Pasco County's 2025-2029 Capital Improvements Program (CIP). The second table includes the Tier 2, 3, and 4 cost feasible projects to be funded using non-SIS federal, state, and local funds. The third table includes the Tier 2, 3, and 4 cost feasible projects to be funded with SIS funds. These projects are included with the most recent FDOT SIS Cost Feasible Plan. Lastly, the fourth table shows all of the illustrative projects. These projects are unfunded during the life of the Innovate Pasco 2050 LRTP but still exhibit a demonstrated need. Projects with only partial funding included in the cost feasible plan have their remaining phases shown in the illustrative project list.

TIER 1 TIP

Plan Source	FPN	Project Name	Extents To	Extents From	Work Type	
TIP	256334-1	SR 52/SCHRADER HWY	E OF US 41 (SR 45)	EHREN CUTOFF	ADD LANES & RECONSTRUCT	
TIP	256334-3	SR 52/SCHRADER HWY	EHREN CUTOFF	W OF CR 581/ BELLAMY BR	ADD LANES & RECONSTRUCT	
TIP	256334-4	SR 52/SCHRADER HWY	E OF US41	W OF CR 581/ BELLAMY BR	RIGHT OF WAY ACQUISITION	
TIP	256422-2	US 301 (SR 41/GALL)	SR 39	S OF CR 54	ADD LANES & RECONSTRUCT	
TIP	416564 2	US 301/SR 41/GALL	S OF SR 56	SR 39/PAUL BUCHMAN	ADD LANES & RECONSTRUCT	
TIP	439832-5	CR 52/MERIDIAN AVENUE/21ST STREET/ SUWANNEE WAY/ST. JOE ROAD			ROUNDABOUT	
TIP	441937-1	SR 52	HICKS RD/ INDIAN DR	US 41	ATMS - ARTERIAL TRAFFIC MGMT	
TIP	445653-2	OLD PASCO RD	CR 54/WESLEY CHAPEL BLVD	N OF SONNY DR	ADD LANES & REHABILITATE PVMNT	
TIP (SIS)	419182-2	SR 45(US41) AT SR54	W OF WILSON RD	E OF OSPREY LN	INTERCHANGE (NEW)	
TIP	440265-1	ORANGE BELT TRAIL - SEG 1	E OF LITTLE RD	SR 54	Bike Path/Trail	
TIP	441936-1	US 41	HILLSBOROUGH COUNTY LINE	HERNANDO COUNTY LINE	ATMS - ARTERIAL TRAFFIC MGMT	
TIP	443837-1	US 19/SR 55 OVER PITHLACHASCOTEE RIVER BR#140005 SUBSTRUCTURE REPAIR			BRIDGE	
TIP	445502-1	BEXLEY ELEMENTARY - BALLANTRAE BLVD	N OF STRATON PL	TOWER RD	SIDEWALK	

TRINITY BOULEVARD APPROPRIATIONS

Tier 1 also includes three projects on Trinity Boulevard (shown in the Tier 1 CIP table). These projects will improve vehicular operations at Little Road, efficiency throughout the corridor, and multimodal quality of service entering Pasco County from Pinellas County. East of Little Road, the Orange Belt Trail pathway project will continue the excellent multimodal level of service. These projects are seeking an appropriation, which if successful will fully fund the projects. If an appropriation is not received, these projects will be moved to the Illustrative project list.

	Total Horizon Cost	Planning Cost	Capital Cost	O&M Cost	PDE Cost	ENG Cost	ROW Cost	CST Cost
	$88,828,163				$460,448			$88,367,715
	$67,789,070							$67,789,070
	$10,000,000						$10,000,000	
	$1,000,000						$1,000,000	
	$37,416,000						$37,416,000	
	$135,030							$135,030
	$440,327					$440,327		
	$16,137,878						$4,428,550	$11,709,328
	$24,136,170						$24,136,170	
	$3,877,366							$3,877,366
	$644,174					$644,174		
	$609,006							$609,006

Plan Source	FPN	Project Name	Extents To	Extents From	Work Type	
TIP	445503-1	PASCO ELEMENTARY - FORT KING RD	HESTER	N OF COLEMAN AVE	SIDEWALK	
TIP (SIS)	445507-7	INTERSTATE WWVDS AT VARIOUS RAMPS-PHASE III DEPLOYMENT IN PASCO			SIGNING/PAVEMENT MARKINGS	
TIP	445664-2	MITCHELL BLVD	CHURCHILL PKWY	TRINITY OAKS BLVD	Bike Path/Trail	
TIP	447372-1	JASMINE BLVD	US 19/SR 55	CR 1/LITTLE RD	Bike Path/Trail	
TIP	447373-1	SCHOOL ROAD	COMMUNITY CENTER RD	US 41/LAND O LAKES BLVD	Bike Path/Trail	
TIP	447530-1	GULF HIGHLANDS ELEMENTARY - ZIMMERMAN RD	RANCH RD	SR 52	Sidewalk	
TIP (OM)	447936-1	US 41/SR 45	WASHINGTON LANE	S OF COUNTY LINE ROAD	Resurfacing	
TIP (OM)	449400-1	SR 54	SR 581/BRUCE B DOWNS BLVD	E OF CURLEY ROAD	Resurfacing	
TIP (OM)	447950-1	SR 54	W OF FLINT ST	US 301/GALL BLVD	Resurfacing	
TIP (OM)	447951-1	SR 39	N OF CENTRAL AVE	US 301/GALL BLVD	Resurfacing	
TIP (OM)	447952-1	SR 54	W OF VIRGINIA CITY DR	OLD MILL POND DR	Resurfacing	
TIP (OM)	447953-1	SR 54	E OF GUNN HWY	E OF CROSSING BLVD; SR 54A BLACK LAKE RD	Resurfacing	
TIP (OM)	447954-1	SR 54	MARATHON RD	E OF GUNN HWY	Resurfacing	
TIP	449032-1	LEONARD RD	HENLEY ROAD	US 41/SR 45/LAND O LAKES BOULEVARD	Sidewalk	
TIP	449033-1	RANCH RD	W OF MARTHA AVE	HANKS LN	Sidewalk	
TIP (SIS)	449142-1	I-275/I-75	HILLSBOROUGH COUNTY LINE	CR 54	Resurfacing	
TIP (OM)	449165-1	US 41/SR 45	BELL LAKE RD	N OF EHREN CUTOFF	Resurfacing	
TIP (OM)	449166-1	ALT US19/SR 595	FROM PINELLAS COUNTY LINE TO US 19		Resurfacing	
TIP (OM)	449169-1	SR 56	BRUCE B DOWNS BLVD	MEADOW POINTE BLVD	Resurfacing	

	Total Horizon Cost	Planning Cost	Capital Cost	O&M Cost	PDE Cost	ENG Cost	ROW Cost	CST Cost
	$675,379							$675,379
	$646,700							$646,700
	$3,117,643							$3,117,643
	$1,339,495							$1,339,495
	$216,268							$216,268
	$1,166,647							$1,166,647
	$14,402,315							$14,402,315
	$9,371,865							$9,371,865
	$4,925,580							$4,925,580
	$5,987,888							$5,987,888
	$4,834,277							$4,834,277
	$12,728,570							$12,728,570
	$7,595,161							$7,595,161
	$1,760,787					$111,000		$1,649,787
	$734,866					$49,107		$685,759
	$30,156,012					$2,010,042		$28,145,970
	$6,165,183					$372,257		$5,792,926
	$3,632,968					$327,770		$3,305,198
	$14,455,677							$14,455,677

Plan Source	FPN	Project Name	Extents To	Extents From	Work Type	
TIP (OM)	449170-1	SR 581/BRUCE B DOWNS BLVD	SR 56	SR 54	Resurfacing	
TIP (OM)	449173-1	SR 52	E OF HICKS RD	W OF MOON LAKE RD	Resurfacing	
TIP (SIS)	449315-1	SR 54 AT SR 589 (SUNCOAST TRAIL)			Pedestrian Overpass	
TIP	449316-1	SR 52 AT SR 589 (SUNCOAST TRAIL)			Pedestrian Overpass	
TIP	450566-3	SIDEWALK GAP DESIGN - PASCO COUNTY ALL PHASES			Sidewalk	
TIP (OM)	451236-1	US 98/US 301/SR 35/SR 700	N OF LONG AVE	S OF US 98	Resurfacing	
TIP	452900-1	PERRINE RANCH ROAD	E OF GRAND BLVD	MOUNTAIN ASH WAY	Bike Path/Trail	
TIP (SIS)	454038-1	I-75/SR 93	SR 54	S END OF OVERPASS ROAD SB ON RAMP	Landscaping	
TIP (SIS)	454098-1	US 19 PEDESTRIAN CROSSINGS AT VARIOUS LOCATIONS			Pedestrian Safety	
TIP (SIS)	447702-1	RESURFACE SUNCOAST (SR 589) IN PASCO COUNTY, MP 17.5-28.5			Resurfacing	
TIP (SIS)	447702-2	SAFETY IMPROVEMENTS TO SUNCOAST (SR 589) IN PASCO COUNTY, MP 17.5-28.5			Guardrail	
TIP (SIS)	451365-1	RESURFACE SUNCOAST PKWY (SR 589) IN PASCO COUNTY (MP 28.5 TO MP 37.3)			Resurfacing	
TIP (SIS)	451365-2	SAFETY IMPROVEMENTS SUNCOAST (SR 589) IN PASCO CNTY (MP 28.5 TO 37.3)			Guardrail	
TIP (SIS)	448068	PD&E WIDEN SUNCOAST PKWY(SR589) -	S OF VAN DYKE RD	TO SR52 (MP13-29)	PD&E/EMO Study	
TIP (PLAN)	439337-5	PASCO COUNTY FY 2024/2025-2025/2026 UPWP			Transportation Planning	
TIP (PLAN)	439337-6	PASCO COUNTY FY 2026/2027-2027/2028 UPWP			Transportation Planning	

	Total Horizon Cost	Planning Cost	Capital Cost	O&M Cost	PDE Cost	ENG Cost	ROW Cost	CST Cost
	$11,399,238							$11,399,238
	$9,689,913							$9,689,913
	$16,260,836							$16,260,836
	$12,589,831							$12,589,831
	$6,199,873					$1,250,000		$4,949,873
	$9,119,356					$1,060,129		$8,059,227
	$4,408,025							$4,408,025
	$2,760,237							$2,760,237
	$5,196,399					$510,000		$4,686,399
	$25,013,198							$25,013,198
	$2,884,480							$2,884,480
	$21,598,613					$2,390,063		$19,208,550
	$3,035,823							$3,035,823
	$1,000,000				$1,000,000			
	$3,105,502	$3,105,502						
	$2,100,536	$2,100,536						

Plan Source	FPN	Project Name	Extents To	Extents From	Work Type	
TIP (PLAN)	439337-7	PASCO COUNTY FY 2028/2029-2029/2030 UPWP			Transportation Planning	
TIP (OM)	400657-1	PASCO CO (14)			Routine Maintenance	
TIP (SIS)	401692-1	PASCO CO (14)			Routine Maintenance	
TIP (AVIATION)	449731-1	ZEPHYRHILLS AIRPORT - MASTER PLAN UPDATE			Aviation Preservation Project	
TIP (AVIATION)	449734-1	ZEPHYRHILLS MUNICIPAL AIRPORT - 6TH AVENUE REALIGNMENT			Aviation Preservation Project	
TIP (AVIATION)	449735-1	ZEPHYRHILLS MUNICIPAL AIRPORT - RUNWAY 1/19 REHAB CONSTRUCT			Aviation Preservation Project	
TIP (TRANSIT)	402397-1	PASCO BOARD OF COUNTY COMMISSIONERS - FTA SECTION 5307			Transit	
TIP (TRANSIT)	402413-1	PCPT PUBLIC TRANSIT BLOCK GRANT PROGRAM - OPERATING			Transit	
TIP (TRANSIT)	408319-1	PCPT PUBLIC TRANSIT CORRIDOR PROGRAM- ROUTE 19 OPERATING			Transit	
TIP (TRANSIT)	422314-1	PASCO BOARD OF COUNTY COMMISSIONERS - FTA SECTION 5311			Transit	
TIP (TRANSIT)	429940-1	PASCO BOARD OF COUNTY COMMISSIONERS - TRANSIT CORRIDOR PROGRAM.			Transit	
TIP (TRANSIT)	443414-1	PCPT SECTION 5339 SMALL URBAN			Transit	
TIP (TRANSIT)	446911-1	PASCO COUNTY BOCC SECTION 5307			Transit	
TIP (TRANSIT)	452993-1	GOPASCO-FTA SECTION 5339			Transit	
TIP (TRANSIT)	452914-1	MOON LAKE ADA ACCESSIBILITY BUS STOPS			Pedestrian Safety	

	Total Horizon Cost	Planning Cost	Capital Cost	O&M Cost	PDE Cost	ENG Cost	ROW Cost	CST Cost
	$1,050,268	$1,050,268						
	$6,000,000							$6,000,000
	$75,000							$75,000
	$362,000				$362,000			
	$2,042,600							$2,042,600
	$3,000,000							$3,000,000
	$8,000,000			$5,000,000	$3,000,000			
	$15,396,550			$15,396,550				
	$2,298,992			$2,298,992				
	$7,025,913		$739,633	$6,286,280				
	$3,157,172			$3,157,172				
	$600,000		$600,000					
	$16,400,000		$13,399,996	$3,000,004				
	$1,400,000		$1,400,000					
	$2,424,000							$2,424,000

TIER 1 CIP

Plan Source	Project Name	Work Type	
CIP	SUNLAKE BL (S OF RIDGE RD TO SR 52)	Payoff new 4 lane road (Developer)	
CIP	SR 56 (MEADOW POINTE BL TO US 301)	Payoff new 4 lane road (FDOT)	
CIP	CRYSTAL SPRINGS BRIDGE OVER HILLSBOROUGH RIVER (144002)	Replace functionally obsolete bridge	
CIP	GRAND BL BRIDGE OVER COTEE RIVER (140050)	Replace structurally deficient bridge, increase vertical clearance to match Main St bridge.	
CIP	OLD CYPRESS CREEK RD BRIDGE OVER CYPRESS CREEK (144022)	Replace functionally obsolete bridge	
CIP	BELLAMY BROTHERS RD (SR 52 TO HERNANDO COUNTY)	Add shoulders, enhance signage & striping	
CIP	COLLIER PKWY/COUNTY LINE RD & LIVINGSTON RD	Add SB left and right, Add EB through, Add MUP and sidewalk (Appropriation)	
CIP	DECUBELLIS RD (LITTLE RD TO TOWN CENTER RD) STARKEY BL (S OF ALICO PASS TO DECUBELLIS RD)	Widen 2 lanes to 4 lanes Add turn lanes or roundabout at Starkey Blvd Widen Starkey Blvd bridge S of intersection	
CIP	DENTON AV (W OF KITTEN TRAIL TO E OF EAST ROAD)	Construct 2-way left turn lane	
CIP	HANDCART RD (TYNDALL RD TO SR 52/CLINTON AV)	Widen 2 lanes to 4 lanes (Developer)	
CIP	KENTON RD (ELAM RD TO N OF ELAM RD)	Construct new 2 lane road (Developer)	
CIP	LAKE PATIENCE RD (SUNLAKE BL TO US41)	Widen to 4 lanes, realign at US 41	
CIP	LAKE IOLA & BLANTON ROAD	Realign and stop control	
CIP	MCKENDREE RD (SETTER PALM RD TO SR 52)	Widen 2 lanes to 4 lanes (Developer)	
CIP	MORRIS BRIDGE RD (SR 56 TO S OF CHANCEY RD)	Widen 2 lanes to 4 lanes	
CIP	MORRIS BRIDGE RD (S OF CHANCEY RD TO S OF SR 54)	Widen 2 lanes to 4 lanes At Chancey Rd, add 2nd E/W through lanes and exclusive left and right turn lanes on all legs	
CIP	TWO RIDGES RD/RIVER GLENN BL (SR 56 TO SR 54)	Construct new 4 lane road (Developer)	
CIP	OLD PASCO RD (N OF WESLEY CHAPEL BL/CR 54 TO SONNY DR)	Widen 2 lanes to 4 lanes	
CIP	OLD PASCO RD (SONNY DR TO N OF OVERPASS RD)	Widen 2 lanes to 4 lanes	
CIP	OVERPASS RD (OLD BRIDGE RD TO HANDCART RD)	Construct new 4 lane road	
CIP	PROSPECT RD (CURLEY RD TO BEN HARRILL BL)	Improve 2 lane road w/ sidewalk, MUP (Developer)	
CIP	PROSPECT RD/HAPPY HILL RD/CR 579 (N OF SR 52 TO N OF CR 52)	Widen 2 to 4 lanes, construct roundabout at CR 52	
CIP	RANGELAND FROM CATTLE GAP TRAIL TO BEXLEY VILLAGE DRIVE	Construct new 4 lane road	
CIP	RIDGE RD (SUNLAKE BL TO US 41, PHASE 2B)	Construct new 4 lane road and CSX bridge	
CIP	ROWAN RD & NOTRE DAME DR	Construct new roundabout	
CIP	SR 54 & STARKEY BL	Construct 2nd SB to EB left turn-lane (Developer)	

	Total Horizon Cost	Planning Cost	Capital Cost	O&M Cost	PDE Cost	ENG Cost	ROW Cost	CST Cost
	$15,902,167							
	$7,951,083							
	$800,000							$800,000
	$8,115,000							$8,115,000
	$800,000							$800,000
	$12,633,000					$600,000		$12,033,000
	$1,386,000							$1,386,000
	$49,427,171						$5,750,855	$43,676,316
	$3,610,000							$3,610,000
	$0							
	$0							
	$31,200,000					$7,000,000	$6,200,000	$18,000,000
	$2,428,000							$2,428,000
	$0							
	$7,930,000					$1,622,000		$6,308,000
	$22,500,000						$6,300,000	$16,200,000
	$0							
	$28,136,000					$3,142,000	$4,570,000	$20,424,000
	$4,600,000							$4,600,000
	$12,521,000						$1,000,000	$11,521,000
	$0							
	$4,095,000					$1,095,000		$3,000,000
	$36,160,000				$760,000	$6,000,000	$10,400,000	$19,000,000
	$5,397,679							$5,397,679
	$1,065,000							$1,065,000
	$0							

Plan Source	Project Name	Work Type	
CIP	SUNLAKE BL (N OF BUD BEXLEY PKWY TO S ANGELINE BORDER)	Construct new 2 lane road	
CIP	SUNLAKE BL (S ANGELINE BORDER TO S OF WILTON WAY)	Construct new 2 lane road (Developer)	
CIP	SUNLAKE BL (S OF WILTON WAY TO ANCHOR DUNE DR)	Widen to 4 Lanes S and N of Ridge Rd, construct pathways thru entire limit (Developer)	
CIP	TRADEWAY BL (TYNDALL RD TO SETTER PALM RD)	Construct 2 lanes (Developer)	
CIP	TYNDALL RD (CURLEY RD TO E OF ELAM RD)	Construct 2 lanes (Developer)	
CIP	WISTERIA LOOP (RIVERSTONE RANGE RD TO US 41)	Construct 2 lane road (Developer)	
CIP	BALLANTRAE BL (N OF STRATON PL TO BUD BEXLEY PKWY)	Construct 5-ft sidewalk on W side (LAP)	
CIP	CENTENNIAL RD (US 301 TO NEWSOME RD)	Construct a 5-ft sidewalk on N side (LAP)	
CIP	CURLEY RD SIDEWALK (SR 54 TO WELLS RD)	Construct a 5-ft sidewalk on W side and on N side of Wells Rd (Masena Dr to Curley Rd)	
CIP	CYPRESS CREEK ROAD (CARPENTERS RUN TO SR 54)	Construct 5-ft sidewalk on W side (SFGA)	
CIP	DARLINGTON RD (HAMA DR TO US 19)	Construct 5-ft sidewalk	
CIP	FORT KING RD/17TH ST (HESTER RD TO N OF COLEMAN AV)	Construct 6-ft Sidewalk (LAP)	
CIP	GEIGER ROAD (EILAND BL TO US 301)	Construct 5-ft sidewalk on S side	
CIP	JASMINE BL (US 19 TO LITTLE RD)	Construct 8-ft concrete path (LAP)	
CIP	KITTEN TR (HICKS RD TO GIDDYUP LN) (COMMUNITY DEV FUNDING)	Construct 5-ft sidewalk	
CIP	LEONARD RD (HENLEY RD TO US 41)	Construct 5-ft sidewalk on N side (LAP)	
CIP	MITCHELL BL (CHURCHILL PKWY TO TRINITY OAKS BL)	Construct 8-ft MUP on S side (LAP)	
CIP	LAKE DR (BANBURY AV TO OCONEE BL)	Construct 5-ft sidewalks and 18 bus pads, also on Bethwood Av (Moon Lake Rd to Catalona Av), Catalona Av (Bethwood Av to Lake Dr), and Banbury Av (Moon Lake Rd to Lake Dr)	
CIP	ORANGE BELT TRAIL (LITTLE RD TO GUNN HWY)	Construct 12-ft MUP on S side via Trinity Bl, Cool Springs Pkwy, Community Dr, and SR 54) and a trailhead at Starkey Gap Trail	
CIP	ORANGE BELT TRAIL (US 41 TO PUMP STATION ROAD)	Construct 12-ft MUP via Caliente Bl, Ehren Cutoff, and Pump Station Rd	
CIP	ORANGE BELT TRAIL (POMPANIC ST TO PROSPECT RD/ HAPPY HILL RD)	Construct 12-ft MUP	
CIP	PARKWAY BL (PINEVIEW ELEM TO COLLIER PKWY)	Construct 5-ft sidewalk (SFGA)	
CIP	PERRINE RANCH RD (E OF GRAND BL TO MNT. ASH WAY)	Construct 10-ft MUP on S side	
CIP	RANCH RD (US 19 TO PONDEROSA AV)	Construct 5-ft sidewalk on N side (LAP)	
CIP	SCHOOL RD (COMMUNITY CENTER DRIVE TO US 41)	Construct 8-ft MUP on the W side (LAP)	
CIP	SEVEN SPRINGS BL (PERRINE RANCH RD TO FIRE STATION #17)	Construct 5-ft sidewalk on W side	
CIP	SHADY HILLS RD (MARY GIELLA ELEM TO BOSLEY DR)	Construct 5-ft sidewalk on E side	
CIP	STRAUBER MEMORIAL HWY (SHIPWATCH DR TO MOOG RD)	Construct 10-ft MUP	

	Total Horizon Cost	Planning Cost	Capital Cost	O&M Cost	PDE Cost	ENG Cost	ROW Cost	CST Cost
	$32,995,000					$4,200,000	$4,645,000	$24,150,000
	$12,481,000				$12,481,000			
	$44,000,000				$44,000,000			
	$0							
	$0							
	$0							
	$550,000							$550,000
	$1,000,000							$1,000,000
	$1,725,000					$225,000		$1,500,000
	$500,000							$500,000
	$1,700,000							$1,700,000
	$2,775,379							$2,775,379
	$1,380,000					$180,000		$1,200,000
	$3,400,000							$3,400,000
	$1,500,000							$1,500,000
	$2,336,500					$336,500		$2,000,000
	$4,363,097							$4,363,097
	$2,800,000							$2,800,000
	$17,024,000							$17,024,000
	$4,890,000					$490,000	$1,000,000	$3,400,000
	$7,900,000					$1,200,000	$1,000,000	$5,700,000
	$1,000,000							$1,000,000
	$3,300,000					$300,000		$3,000,000
	$780,000					$103,000		$677,000
	$640,000					$50,000		$590,000
	$1,650,000					$150,000		$1,500,000
	$3,950,000					$450,000		$3,500,000
	$1,750,000					$750,000	$1,000,000	

Plan Source	Project Name	Work Type	
CIP	THYS RD (SR 54 TO TROUBLE CREEK RD)	Construct 5-ft sidewalk	
CIP	WIRE RD (CR54 TO DAUGHTERY RD)	Construct 10-ft MUP on W side	
CIP	14TH ST/POWERLINE RD WITHLACOOCHEE STATE TRAIL	Construct 12-ft MUP	
CIP	ZIMMERMAN RD (RANCH RD TO SR 52)	Construct 5-ft sidewalk on E side (SRTS)	
CIP	ADONIS RD & LITTLE RD	Construct traffic signal	
CIP	BAILLIE DR/BROADMOOR DR & ROWAN RD	Construct traffic signal and median mods	
CIP	BOSLEY DR & SHADY HILLS RD	Construct traffic signal	
CIP	BYRD DR & GUNN HWY	Construct traffic signal	
CIP	E COUNTY LINE RD & CYPRESS CREEK RD	Construct traffic signal	
CIP	EILAND BL & SILVERADO RANCH BL	Construct traffic signal	
CIP	LAKEVIEW DR/BETHWOOD AV & MOON LAKE RD	Construct traffic signal	
CIP	OVERPASS RD & EPPERSON BL	Construct traffic signal (Developer)	
CIP	OVERPASS RD & WATERGRASS PKWY	Construct traffic signal (Developer)	
CIP	PARKWAY BL & EHREN CUT-OFF	Construct traffic signal	
CIP	PLANTATION PALMS BL & COLLIER PKWY	Construct traffic signal	
CIP	RIDGE RD & TANGLEWOOD DR	Construct traffic signal	
CIP	ROSS LN & LITTLE RD	Construct traffic signal	
CIP	SEVEN SPRINGS BL & MITCHELL BL	Rebuild traffic signal	
CIP	SEVEN SPRINGS BL & MITCHELL RANCH RD	Construct traffic signal	
CIP	SLIDELL STREET/LACEY DR & MOON LAKE RD	Construct traffic signal	
CIP	SR 54 & MITCHELL RANCH RD	Construct traffic signal	
CIP	SR 56 & LAJUANA BL	Construct traffic signal	
CIP	TRINITY BL & COOL SPRINGS PKWY	Construct traffic signal	
CIP	EILAND BLVD & GOLF LINKS BLVD	Construct traffic signal	
CIP	CURLEY RD & CHAPEL PINES BLVD	Construct traffic signal	
CIP	LITTLE ROAD & SCHRADER BLVD	Construct traffic signal	
CIP	MEADOW POINTE BLVD & COUNTRY POINTE BLVD	Construct traffic signal	
CIP	TRAFFIC SIGNALS - COUNTYWIDE	Construct 4 traffic signals per year	
CIP	RIDGE ROAD (E OF LITTLE RD TO MOON LAKE RD)	Install irrigation and landscaping within the medians	
CIP	INTERSECTIONS - COUNTYWIDE	Construct projects in existing right of way to improve operations	
CIP	STREETLIGHTS - COUNTYWIDE	Install steetlights on vision roads	
CIP	GOPASCO PENNY ALLOCATION	Transfer from 40% Penny funds for Transportation	
CIP	STAFF TIME FOR DEVELOPER PIPELINE PROJECTS	To be rolled into TED overall chargebacks	
TBD	TRINITY BLVD & LITTLE RD	Add 2nd EB and WB thru lanes, including 0.15 mi EB merge area and signal modifications	
TBD	TRINITY BLVD (PINELLAS CO TO 0.25 MI E of LITTLE RD)	Rebuild roadway with two 11-ft vehicle lanes and 5-ft bike lanes	
TBD	TRINITY BLVD (LITTLE RD TO SR 54)	Install underground fiberoptic cable and five (5) CCTV cameras at signalized intersections	

	Total Horizon Cost	Planning Cost	Capital Cost	O&M Cost	PDE Cost	ENG Cost	ROW Cost	CST Cost
	$700,000							$700,000
	$1,150,000					$150,000		$1,000,000
	$5,500,000							$5,500,000
	$2,516,647					$650,000		$1,866,647
	$880,000					$80,000		$800,000
	$60,000							$60,000
	$1,157,000					$100,000		$1,057,000
	$953,000							$953,000
	$300,000							$300,000
	$880,000					$80,000		$800,000
	$350,000							$350,000
	$0							
	$0							
	$880,000					$80,000		$800,000
	$875,000							$875,000
	$880,000					$80,000		$800,000
	$955,000					$80,000		$875,000
	$100,000							$100,000
	$100,000							$100,000
	$400,000							$400,000
	$1,530,000					$227,000		$1,303,000
	$0							
	$50,000							$50,000
	$1,650,000					$150,000		$1,500,000
	$1,650,000					$150,000		$1,500,000
	$1,650,000					$150,000		$1,500,000
	$1,650,000					$150,000		$1,500,000
	$17,231,025					$690,000		$16,541,025
	$100,000							$100,000
	$20,000,000							
	$5,000,000							
	$5,000,000							
	$815,000							
	$440,000					$50,000		$390,000
	$1,360,630					$160,000		$1,200,630
	$1,010,000					$120,000		$890,000

COST FEASIBLE PLAN—FUNDED PROJECTS

ID	Project Name	Project Extents	Project Type
201.1	**U.S. 301 (GALL BLVD) WIDENING**	From S.R. 56 to S.R. 39	Widening of U.S. 301 (Gall Blvd) from 2-3 lanes undivided to 4 lanes divided
202.1	**U.S. 301 (6TH, 7TH, GALL)**	From SR 39 to Geiger Rd	New 2-Lane Roadway
181.1	**C.R. 54 (E) WIDENING**	From US 301 (Gall Blvd) to US 98	Widenening of C.R. 54 (E) to 4 lanes divided
157.1	**MICKLER & BOWER ROAD**	From US 301 to SR 575	New two lane roadway along Bower and Mickler Road
184.1	**S.R. 54 WIDENING**	From C.R. 579 to U.S. 301	Expand S.R. 54 to 4 lanes divided
165.2	**C.R. 579 (HANDCART RD/EILAND BLVD)**	From C.R. 579A (Prospect Rd) to S.R. 54	Expand C.R. 579 to 4 lanes divided
103.1	**C.R. 587 (MOON LAKE RD)**	From Ridge Rd to S.R. 54	Widening of C.R. 587 (Moon Lake Rd)
111.1	**TRINITY BLVD**	CR 1 (Little Rd) to S.R. 54	Expand Trinity Blvd to 4 lanes divided

Fund Source Key

S | SHS
P | STBG, CRP, Other Roads, Local Capital
D | District 7 CFP Totals (Assume 80/20 split)

	Fund Source	Phase	2031 to 2035	2036 to 2040	2041 to 2050
		PDE			
		PE			
		ROW			
	D/P	CST	$75,706,349 (D) $18,926,587 (P)		
		PDE			
		PE			
		ROW			
	P	CST	$76,647,912 (P) $19,161,978 (P)		
	P	PDE	$3,207,782		
	P	PE	$16,038,913		
	P	ROW	$53,463,044		
		CST		$168,267,896	
	P	PDE	$668,959		
	P	PE		$4,048,962	
	P	ROW		$13,496,541	
	P	CST		$35,091,007	
	P	PDE	$1,652,589		
	P	PE	$8,262,948		
	P	ROW	$27,543,162		
	P	CST	$71,612,221		
	P	PDE	$2,463,256		
	P	PE	$12,316,282		
	P	ROW		$49,697,281	
	P	CST		$129,212,933	
	P	PDE	$1,917,627	$2,321,338	
		PE			
		ROW			
		CST			
	P	PDE	$1,300,641		
	P	PE	$6,503,203		
	P	ROW	$21,677,344		
	P	CST	$56,361,094		

ID	Project Name	Project Extents	Project Type
196.2	**S.R. 52 WIDENING**	From the Ehren cutoff to CR 581 (Bellamy Brothers Blvd)	Widen S.R. 52 to 6 lanes divided
201.2	**U.S. 301 (GALL BLVD) WIDENING**	From CR 54 (Eiland Blvd) to north of Kossick Rd	Widen US 301 (Gall Blvd) from 4 lanes to 6 lanes
191.1	**C.R. 35A (OLD LAKELAND HWY)**	From C.R. 54 to U.S. 98 Bypass	Widen Old Lakeland Highway to 4 lanes
138.1	**U.S. 41 WIDENING**	From SR 52 to Horton Rd	Widening of U.S. 41 to 6 lanes divided
107.1	**C.R. 1 WIDENING**	From Old C.R. 54 to C.R. 587 (Massachusettes Ave)	Widening of C.R 1 (Little Road) to a 6-lanes divided
201.3	**U.S. 301 WIDENING**	From south of US 98 to County line (extends further to SR 50 (Cortez Blvd))	U.S. 301 widening
168.1	**OVERPASS RD**	From C.R. 579 (Handcart Rd) to U.S. 301 (Gall Blvd)	Construction of a new 4-lane roadway
116.1	**SHADY HILLS RD WIDENING**	From Hernando County Line to S.R. 52	Widening of Shady Hills Rd to 4-lanes divided

	Fund Source	Phase	2031 to 2035	2036 to 2040	2041 to 2050
		PDE			
	D/P	PE	$4,585,554 (D) $1,146,388 (P)		
	D/P	ROW	$9,277,455 (D) $2,319,363 (P)		
	D/P	CST	$20,380,244 (D) $5,095,061 (P)		
		PDE			
		PE			
		ROW			
	D/P	CST	$33,950,155 (D) $8,487,539 (P)		
	P	PDE	$1,699,027		
	P	PE	$8,495,138		
	P	ROW	$28,317,127		
	P	CST	$73,624,531		
	P	PDE	$2,070,362		
	P	PE	$10,351,810		
	P	ROW		$41,770,462	
	P	CST		$108,603,203	
	P	PDE		$1,303,937	
	P	PE		$6,519,688	
	P	ROW		$21,732,296	
	P	CST		$56,503,971	
		PDE			
	D/P	PE	$12,177,091 (D) $3,044,273 (P)		
	D/P	ROW		$11,046,671 (D) $2,761,668 (P)	
	D/P	CST			$81,384,066 (D) $20,346,016 (P)
	P	PDE		$2,331,765	
	P	PE		$11,658,826	
	P	ROW		$38,862,753	
	P	CST			$125,519,449
	P	PDE			$4,502,478
	P	PE			$22,512,391
	P	ROW			$75,041,304
	P	CST			$1,95,107,392

ID	Project Name	Project Extents	Project Type
195.1	SR 39 WIDENING	From Hillsborough County line to US 301	Widening of SR 39 to 4 lanes divided
186.1	CHANCEY RD WIDENING	From C.R. 579 (Morris Bridge Rd) to U.S. 301 (Gall Blvd)	Widen Chancey Road to 4-lanes divided
100.1	BOLTON AVENUE	From US 19 to Hicks Road	New 2-lane roadway
196.1	S.R. 52 WIDENING	From East of U.S. 41 to the Ehren Cutoff	Widen S.R. 52 to 6-lanes divided
180.1	EILAND WIDENING	From Handcart Rd to U.S. 301 (Gall Blvd)	Widen Eiland Blvd to 4 lanes divided
148.1	PASCO RD EXTENSION	From Collier Pkwy Ext to S.R. 52	Construction of Pasco Rd two-lane roadway
106.1	U.S. 19 ALT WIDENING	From Anclote Blvd to U.S. 19	Widening of U.S. 19 Alt to 4-lanes divided
196.3	SR 52 WIDENING	From CR 581 (Bellamy Brothers Blvd) to I-75	Widen SR 52 to 6 lanes divided

	Fund Source	Phase	2031 to 2035	2036 to 2040	2041 to 2050
		PDE			
	D/P	PE	$7,148,006 (D) $1,787,002 (P)		
	D/P	ROW	$9,472,034 (D) $2,368,009 (P)		
	D/P	CST	$31,768,917 (D) $7,942,229 (P)		
	P	PDE			$2,182,857
	P	PE			$10,914,287
	P	ROW			$36,380,958
	P	CST			$94,590,492
	P	PDE			$724,943
	P	PE			$3,624,717
	P	ROW			$12,082,390
	P	CST			$31,414,213
	D/P	PDE			
	D/P	PE	$6,241,450 (D) $1,560,362 (P)		
	D/P	ROW	$12,361,014 (D) $3,090,253 (P)		
	D/P	CST	$31,768,917 (D) $7,942,229 (P)		
	P	PDE		$1,820,266	
	P	PE		$9,101,328	
	P	ROW		$30,337,760	
	P	CST			$97,985,313
	P	PDE			$370,382
	P	PE			$1,851,912
	P	ROW			$6,173,039
	P	CST			$16,049,901
	P	PDE			$532,348
	P	PE			$2,661,742
	P	ROW			$8,872,473
	P	CST			$23,068,430
	P	PDE	$1,389,622 (P)		
	P	PE	$6,948,110 (P)		
	P	ROW	$23,160,365 (P)		
	S/P	CST		$58,315,361 (S) $14,578,840 (P)	

ID	Project Name	Project Extents	Project Type
188.1	S.R. 56 WIDENING	From U.S. 301 (Gall Blvd) to Mansfield Blvd	Widen S.R. 56 to 6-lanes divided
149.1	COYOTE WAY RD WIDENING	From Sedgeway Blvd to S of S.R. 52	Widening of Coyote Way to 4-lanes divided
151.1	C.R. 54 EXTENSION	From S.R. 56 to County Line Rd	Construction of C.R. 54 4-lane roadway
115.2	C.R. 578 (COUNTY LINE RD) WIDENING	From Shady Hills Rd to Oak Chase Blvd	Widening of C.R. 578 (County Line Rd) to 4-lanes divided
115.1	C.R. 578 (COUNTY LINE RD) WIDENING	Form East Rd tp Shady Hills Rd	Widening of C.R. 578 (County Line Rd) to 4-lanes divided
113.1	C.R. 587 (GUNN HWY) WIDENING	From S.R. 54 to Hillsborough County Line	Widening of C.R. 587 (Gunn Highway) to 4 lanes divided
183.1	DEAN DAIRY RD WIDENING	From S.R. 54 to Eiland Blvd	Widening of Dean Dairy Rd to 4 lanes divided
159.1	MORNINGSIDE DR NEW ROADWAY	From U.S. 301 to Fort King Rd	Construction of Morningside Drive a new 2 lane roadway
146.1	C.R. 581 (BELLAMY BROTHERS BLVD)	From Hernando County Line to SR 52	Widening of C.R. 581 (Bellamy Brothers Blvd to 4-lanes divided

	Fund Source	Phase	2031 to 2035	2036 to 2040	2041 to 2050
	P	PDE			$4,360,707
	P	PE			$21,803,535
	P	ROW			$72,678,449
	P	CST			$188,963,966
	P	PDE			$2,091,070
	P	PE			$10,455,348
	P	ROW			$34,851,161
	P	CST			$90,613,018
	P	PDE			$650,755
	P	PE			$3,253,773
	P	ROW			$10,845,910
	P	CST			$28,199,365
	P	PDE			$1,876,557
	P	PE			$9,382,785
	P	ROW			$31,275,950
	P	CST			$81,317,471
	P	PDE			$1,918,560
	P	PE			$9,592,801
	P	ROW			$31,976,003
	P	CST			$83,137,609
	P	PDE			$851,710
	P	PE			$4,258,549
	P	ROW			$14,195,164
	P	CST			$36,907,426
	P	PDE			$592,928
	P	PE			$2,964,642
	P	ROW			$9,882,140
	P	CST			$25,693,564
	P	PDE			$527,239
	P	PE			$2,636,197
	P	ROW			$8,787,323
	P	CST			$22,847,039
	P	PDE			$2,440,637
	P	PE			$12,203,187
	P	ROW			$40,677,291
	P	CST			$105,760,956

ID	Project Name	Project Extents	Project Type
175.1	**BOYETTE ROAD WIDENING**	From Overpass Road to SR 54	Widen Boyette Road to 4 lanes divided
172.1	**PRETTY POND ROAD EXTENSION**	From 23rd Street to Old Lakeland Highway	New 2-lane roadway
137.1	**US 41 WIDENING**	From SR 52 to Hernando County line	Widen US 41 to 4 lanes divided
114.3	**BUD BEXLEY PKWY NEW ROADWAY**	From Bexley Village Dr to U.S. 41	Extend Bud Bexley Pkwy as a new 4-lane roadway
114.4	**CALIENTE BLVD**	From U.S. 41 to C.R. 583 (Ehren cutoff)	Construction of new 4-lane roadway
114.2	**RANGELAND BLVD**	From Cattle Gap Trail to Bexley Village Drive	Construction of new 4-lane roadway
114.1	**RANGELAND BLVD WIDENING**	From Starkey Road to Long Spur	Widening of Rangeland Blvd to 4-lanes divided

	Fund Source	Phase	2031 to 2035	2036 to 2040	2041 to 2050
	P	PDE			$1,325,545
	P	PE			$6,627,727
	P	ROW			$22,092,425
	P	CST			$57,440,304
	P	PDE			$462,054
	P	PE			$2,310,272
	P	ROW			$7,700,908
	P	CST			$20,022,360
		PDE			
	D/P	PE	$9,846,567 (D) $9,846,567 (P)		
	D/P	ROW	$44,439,832 (D) $55,549,791 (P)		
	D/P	CST	$43,762,520 (D) $10,940,630 (P)		
	P	PDE			$4,440,484
		PE			
		ROW			
		CST			
	P	PDE			$1,203,581
		PE			
		ROW			
		CST			
	P	PDE			$2,788,496
		PE			
		ROW			
		CST			
	P	PDE			$880,544
		PE			
		ROW			
		CST			

SIS COST FEASIBLE PLAN

ID	Project Name	Project Extents	Project Type	Phase	2031 to 2035	2036 to 2040	2041 to 2050
FN 4191822	S.R. 45 (U.S. 41) at S.R. 54	W of Wilson Rd to E of Osprey Ln	New Interchange	PDE			
				PE			
				ROW			
				CST	$204,441,000		
1501	I-75	N of C.R. 54 to N of S.R. 52	Managed Lanes	PDE			
				PE		$23,754,000	
				ROW			$10,437,000
				CST			
1502	I-75	N of S.R. 52 to Pasco/Hernando County Line	Managed Lanes	PDE			
				PE		$4,848,000	
				ROW			$15,002,000
				CST			
1635	I-75	S.R. 56 to C.R. 54	Managed Lanes	PDE			
				PE			$12,019,000
				ROW			
				CST			
3286	I-75	N of Bruce B. Downs to N of S.R. 52	Project Development and Engineering	PDE		$2,000,000	
				PE			
				ROW			
				CST			
3287	I-75	N of S.R. 52 to C.R. 476-B	Project Development and Engineering	PDE		$750,000	
				PE			
				ROW			
				CST			
3298	U.S. 19	Pinellas/Pasco County Line to Pasco/Hernando County Line	Planning Study	PDE		$1,000,000	
				PE			
				ROW			
				CST			
3284	I-75 / I-275 (SB CD)	at S.R. 56	Modify Interchange	PDE			
				PE			
				ROW			
				CST		$85,854,000	

COST FEASIBLE PLAN—ILLUSTRATIVE/VISION PROJECTS (TURNPIKE AUTHORITY)

ID	Project Name	Project Extents	Project Type	Phase	2031 to 2035
118.1	**SUNCOAST PKWY**	N of S.R. 54 to S.R. 52	Expand to 6-lane freeway	PDE	
				PE	26,386,908
				ROW	
				CST	$263,869,082
	SUNCOAST PKWY	Rangeland Blvd Interchange	New Interchange	PDE	
				PE	$5,200,000
				ROW	$766,335
				CST	52,000,000
119.1	**SUNCOAST PKWY**	Hillsborough County Line to N of S.R. 54	Expand to 8-lane freeway	PDE	
				PE	$14,870,000
				ROW	$439,375
				CST	207,495,735

ILLUSTRATIVE/VISION PROJECTS

I D	Project Name	Project Extents	Project Type	PD&E Cost	Engineering Cost	Right-of-Way Cost	Construction Cost
154.1	**I - 75**	SR 54 to Hernando County Line	Expand to 8-lane freeway	$3,585,509	$17,927,544	$59,758,480	$155,372,047
155.1	**I - 75**	Wesley Chapel Blvd to Hillsborough County Line	Expand to 10-lane freeway	$1,209,388	$6,046,938	$20,156,459	$52,406,793
197.1	**WYNDFIELDS BLVD**	SR 54 to Oldwoods Ave	New 4-lane roadway	$1,074,945	$5,374,726	$17,915,755	$46,580,962
185.1	**CHANCEY RD EXT**	Wiregrass Ranch Blvd to CR 579	New 4-lane roadway	$2,274,788	$11,373,939	$37,913,130	$98,574,138
166.1	**KIEFER RD**	CR 577 (Curley Rd) to CR 41 (Fort King Road)	New 2-lane roadway	$554,982	$2,774,912	$9,249,708	$24,049,240
132.1	**WILSON RD**	Lake Patience Dr to SR 54	New 2-lane roadway	$398,224	$1,991,118	$6,637,061	$17,256,359
110.1	**MITCHELL BLVD**	CR 1 (Little Rd) to SR 54	New 4-lane roadway	$747,830	$3,739,148	$12,463,828	$32,405,952
160.1	**C.R. 52A (CLINTON AVE)**	CR 41 (Fort King Rd) to US 301	Expand to 6 lanes divided	$262,922	$1,314,611	$4,382,036	$11,393,292
135.1	**LIVINGSTON RD**	Collier Parkway to SR 54	New 2-lane roadway	$253,971	$1,269,854	$4,232,847	$11,005,401
190.1	**CHANCEY (Z.EAST)**	SR 39 to CR 54	Expand to 4 lanes divided	$1,337,566	$6,687,830	$22,292,765	$57,961,189
182.1	**WELLS RD**	Curley Rd to CR 579 (Eiland Rd)	New 2-lane roadway	$1,353,330	$6,766,651	$22,555,504	$58,644,311
177.1	**CURLEY RD REALIGNMENT**	CR 577 to SR 54	New 4-lane roadway	$644,676	$3,223,379	$10,744,597	$27,935,953
189.1	**S.R. 56**	US 301 (Gall Blvd) to Polk County Line	New 4-lane roadway	$977,872	$4,889,358	$16,297,861	$42,374,438
153.1	**C.R. 41 (BLANTON RD)**	CR 577 (Lake Iola Rd) to James Rd	Expand to 4 lanes divided	$344,471	$1,722,353	$5,741,176	$14,927,056

I D	Project Name	Project Extents	Project Type	PD&E Cost	Engineering Cost	Right-of-Way Cost	Construction Cost
142.1	**C.R. 583 (EHREN CUTOFF)**	US 41 to SR 52	Expand to 4 lanes divided	$1,008,957	$5,044,787	$16,815,955	$43,721,483
203.1	**N/S Collector**	McKendree Rd Ext to SR 52	New 2-Lane Roadway	$514,596	$2,572,982	$8,576,608	$22,299,181
101.1	**HICKS RD**	Denton Ave to Bolton Ave	New 2-lane roadway (modernize existing road)	$114,601	$573,006	$1,910,022	$4,966,056
101.2	**HICKS RD**	Bolton Ave to New York Ave	New 2-lane roadway	$114,601	$573,006	$1,910,022	$4,966,056
193.1	**OLDWOODS AVE**	Hovenweep Rd to Coats Rd	New 2-lane roadway	$614,256	$3,071,278	$10,237,592	$26,617,740
164.1	**C.R. 577 (CURLEY RD)**	SR 52 (McCabe Rd) to SR 54	Expand to 4 lanes divided	$1,979,537	$9,897,684	$32,992,280	$85,779,927
194.1	**COATS RD**	Oldswoods Ave to Chancey Rd	New 2-lane roadway	$363,045	$1,815,224	$6,050,747	$15,731,941
176.1	**S.R. 581 EXTENSION**	Wells Rd to SR 581	New 4-lane roadway	$1,061,888	$5,309,442	$17,698,140	$46,015,165
145.1	**COLLIER PKWY EXT**	CR 583 (Ehren Cutoff) to SR 52	New 2-lane roadway	$1,693,517	$8,467,586	$28,225,287	$73,385,746
178.1	**RIVER GLEN BLVD**	Overpass Rd to Z. West Ext	New 4-lane roadway	$706,289	$3,531,443	$11,771,478	$30,605,842
104.1	**OSTEEN EXT S**	Plathe Rd to south of Knight Dr	New 2-lane roadway	$310,849	$1,554,244	$5,180,814	$13,470,117
105.1	**PERRINE RANCH RD**	CR 595 (Grand Blvd) to CR 77 (Seven Springs Blvd)	Expand to 4 lanes divided	$466,590	$2,332,948	$7,776,494	$20,218,883
147.1	**PASCO VILLAGE PKWY**	CR 583 (Ehren Cutoff) to SR 52	New 2-lane roadway	$960,425	$4,802,124	$16,007,080	$41,618,409
134.1	**COLLIER PKWY/ COUNTY LINE RD**	Willow Bend Parkway to CR 581	Expand to 4 lanes divided	$1,659,098	$8,295,491	$27,651,635	$71,894,252

I D	Project Name	Project Extents	Project Type	PD&E Cost	Engineering Cost	Right-of-Way Cost	Construction Cost
171.1	SUNSHINE RD	CR 579 (Handcart) to Fort King Rd	New 2-lane roadway	$575,385	$2,876,924	$9,589,748	$24,933,344
139.1	BULLOCH BLVD	SR 52 to Mossy Timber Blvd	New 2-lane roadway	$377,497	$1,887,487	$6,291,622	$16,358,217
165.1	C.R. 579 (PROSPECT RD)	CR 52 to CR 577 (Curley Rd)	Expand to 4 lanes divided	$631,042	$3,155,211	$10,517,370	$27,345,161
158.1	S.R. 52	City Limit (Dade City) to Meridian Ave	Expand to 4 lanes divided	$443,628	$2,218,142	$7,393,808	$19,223,902
161.1	MCKENDREE REALIGNMENT	SR 52 to Overpass Rd	New 4-lane roadway	$1,549,554	$7,747,770	$25,825,899	$67,147,337
173.1	20TH ST	Pretty Pond Rd to CR 54	New 2-lane roadway	$227,245	$1,136,227	$3,787,422	$9,847,298
108.2	C.R. 1 (LITTLE RD)	Mercy Way to Trinity Blvd	Expand to 6 lanes divided	$413,972	$2,069,859	$6,899,531	$17,938,782
187.1	NEW RIVER RD	SR 56 to Chancey Ext	New 2-lane roadway	$178,176	$890,882	$2,969,608	$7,720,981
167.1	OVERPASS RD	Old Pasco Rd to Old Bridge Rd	Expand to 6 lanes divided	$1,278,843	$6,394,214	$21,314,045	$55,416,518
124.1	BEXLEY RANCH BLVD	Rangeland Blvd to Sunlake Blvd	New 4-lane roadway	$1,110,010	$5,550,052	$18,500,175	$48,100,455
102.1	COLONY RD	Kitten Trail to Colony Rd	New 2-lane roadway	$409,014	$2,045,072	$6,816,907	$17,723,958
144.1	COLLIER PKWY EXT	Parkway Blvd to CR 583 (Ehren Cutoff)	New 4-lane roadway	$2,052,780	$10,263,900	$34,212,999	$88,953,796
123.1	PLEASANT PLAINS PKWY	Roadway "A" to US 41	New 2-lane roadway	$321,993	$1,609,967	$5,366,557	$13,953,048
179.1	Z.WEST.EXT	SR 54 to CR 579 (Handcart Rd)	Expand to 4 lanes divided	$1,119,150	$5,595,752	$18,652,506	$48,496,516
152.1	C.R. 577 (LAKE IOLA DR)	Hernando County Line to CR 41 (Blanton Rd)	Expand to 4 lanes divided	$152,631	$763,154	$2,543,848	$6,614,005
117.1	VISION ROAD Z	Hudson Ave to Shady Hills Rd	New 2-lane roadway	$137,912	$689,560	$2,298,535	$5,976,191

I D	Project Name	Project Extents	Project Type	PD&E Cost	Engineering Cost	Right-of-Way Cost	Construction Cost
199.1	**Roadway "J"**	Asbel Rd to Lightwater Blvd	New 2-lane roadway	$368,949	$1,844,747	$6,149,156	$15,987,807
174.1	**23RD ST**	Otis Allen Rd to North Ave	New 2-lane roadway	$453,068	$2,265,340	$7,551,134	$19,632,948
133.1	**WILLOW BEND PKWY**	SR 597 (Dale Mabry) to Collier Parkway	Expand to 4 lanes divided	$711,567	$3,557,837	$11,859,456	$30,834,586
131.1	**DREXEL RD**	Rangeland Blvd to Lake Patience Dr	New 2-lane roadway	$395,587	$1,977,933	$6,593,110	$17,142,087
122.1	**NORTH COLLECTOR**	Sunlake Blvd to Roadway "A"	New 2-lane roadway	$219,694	$1,098,470	$3,661,565	$9,520,070
109.1	**RIVER CROSSING BLVD**	CR 1 (Little Rd) to Starkey Blvd	Expand to 4 lanes divided	$420,945	$2,104,726	$7,015,752	$18,240,954
156.1	**U.S. 98**	Hernando County Line to US 3	Expand to 4 lanes divided	$281,751	$1,408,755	$4,695,850	$12,209,211
198.1	**Old Dixie Highway**	Race Track Rd to Aripeka Rd	New 2-lane roadway	$391,368	$1,956,842	$6,522,807	$16,959,298
170.1	**HIGHLAND BLVD**	CR 579 (Prospect Rd) to Eiland Blvd	New 2-lane roadway	$620,325	$3,101,623	$10,338,745	$26,880,736
127.1	**MEADOWBROOK DR**	Mentmore Blvd to SR 54	Expand to 4 lanes divided	$162,225	$811,126	$2,703,754	$7,029,761
143.1	**CONNERTON BLVD**	Flourish Dr to CR 583 (Ehren Cutoff)	New 4-lane roadway	$590,289	$2,951,446	$9,838,155	$25,579,202
136.1	**MILESTONE DR**	Hernando County Line to Bowman Rd	New 2-lane roadway	$304,903	$1,524,517	$5,081,723	$13,212,480
129.1	**BELL LAKE RD**	US 41 to Collier Parkway	Expand to 4 lanes divided	$412,355	$2,061,776	$6,872,585	$17,868,721
169.1	**C.R. 530 (OTIS ALLEN RD)**	Wire Rd to US 98	Expand to 4 lanes divided	$1,186,666	$5,933,330	$19,777,766	$51,422,191
112.1	**STARKEY BLVD**	River Crossing Blvd to Doc Brittle St	Expand to 4 lanes divided	$911,750	$4,558,749	$15,195,831	$39,509,162

I D	Project Name	Project Extents	Project Type	PD&E Cost	Engineering Cost	Right-of-Way Cost	Construction Cost
124.2	**BEXLEY RANCH BLVD**	Sunlake Blvd to Wisteria Loop	New 4-lane roadway	$1,007,714	$5,038,572	$16,795,239	$43,667,621
199.2	**Asbel Rd.**	Ridge Rd Ext to Roaches Run Rd	New 2-Lane Roadway	$199,061	$995,306	$3,317,686	$8,625,984
140.1	**ASBEL RD EXT/ SYMPHONY PKWY**	US 41 to Connerton Blvd	New 2-lane roadway	$378,098	$1,890,488	$6,301,627	$16,384,230
128.1	**LAKE PATIENCE RD**	Sunlake Blvd to US 41	Expand to 4 lanes divided	$866,206	$4,331,032	$14,436,775	$37,535,615
200.1	**PERRINE RANCH RD EXT.**	Seven Springs Blvd to Trinity Oaks Blvd	New 4-Lane Roadway	$407,209	$2,036,043	$6,786,810	$17,645,706
130.1	**OAKSTEAD BLVD**	Lake Patience Dr to Manassas Dr	Expand to 4 lanes divided	$213,145	$1,065,726	$3,552,419	$9,236,289
150.1	**OAKLEY BLVD**	Old Pasco Rd to Pink Flamingo Ln	Expand to 4 lanes divided	$174,416	$872,078	$2,906,925	$7,558,006
192.1	**MEADOW POINTE BLVD**	Claridge Pl to Beardsley Dr	Expand to 4 lanes divided	$539,692	$2,698,460	$8,994,865	$23,386,650
163.1	**MIRADA BLVD**	CR 52 to CR 577	Expand to 4 lanes divided	$654,754	$3,273,770	$10,912,566	$28,372,672
141.1	**COLLIER PKWY**	Hale Rd to Bell Lake Rd	Expand to 4 lanes divided	$301,073	$1,505,366	$5,017,885	$13,046,501
120.3	**SUNLAKE BLVD**	Rangeland Blvd to Mentimore Blvd	Expand to 4 lanes divided	$415,967	$2,079,836	$6,932,787	$18,025,246
126.1	**BEXLEY VILLAGE DR**	Mentimore Blvd to Rangeland Blvd	Expand to 4 lanes divided	$178,496	$892,479	$2,974,929	$7,734,815
N/A	**COLLIER PARKWAY/SR 54 INTERCHANGE**		New Interchange				$238,245,000

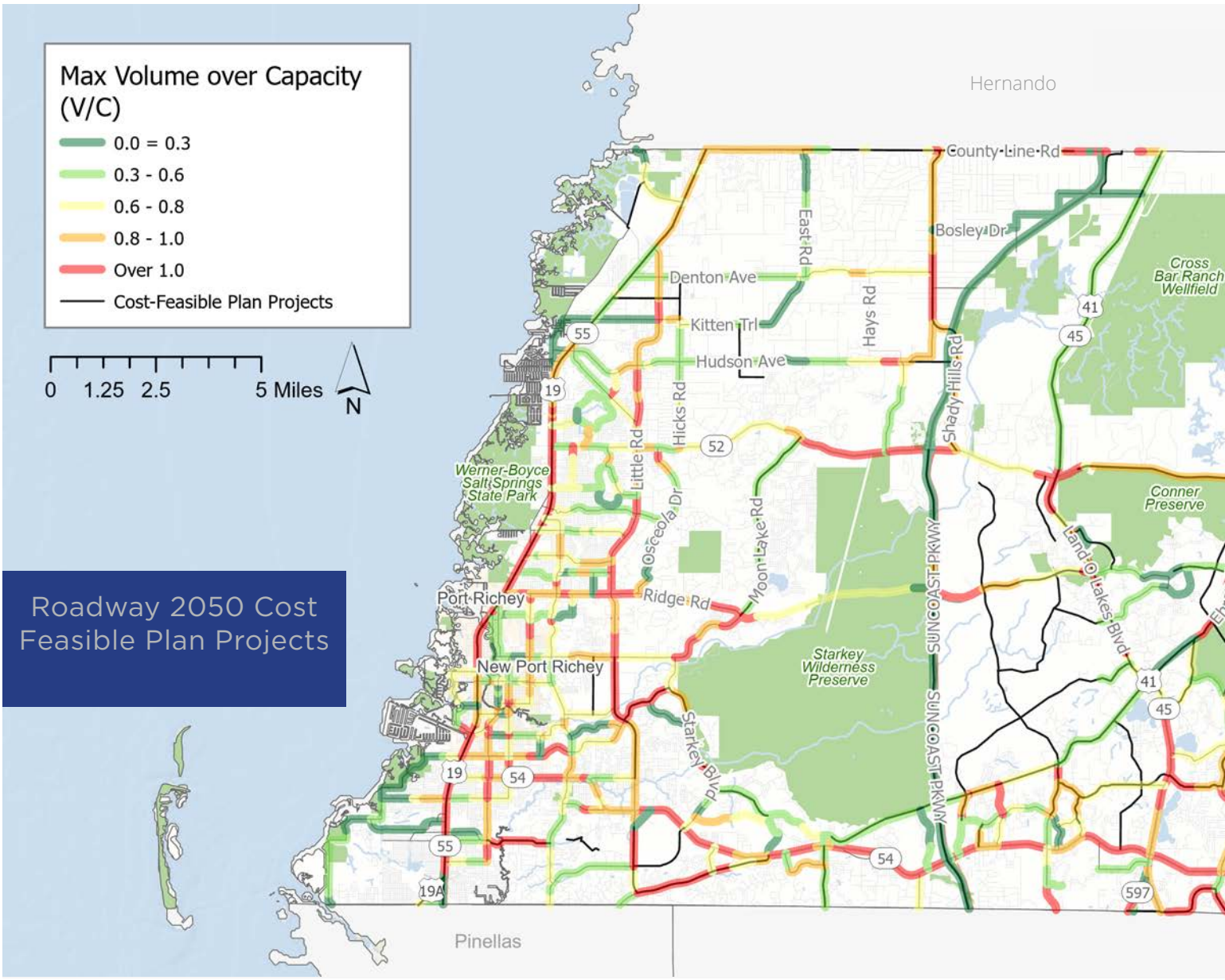
COST FEASIBLE PLAN SUMMARY

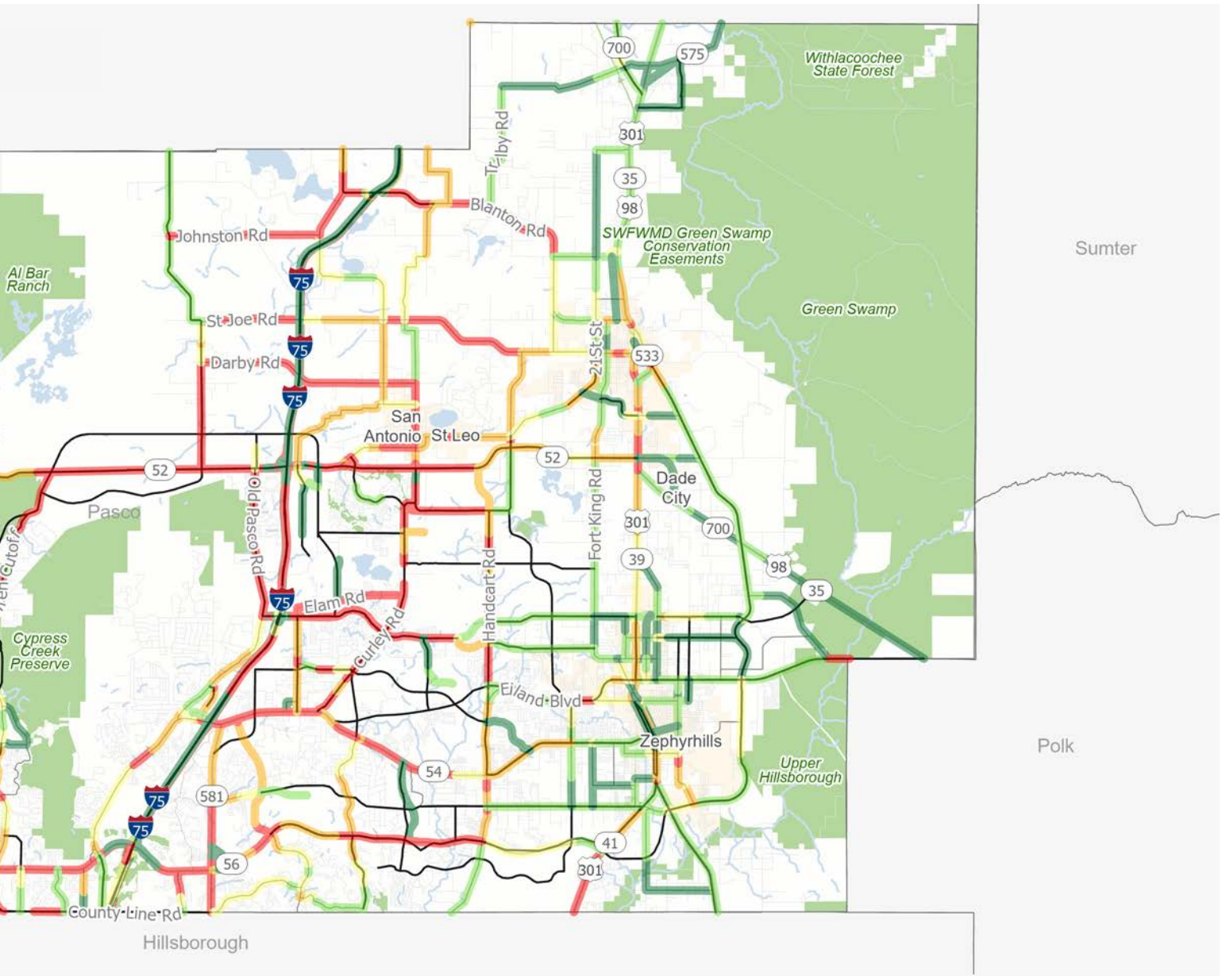
The Innovate Pasco 2050 Cost Feasible Plan summary compares the available federal, state, and local revenues with the projects contained within the Cost Feasible Plan. For the LRTP to be financially constrained, the available revenues for the planning period must equal or exceed the costs of the proposed projects within the 2050 horizon year. To financially constrain the project list, revenues have been considered for the State Highway System (SHS) separately from the combined funding from the State Transportation Block Grant (STBG), Carbon Reduction Program (CRP), Other Roads funding, and the Local Capital funding. Projects have been financially constrained within these funding categories to ensure that available funding sources can be allocated to eligible projects. District 7 funds have also been allocated to specific projects within the CFP; however, since these funds are directed to specific near-term projects, they are assumed to directly match available revenues. When considering all of the available revenues and projects, the Innovate Pasco 2050 Cost Feasible Plan satisfies the requirements for LRTP financial constraint.

	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
SHS Available	$16,860,000	$17,520,000	$35,670,000
SHS Balance	$8,372,461	$(32,422,900)	$3,247,100
STBG, CRP, Other Roads, Local Capital Available	$669,771,957	$817,870,825	$1,909,142,281
STBG, CRP, Other Roads, Local Capital Balance	$82,918,005	$154,815,064	$95,402,357
District 7 CFP Totals (Assume 80/20 split)	$345,971,105	$11,046,671	$81,384,066

FUTURE MAXIMUM ROADWAY CONGESTION IN 2050 WITH COST FEASIBLE PLAN

Congested corridors are expected in the future year when accounting for the County's population and employment growth and when factoring in improvements funded within the Cost Feasible Plan. Numerous roads throughout the County will approach or exceed capacity, as indicated on the map below where the volume-to-capacity (V/C) ratios are 0.8 or higher. This map reinforces that transportation needs in Pasco County exceed the County and State's ability to pay for them.




Withlacoochee State Forest
SWFWMD Green Swamp Conservation Easements
Green Swamp
Sumter
Polk
Hillsborough
Pasco
Al Bar Ranch
Cypress Creek Preserve
Upper Hillsborough
Johnston Rd
St Joe Rd
Darby Rd
Blanton Rd
Tilby Rd
21st St
Fort King Rd
Handcart Rd
Curley Rd
Old Pasco Rd
Elam Rd
Eiland Blvd
County Line Rd
San Antonio
St Leo
Dade City
Zephyrhills
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SECTION 6

Multimodal Framework

INTRODUCTION

A comprehensive transportation system is an essential element for a thriving county. A well-planned transportation system connects people to shops, employment opportunities, and recreational activities while mitigating congestion and promoting healthy lifestyles. The multimodal framework featured in this section builds on the Needs Plan and Cost Feasible Plan for roadway projects. The multimodal recommendations respond to many of Innovate Pasco 2050 goals and objectives. Collectively, the roadway recommendations and multimodal framework support broader local and regional initiatives related to economic vitality, housing, mobility, and safety.

The multimodal framework is organized into three sections:

TRANSIT

Builds upon existing service offered by GoPasco with additional emphasis on enhancement for local and regional trips. Highlights the link between transportation and housing.

ACTIVE TRANSPORTATION

Creates a framework that combines future on- and off-street bicycle facilities with policy considerations to create a more comprehensive active transportation network in the County.

FREIGHT AND GOODS MOVEMENT

Shows how Innovate Pasco 2050 enhances the movement of goods through roadway improvements and policy initiatives. Recommends a standalone freight plan for the County.

Innovate Pasco 2050 recognizes that regional decisions can enhance safety and mobility for all mode users. Creating system-level recommendations for transit, active transportation, and freight started with a review of previous planning efforts to establish a framework for the County. The existing conditions review was coupled with conversations with the MPO committees and policy board, stakeholders, members of the public, and local agencies. The outcomes of this effort reinforced the need to increase the transportation choices offered to residents, workers, and visitors to Pasco County. Likewise, this effort highlighted the critical need for the safe, convenient, and predictable movement of goods within and through the County. The underlying concepts of enhanced mobility, accessibility, and connectivity were consistent themes in the development of the multimodal framework.

The vibrancy of Pasco County is heavily dependent on the transportation network, both today and in the future. The County benefits from existing connections between various modes of transportation that make it a desirable place to live, work, and recreate. A transit network with future enhancements to local and express routes supplemented by premium service and bus rapid transit on the county's highest profile transit corridors will create new choices for those that choose to ride transit and those that lack other options. Meanwhile, regional active transportation facilities in various stages of development such as the future Orange Belt Trail and the Coast-to-Coast Trail offer the added benefit of enhanced local mobility.

TRANSIT

This section outlines the transit system needs network. Additional considerations, such as transit's relationship with housing and resilience are also included. This section also highlights a toolkit of transit strategies tailored to Pasco County's varied geographies.

IDENTIFYING NEEDS

In developing the transit needs plan for Pasco County, the project team reviewed five main considerations spanning local plans, public input, expected density, and areas of specific needs:

- Access Pasco: Pasco County Transit Development Plan
- Discretionary Transit Areas
- Traditional Travel Markets
- Public Input
- Regional Coordination

TRANSIT SYSTEM NEEDS DEVELOPMENT PLAN

STEP 1

Start with County Transit Development Plan

Is this a place where the Pasco County TDP has previously identified as needing improved transit?

STEP 2

Check the Travel Demand Model

Where will the population and density in 2050 be conducive to transit? Are new projects needed to provide a better transit alternative?

STEP 3

Check Public Input

Is this a place identified by the public as needing improved transit?

STEP 4

Check Demographics

Is this area home to populations more likely to need reliable transit?

STEP 5

Check Local and Regional Transit Plans

Is this a connection previously identified by a regional or municipal plan?

TRANSIT AREA OF NEED

IMPROVEMENTS TO EXISTING SERVICE

- **Enhanced frequency on selected routes** with the highest ridership and/or key connections
  - **Double frequency on Route 19** - Increase frequency to 15 minutes all day on weekends and Saturdays to meet current demand and anticipated growth
  - **Increase peak-hour frequency on key routes** - Improve frequency on routes 16, 21, 23, 30, and 54 to every 30 minutes during AM and PM peak travel times
- **Extended weekday service on selected routes** - Extend weekday service on routes 14, 16, 21, 30, and 54 until 9:00pm to address need for later service and later connections to/from Route 19
- **Add Sunday Service on existing routes** - Implement Sunday service on the highest performing routes/key corridors, including routes 14, 16, 19, 21, 30, and 54

NEW SERVICES/ROUTES

- **New Premium Transit Service**
  - **SR-54 Premium Service** - 15-minute premium bus service
  - **US-19 Premium Service** - 15-minute frequency along US-19 corridor between US-19/Little Rd and Tarpon Springs
  - **Bruce B. Downs/Wesley Chapel BRT**- BRT service with exclusive lane and 15-minute frequency between SR-52 and Pasco-Hillsborough County Line Rd in Wesley Chapel
  - **Dale Mabry/US-41 Premium Service** - North Dale Mabry Hwy between SR-54 and County Line Rd (HART MetroRapid)
  - **I-75/I-275 Express Lanes Express Bus** - Premium service in express lanes from SR-54 to Downtown St. Petersburg
  - **Regional Rapid Transit** - US-19 from SR 52 to PSTA Modal Center
- **New Express Transit Service**
  - **SR-54 Cross County Express** - Express service running along SR-54 between New Port Richey and Zephyrhills
  - **US-19 Express** - North-south express service along US-19 between Pasco-Hernando State College
  - **Suncoast Express** - BRT service with exclusive lane and 15-minute frequency between SR-52 and Pasco-Hillbsborough County Line Rd in Wesley Chapel
  - **I-75 Regional Express** - Express service operating along full length of the I-75 corridor in Pasco County
  - **Wesley Chapel/USF Express** - Express service operating along Bruce B. Downs Blvd and I-75 between SR-52 and USF
  - **SR-52 Cross County Express** - Express service running along SR-52 from US-19 to US-301*

- **New Local Transit Service**
  - **Chancey Road Connector** - Connecting Zephyrhills South with Wesley Chapel via Chancey Rd.
  - **Trouble Creek/River Crossing Service** – Connecting Moon Lake with New Port Richey South via Trouble Creek Rd and River Crossing Blvd.
  - **Land O' Lakes-Hudson Connector** – Operating between Land O' Lakes and Hudson via future Sunlake Blvd.
  - **Hudson Area Circulator** – Circulator service serving the local communities in the Hudson area.
  - **Zephyrhills to Wesley Chapel Local** – Fixed-route service connecting Zephyrhills and Wesley Chapel via SR-54.
  - **Blanton-Wiregrass Park-and-Ride Local** – Local service connecting future park-and ride facility in Wiregrass to Blanton via Meadow Pointe Blvd and CR 577.
  - **Zephyrhills to Cypress Creek Local** – Service along Eiland Blvd and future proposed SR-56, connecting Zephyrhills with Cypress Creek.
  - **Zephyrhills to Bruce B. Downs Local** – Connecting Zephyrhills and Bridgewater via future Overpass Rd Extension.
  - **SR-52 Cross County Connector** – Cross-county fixed-route service operating along SR-52 between Bayonet Point in West Pasco and Dade City in East Pasco.
  - **Ridge Rd Connector** – Connecting Pasco-Hernando State College West Campus with US-41 at Connerton Blvd via Ridge Rd and its future east extension.
  - **Starkey Connector** – Local service from the intersection of River Crossing Blvd and Alico Pass to the intersection of SR-54 and Gunn Hwy, running along Starkey Blvd and the proposed future Tower Rd.
  - **Connerton Circulator** – Local service circulating in the Connerton area.
  - **Zephyrhills Circulator** – Circulator service connecting future industrial parks in Zephyrhills with fixed-route service.
  - **Wiregrass Hopper** – Circulator service connecting key nodes in the Wesley Chapel area via SR-56
- **Other Service**
  - **Replace former Route 41 with microtransit in Land O' Lakes (US 41 Corridor)** – On-demand service on weekdays and Saturdays to maintain a form of transit along the US-41 corridor

CAPITAL NEEDS

- Multimodal transit centers on US-19, US-54, and US-301
- 12 urban park-and-ride vision areas (1-acre, 100 spaces)
- 1 conceptual peripheral park-and-ride vision area (1-acre, 100 spaces) and 8 conceptual rural park-and-ride vision areas (1/2 acre, 44 spaces)
- 22 major transit stops (15 with park-and-ride vision areas)
- BRT exclusive running ways
- Signs, shelters, and transfer facilities for new bus services
- New buses to accommodate new and expanded services
- Transit accessibility improvements, such as sidewalks, crosswalks, ramps, ADA access, safety, etc

HOUSING AND TRANSPORTATION

The relationship between housing and transportation shapes a persons' everyday experience and livelihood. The increasing disconnect between housing variety and supply with job location places a greater, potentially adverse demand on the transportation network. Consequently, people spend the vast majority of their income on housing and transportation. The synergies between housing and transportation can improve affordability, accessibility, and availability.

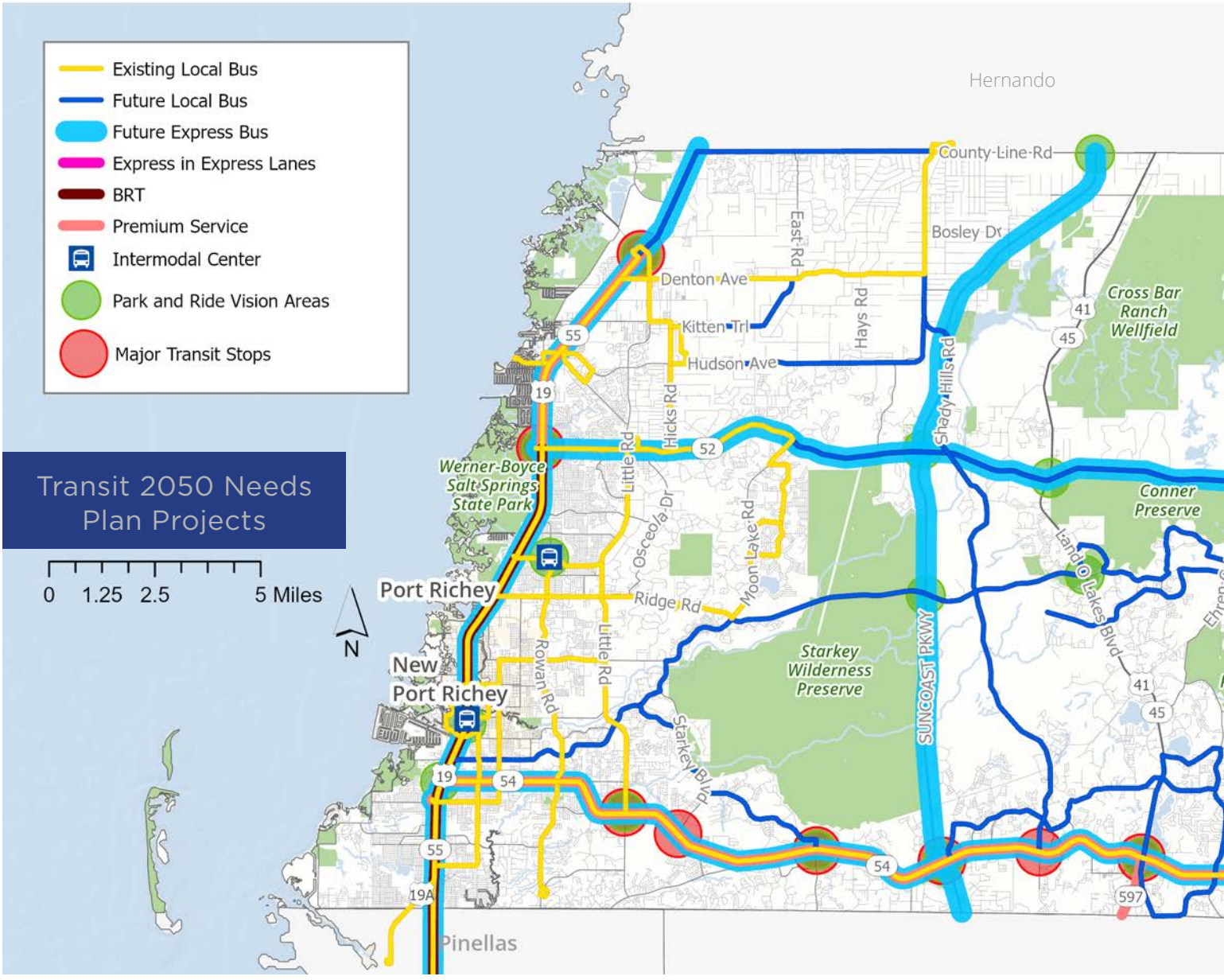
According to the latest American Community Survey (ACS) 5-Year Estimates (2022), the average commute time in the United States is 26.7 minutes. While other ACS 5-Year Estimate trends show shift towards working from home (11.7% nationally), understanding the various ways in which people choose to live and travel can help inform important planning decisions. Expensive housing can relocate or push people to suburban areas further away from employment, education, and healthcare opportunities. To create healthy, vibrant communities, the intentional and collaborative coordination of housing and transportation decision making is essential.

ADDITIONAL RESOURCES

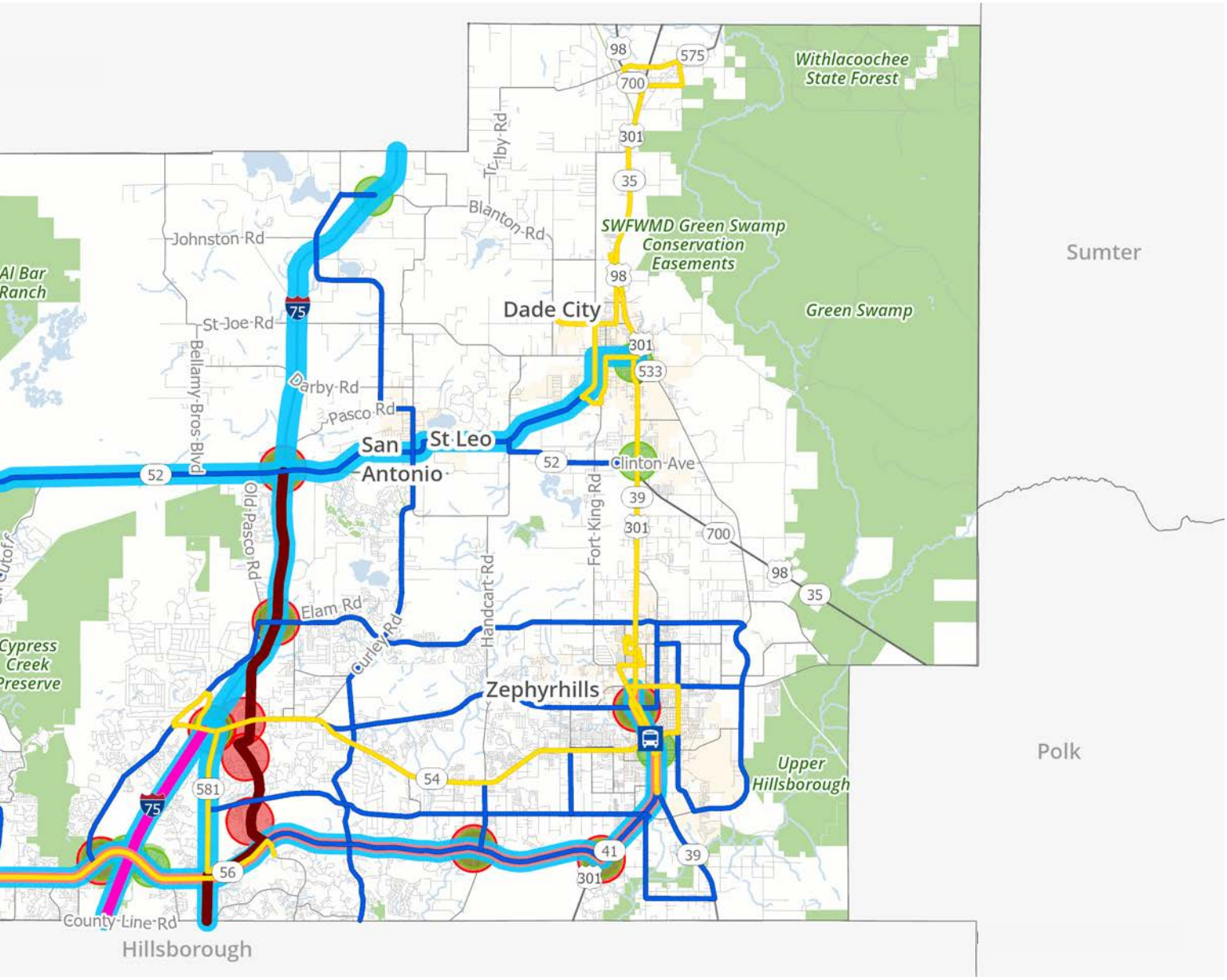
- **Subject Briefs | Housing and Transportation |** CLICK FOR LINK
- **Subject Briefs | Community Planning |** CLICK FOR LINK
- **American Planning Association (APA) Housing Policy Guide |** CLICK FOR LINK
- **H+T Affordability Index |** CLICK FOR LINK

TRANSIT SYSTEM NEEDS NETWORK

The 2050 Transit Needs Plan Network includes new express connections, more local routes serving areas with increasing density in the central and eastern parts of the county, improved frequency, and premium services along major corridors like US-19 , Bruce B. Downs Rd, and SR-54. The transit needs network also calls for new intermodal transit centers in Fox Hollow, New Port Richey, and Zephyrhills as well as considerations for park and rides. The transit needs network is closely tied to the roadway needs network as several of the roads and express lanes shown with future service do not currently exist and would serve future transit needs.



As Pasco County continues to see significant growth and development paired with significant roadway funding shortfalls, demand for alternative ways to travel will likely only increase, while several areas of the County are also becoming more conducive to transit service due to increased population and employment density. With this considered, transit will likely increasingly become a critical part of the transportation network in Pasco County and surrounding areas.



TRANSIT POLICY FRAMEWORK

A well-designed transit system can increase safety and efficiency on Pasco County's roadway system through reduction of congestion and single-occupancy vehicle travel. Where feasible, a blend of service types and innovative technologies can allow for transit solutions to be tailored to the unique needs of the areas they service, supporting jobs and areas with high population growth. Several of these strategies are included below.

On-Demand Transit Service

Provides service to people with disabilities who may not have access to/be able to operate a vehicle or use traditional transit service. Can be paired with other transit service types to fill gaps in the network.

High-Capacity Transit/Bus Rapid Transit

Moves more passengers per hour than any other transportation mode. Bus rapid transit (described more on the next page) is a lower cost option than traditional light rail transit (LRT).

Park-and-Ride Lots

Help alleviate congestion by increasing the usability of transit, allowing it to operate as a viable alternative to driving. Serve as transfer points to buses, BRT lines, or other public transportation services.

Bus Service

Provides affordable access to employment, education, and other important destinations. If service is frequent and consistent, can be a draw to commuters (i.e., choice riders).

Ferry Service

Commuter ferry services can accommodate pedestrians and automobile drivers. Should be complemented by park-and-ride facilities if serving pedestrians.

Transit Signal Priority

Reduces travel time for public transportation service and improves reliability and efficiency of service for users. The transit service must be able to reach the signal through a dedicated lane or clear lane.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation demand management (TDM) strategies can be used with transit to help manage and reduce the demand for travel to help alleviate congestion, improve efficiency of the network, promote safe and sustainable transportation options, and provide last-mile connections. Strategies include:

- **Vanpooling**—transportation agency or employer sponsored
- **Carpooling**—employers and agencies can use incentives to encourage
- **Teleworking and Flexible Work Arrangements**—reduces congestion impact during peak hours
- **Parking Management**—removing parking minimums and enforcing parking maximums
- **Bicycle and Pedestrian Education**—can highlight the viability of biking and walking as safe modes of transportation
- **Safe Routes to School (SRTS) Programs**—infrastructure improvements (sidewalks, crosswalks, traffic calming) to create safer routes for students walking and biking to school

BUS RAPID TRANSIT

WHAT IS BUS RAPID TRANSIT?

Bus rapid transit (BRT) is a specialized bus service that combines elements of rail and bus transit service. Like a traditional bus service, BRT allows for more flexibility and simplicity as well as lower costs to develop and maintain the service. To more closely emulate a rail transit service, BRT may employ distinctive branding, design, and infrastructure to increase efficiency and quality of the service. This might include dedicated lanes, transit signal priority at intersections, off-board fare, specialized stations, platform-level boarding, and more.

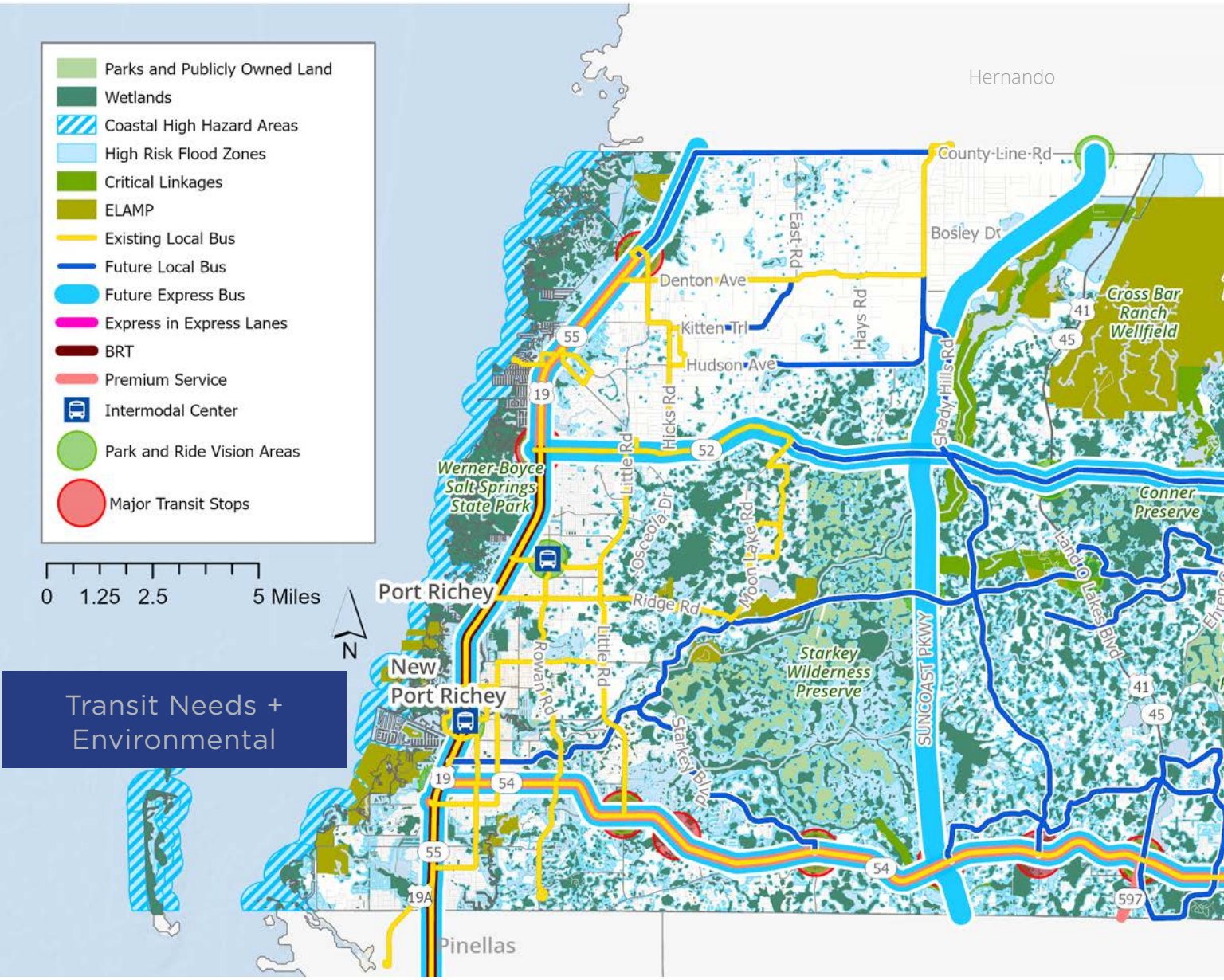
WHERE IS BRT VIABLE?

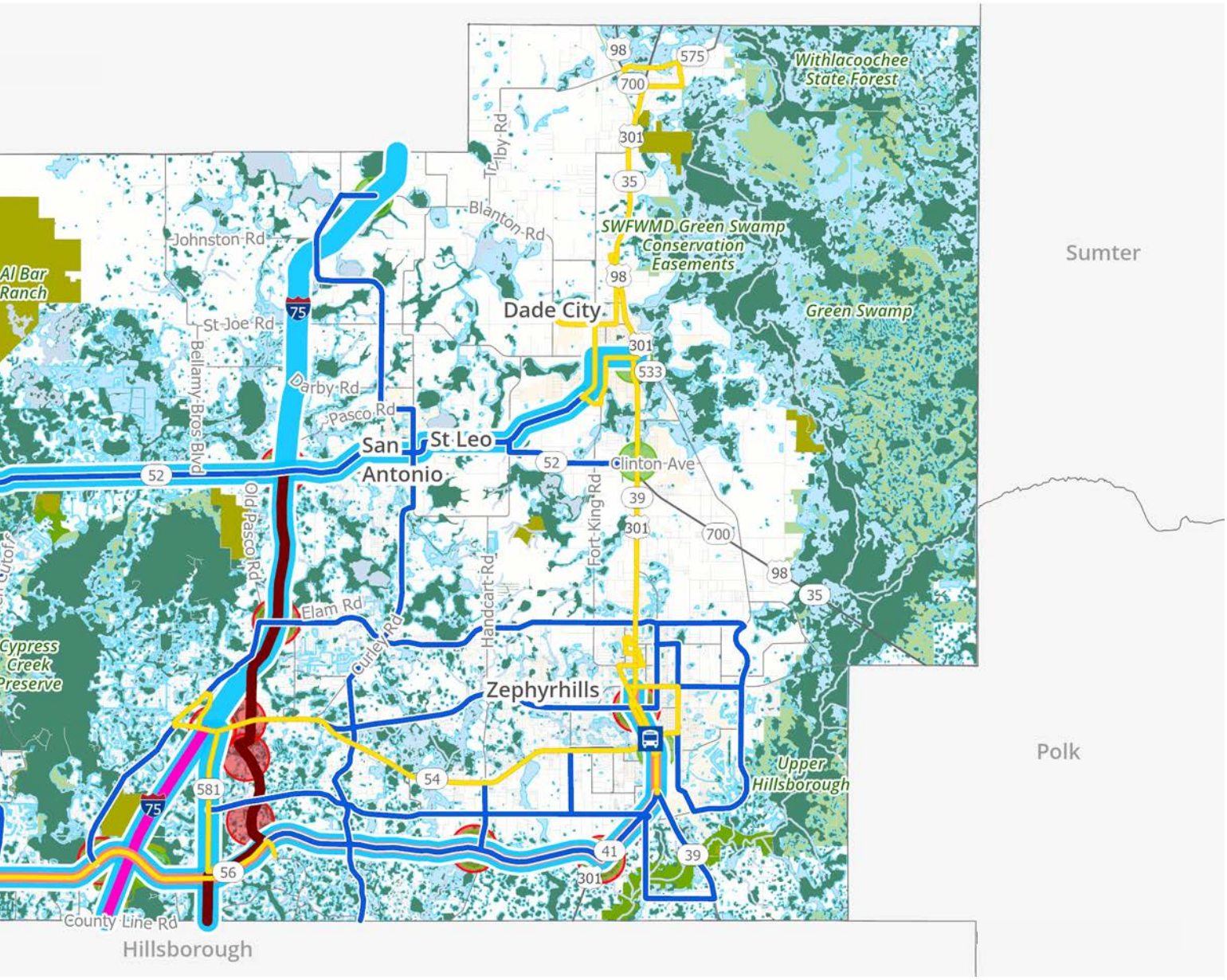
In general, BRT is a viable option in more densely populated, urban areas of the County. In the transit system needs network, BRT lines are proposed along US 19 in Port Richey and New Port Richey, and parallel to I-75, with key stops near the I-75/SR 54 interchange and heading south toward SR 56 and the County line. Other key elements to determining BRT feasibility include:

- Ridership need, determined through demographic analysis of nearby minority populations, low-income residents, key age grups (i.e, under 18, over 64), zero-vehicle households, people with disabilities, existing tranit users
- Proximity to existing transit routes
- Proximity to key land uses, including future high-employment zones and healthcare centers
- Proximity to the urban core

RESILIENCE—TRANSIT SYSTEM NEEDS NETWORK

Like the roadway needs, the transit system needs also must be overlaid with the environmental protection areas. This map highlights to considerations that should be considered when proposing future transit improvements.




Withlacoochee State Forest
SWFWMD Green Swamp Conservation Easements
Green Swamp
Sumter
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Cypress Creek Preserve
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St Joe Rd
Bellamy Bros Blvd
Darby Rd
Pasco Rd
Old Pasco Rd
Elam Rd
Curley Rd
Handcart Rd
Fort King Rd
Clinton Ave
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COST FEASIBLE TRANSIT CAPITAL ACQUISITION PLAN

A Transit Capital Acquisition Plan (TCAP) was developed as part of the Innovate Pasco transit element. Transit capital components are required to support transit service expansion included in the Cost Affordable Plan. Capital improvements in the Cost Affordable Transit Plan are summarized below.

VEHICLES

A significant number of new buses are needed to replace the existing service vehicle fleet and to support transit service expansion. The 2050 Cost Feasible Transit Plan includes the purchase of 236 transit vehicles, of which 170 are fixed-route buses (including spare vehicles), 58 are paratransit vehicles, and the remaining 8 are new support automobiles.

MULTIMODAL TRANSFER STATIONS

The plan includes the construction of two multimodal transfer stations to serve as complementary facilities for transit use. It is proposed that the stops be located on Fox Hollow Drive at US 19 in Port Richey and 7th Street at 10th Avenue in Zephyrhills to support key transfer locations. These enhanced bus stops may include a kiosk, real-time bus arrival information display, lighting, covered seating, bike storage, and other amenities.

OTHER TRANSIT INFRASTRUCTURE

Other transit infrastructure improvements include ADA-compliant bus bays, bus shelters, benches, and signs that need to be considered to accommodate transit service.

To develop the total costs for each of the capital components described above, unit costs were obtained from various sources, including the 2019–2028 Access Pasco TDP and the PCPT Transit Infrastructure Guidelines Manual. The following table summarizes the key transit capital cost assumptions.

Key Transit Capital Cost Assumptions

Capital Elements	Life Cycle	2019 Cost per Unit	Notes/Source
Spare Ratio – Bus	n/a	20%	FTA standard
Fixed-Route Bus Unit Costs	12 yrs	$500,000	Based on other recent Florida TDPs
Vehicle Unit Costs – Paratransit Bus	7 yrs	$90,000	Based on other recent Florida TDPs
Vehicle Unit Costs – Support Vehicle	5 yrs	$45,000	Based on other recent Florida TDPs
Capital Cost Inflation Rate – Bus	n/a	2%	Based on other recent Florida TDPs, FDOT
Multimodal Transfer Centers	20 yrs	$3.5 million	Total cost from 2018 TDP
Bus Stop Infrastructure Program – Signs, Benches, Shelters	n/a	$125,000	Annually, PCPT staff

COST FEASIBLE TRANSIT OPERATING AND CAPITAL COSTS SUMMARY

Proposed Improvement	Implementation Year	Capital Cost (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			$139,933,377	**$178,960,566**
Continue existing paratransit service (ADA & TD)	Ongoing	$5,430,783			$49,516,731	**$54,947,514**
Support vehicles	Ongoing	$392,565				**$392,565**
Increase frequency to 30 min on existing routes	2030		$20,838,828		$140,637,376	**$161,476,204**
Increase frequency to 15 min on Route 19	2029		$7,908,425		$53,724,987	**$61,633,412**
Expand hours of service 3 hours at night on all routes	2035				$18,916,678	**$18,916,678**
Add Sunday Service on existing routes	2035				$25,172,723	**$25,172,723**
SR-52 Cross County Express	2039		$2,455,218		$5,505,513	**$7,960,731**
Wiregrass Hopper	2026		$225,389		$7,322,143	**$7,547,532**
Regional Express I-75 (off-peak)	2045		$2,820,273		$14,757,925	**$17,578,198**
Regional Express I-75 (peak)	2045		$4,230,410		$11,068,442	**$15,298,852**
Regional Rapid Transit (I-275)	2045		$5,640,548		$44,273,776	**$49,914,324**
Land O' Lakes Circulator (round-trip)	2030		$4,230,410		$32,178,354	**$36,408,764**
Suncoast Express	2033		$2,691,737		$34,967,656	**$37,659,393**
Paratransit (ADA service for new local routes	2020-2045		$885,201		$2,198,443	**$3,083,644**
Other capital infrastructure	2020-2045			$25,425,048		**$25,425,048**
Multi-modal Transfer Stations (2 stations)	2025-2030					
US 19 Regional Rapid Transit (RRT) - SR 52 to Gateway in St. Pete)	2035					
Ridge Road - US 41	2035					
ITS (real time notification, mobile/virtual ticketing)	2025			$2,200,000		**$2,200,000**
ITS (real time notification, mobile/virtual ticketing)	2026-2029			$120,000		**$120,000**
TOTAL		**$44,850,537**	**$51,926,439**	**$25,425,048**	**$580,174,124**	**$702,376,148**

ACTIVE TRANSPORTATION

The transportation system in a community has a strong influence on the quality of an person's life; transportation systems that limit choice can negatively impact health by limiting opportunities for exercise, increasing stress, and decreasing air quality. Creating an active transportation network has the potential to lower the negative health impacts of the transportation systems that are dominated by automobile-centric designs, especially for populations that are disproportionately impacted by them.

> The Center for Disease Control and Prevention (CDC) defines active transportation as "any self-propelled, human-powered mode of transportation, such as walking or bicycling."

Strategies for ensuring an active transportation network include the provision of sidewalks, bicycle paths, greenways, sharrows, complete streets and transit. To ensure that these active modes are viable forms of transportation, they must be strategically placed and designed with safety in mind. Equal in importance are good design principals that promote walkability. Active transportation systems have the potential to maximize the community's benefits in their physical and mental health. For example:

- Research literature suggests that walkable environments (i.e., street connectivity, destination accessibility, and presence of active transport infrastructure) are correlated with increased physical activity in both children and adults.
- Adolescents who live in walkable neighborhoods have lower risk for chronic diseases such as diabetes, heart disease, and high blood pressure due to their higher levels of physical activity.

HEALTH BENEFITS OF ACTIVE TRANSPORTATION

PHYSICAL HEALTH

According to the American Heart Association, daily physical activity such as walking and biking can reduce the risk of developing heart disease, stroke, high blood pressure, diabetes and some types of cancer. One study found that active commuting was associated with an 11% reduction in cardiovascular risk, and another study found that a daily brisk walk of 20 minutes a day is enough to reduce the risk of early death by 16% to 30%.[1] These benefits can be particularly valuable in a state like Florida, where in 2018, almost 2/3 of adults were considered to be at an unhealthy weight.[2]

MENTAL HEALTH

Active transportation can be equally beneficial for mental health. Modes such as walking can create opportunities for social interaction and community, such as greetings while walking or conversations held waiting for a bus. Physical activity can also change chemicals in the brain such as endorphins, serotonin and stress hormones, which can immediately impact one's mood. In addition, increased physical activity can improve conditions like sleeping disorders, leading to more energized and lifted moods. Driving to work by car can worsen one's mood with anger, frustration, and boredom, especially with commutes marked by long distances, congestion, social isolation, aggressive driving, and higher costs. In contrast, walking and biking commutes can avoid many of the stressors associated with typical car commutes.

AIR QUALITY

Fewer automobile trips made and less vehicle miles traveled can lead to less air pollution, helping mitigate pollutants known to worsen or cause respiratory illnesses like asthma, allergic respiratory disease, and chronic obstructive pulmonary disease (COPD) and even heart attacks.[3] Traffic-related air pollution has been linked to respiratory conditions such as wheezing, decreased lung function, and cardiovascular disease.

Living near a highway or major roadway increases a person's exposure to traffic-related air pollution and can disproportionately impact the health of a community's most vulnerable populations. In addition, communities near a highway or major roadway are often low-income and communities of color.

Traffic pollution can also disproportionately impact the health of those relying on alternative modes of transportation such as biking. Poor air quality has also been associated with poorer sleep, decreased attention spans in children, exacerbated autoimmune diseases, and adverse pregnancy outcomes including pregnancy loss. Evidence suggests that planning for active transportation should factor locations with higher concentrations of air pollution as well as populations that are disproportionately impacted by traffic-related pollution.

1 Mark Hamer and Yoichi Chida (2008), Active Commuting and Cardiovascular Risk: A Meta-analytic Review, Preventive Medicine 46, no. 1, 9-13. doi:10.1016/j.ypmed.2007.03.006.
2 Florida Department of Health (2018), Dietetics Nutrition Healthiest Weight Florida, http://www.floridahealth.gov/licensingand-regulation/dietetic-nutrition/healthiest-weight.html.
3 Lara J. Akinbami et al. (2012), Trends in Asthma Prevalence, Health Care Use, and Mortality in the United States, 2001-2010, National Center for Health Statistics Data Brief, no. 94, https://www.cdc.gov/nchs/data/databriefs/db94.pdf.

SYSTEM GAPS AND NEEDS ANALYSIS

The Pasco County bicycle and pedestrian network continues to expand and evolve with new roadway construction that includes bicycle and pedestrian accommodations, development projects that provide required trail infrastructure, and local and regional partners that find creative solutions to fund standalone projects. Despite these efforts, system gaps exist and an evolving need for bicycle and pedestrian infrastructure persist. Innovate Pasco 2050 reaffirms the MPO's commitment to develop a comprehensive pedestrian and bicycle facility master plan.

ACTIVE TRANSPORTATION GAPS AND NEEDS INDEXING

With a comprehensive facility master plan on the horizon, the 2050 LRTP does not include a detailed sidewalk and bicycle facility improvement plan. However, the Innovate Pasco 2050 includes a high-level review of system gaps and the identification of active transportation needs that can serve as a starting point for the standalone facility master plan. The system gaps and needs analysis relies on the existing conditions information introduced in Section 2 of the 2050 LRTP and is organized around the indexing of three considerations:

Demographic Hotspots

The identified disadvantaged communities serve as a core input for indexing demographic hotspots for bicycle and pedestrian needs. Shown on pages 41 and 42, the map uses data from USDOT's Justice40 initiative to identify locations in the County that experience disproportionate effects of burdens that include the historic underinvestment in housing and/or infrastructure as well as lower access to transportation options. The disadvantaged communities in the western and eastern sections correlate to other demographic hotspots including low wage households (pages 45 and 46), transportation cost burden populations (page 47 and 48), and households without access to vehicles (page 49 and 50). Notably, there's a correlation between these disadvantaged populations and the densest employment areas as shown on page 51 and 52. While the disadvantaged communities are highlighted here, it is noted that persons across the socio-economic spectrum need and in many cases desire to travel on foot and by bike.

Transportation Barriers

Walking and bicycling on roadways creates different levels of stress based on the amount of traffic. In Pasco County, a quiet residential street with less traffic traveling at slower speeds creates a very low level of stress for pedestrians and cyclists. The level of stress is much higher along US 19 or SR 54, which carry more than 50,000 vehicles per day as shown on pages 61 and 62. In many cases, the level of traffic corresponds to higher crash rates with crash hotspots occurring mostly along major routes such as US 19, SR 54, and SR 56. These corridors present challenges for bicyclists and pedestrians not only traveling along them but also across the roadway. The barrier-effect of these high-volume, high-crash roadways in Pasco County is compounded by the limited options east-west and north-south. This is especially true when considering the many community destinations (e.g., schools, libraries, parks, and health facilities) that require access from major routes.

Community Input

The final indexing for the system gaps and needs analysis centers on community input related to the desire to take trips more often on foot or by bike in Pasco County and the challenges that users of all ages and abilities face when making those trips. Active transportation was a frequent topic in conversations with the public, stakeholders, county staff, and MPO committee and board members throughout the Innovate Pasco 2050 process. The identified system gaps and needs focused on busy roads, unsafe pedestrian crossings, limited connections to bus stops, and the unique mix of ages and abilities that either travel on foot or by bike today or would likely travel. Notably, providing transportation choices ranked as the most important transportation topic even as people thought more was needed to be done. And online and in person, people overwhelming suggested the desire to travel more often walking and biking and allocated nearly a quarter of their hypothetical transportation dollars to active transportation.

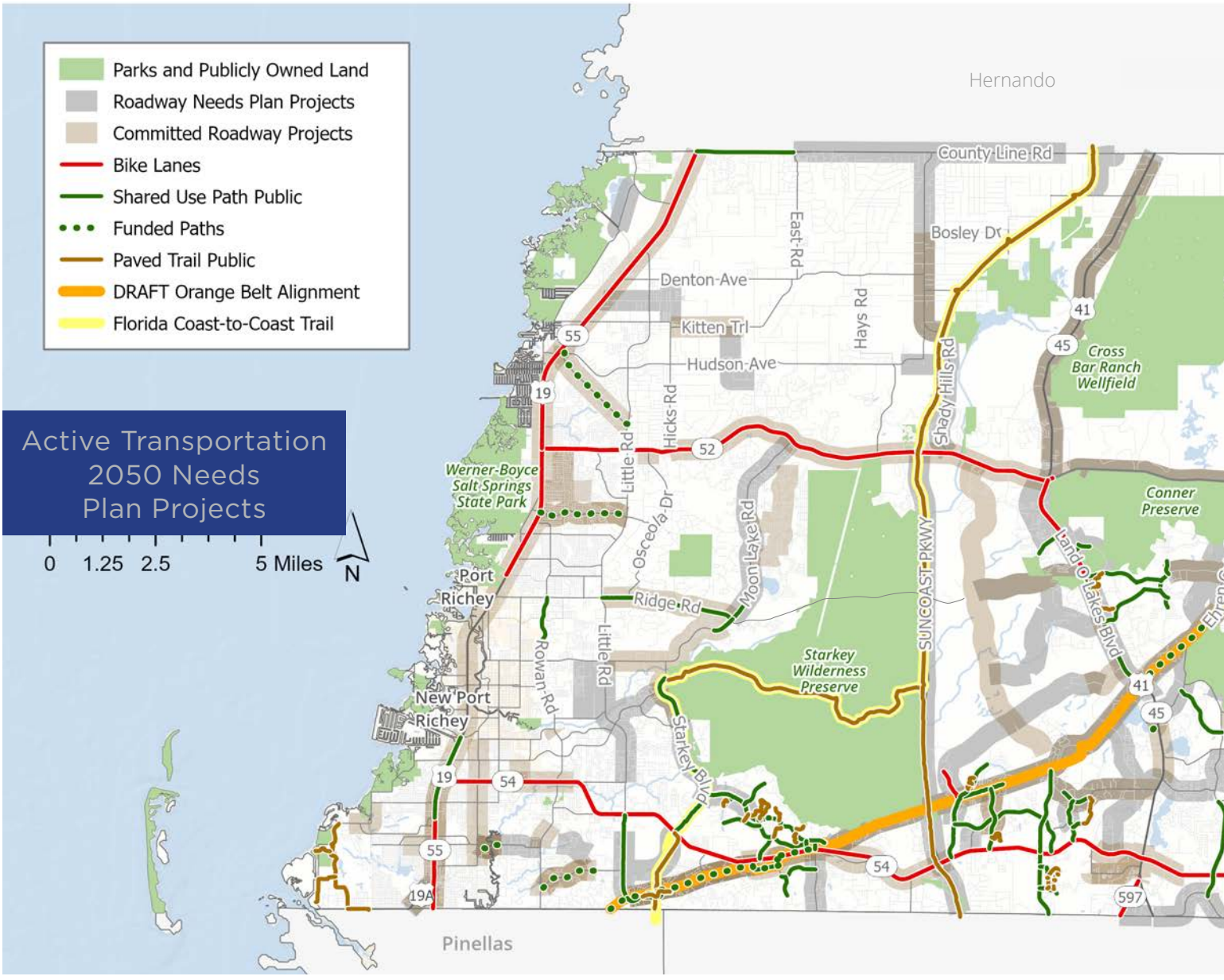
Addressing Active Transportation Gaps and Needs

In various planning efforts, Pasco County continues to identify general bicycle and pedestrian strategies, policies, and programs needed to improve the multimodal transportation system. One example is the Greenways, Blueways, and Trails Plan for Pasco County that was coordinated with adjacent counties and reflects existing trails, funded trails, and overlapping projects as opportunities for adding additional facilities when funding becomes available. As the County considers the creation of a comprehensive pedestrian and bicycle facility master plan, the following points should be considered.

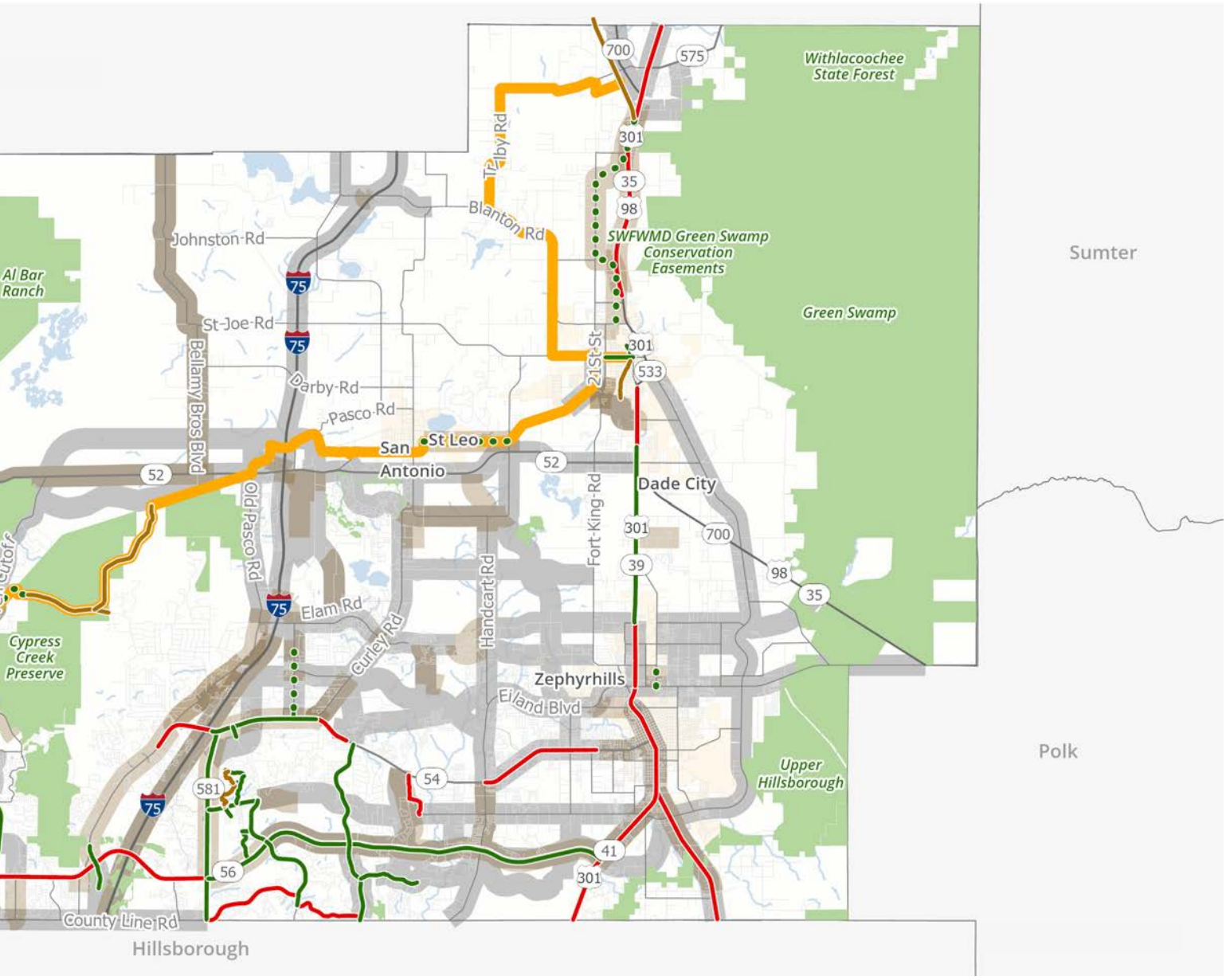
	SYSTEM GAPS AND NEEDS ANALYSIS ASSESSMENT	FUTURE CONSIDERATIONS
1	***The County's street network is heavily weighted toward high volume, high crash corridors.***	Supplement regional trails with local road connections in established areas as alternatives to busy, and often unsafe, major roadways.
2	***Active transportation needs exceed the County's ability to fund improvements through public dollars or private development.***	Ensure roadway recommendations (including both widening and newly constructed roadways) include bicycle and pedestrian facilities to be determined during the design phase.
3	***Competition for limited dollars will remain high, especially given multifaceted growth pressures and the geographic diversity in the County.***	Continue to prioritize potential projects based on a combination of technical criteria, community input, and County staff involvement and reference stated priorities during all phases of project development.

ACTIVE TRANSPORTATION NEEDS NETWORK

The 2050 Active Transportation Needs Network builds off existing bicycle lanes, shared use paths, and paved trails. Several additional shared use paths are being funded within the current CIP or FDOT workplan prior to 2028. The network map also shows projects from the 2050 Roadway Needs Plan Network and their overlap with the Bicycle and Trails Network.



The goal of all future roadway improvements is to align with the principles of complete streets, ensuring they include shared-use paths. Consequently, the Roadway Needs Plan and Committed Roadway projects should be viewed as addressing a significant portion of active transportation needs. As shown on the map, they together provide a comprehensive snapshot of the Active Transportation System's needs.



ACTIVE TRANSPORTATION POLICY FRAMEWORK

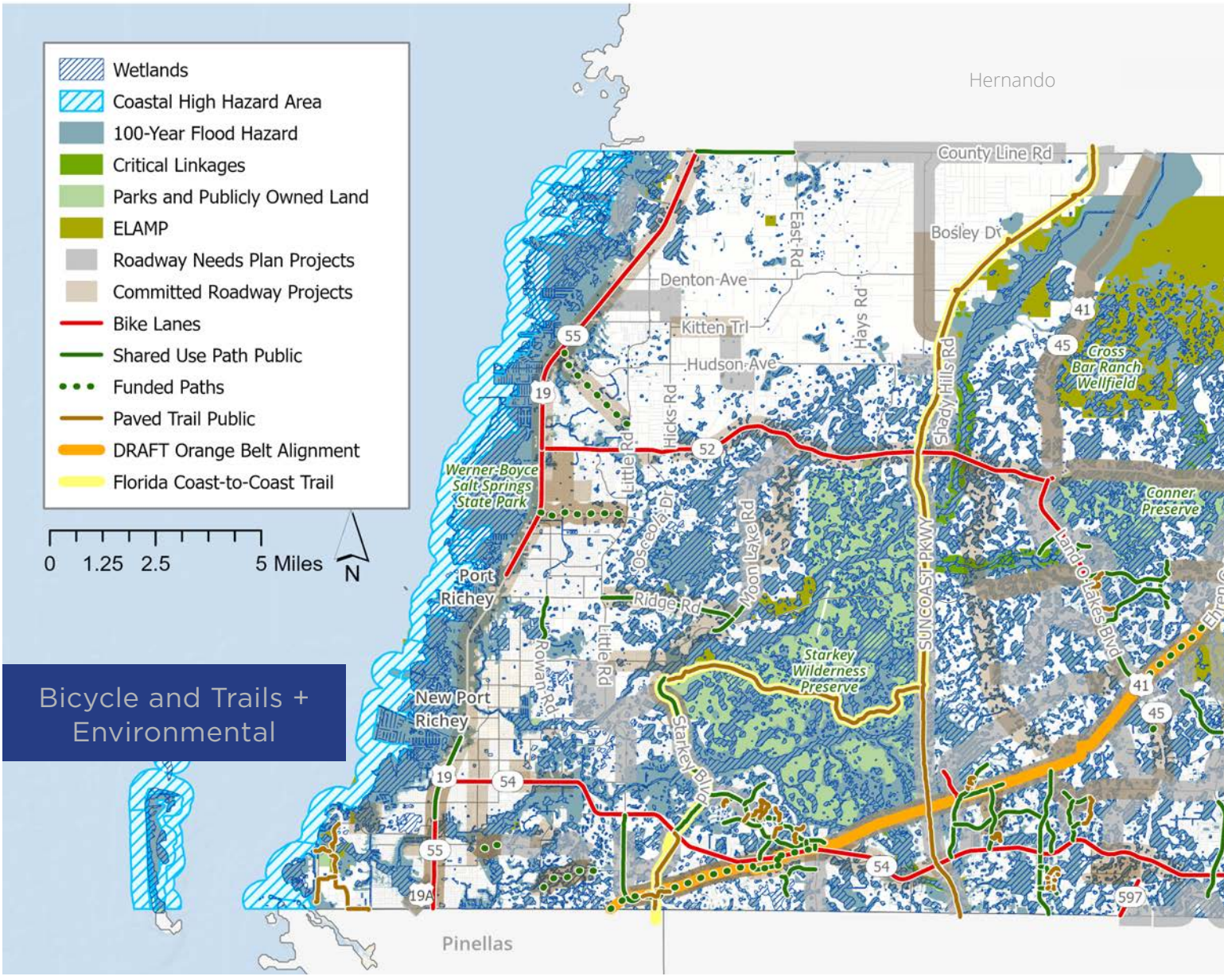
Active transportation systems have the potential to reduce the many costs associated with automobile centric transportation systems in terms of public health. Planning that involves good design and strategic location is essential to realize the full health benefits of active transportation systems. The following activities have been identified as opportunities to further the planning and implementation of active transportation projects through the LRTP.

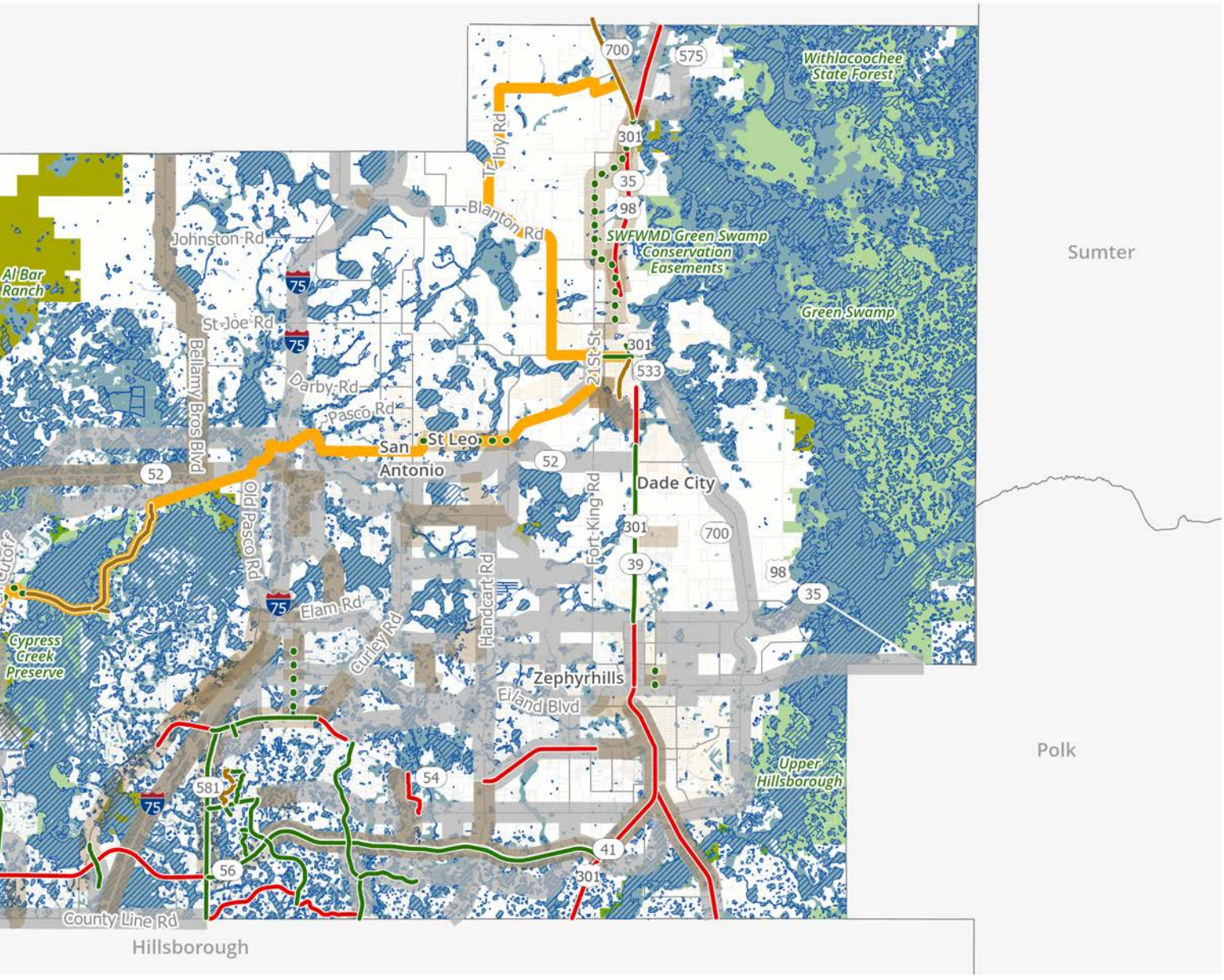
- **The County is updating its roadway cross-section designs to include appropriate bicycle/pedestrian facilities, which should be built in the future as part of new road construction and road upgrades.** A number of existing roads, not planned for improvement or widening, are substandard in terms of biking and walking infrastructure. Examples include low-volume, two lane roads with rural cross-sections that lack walkable, bikeable shoulders, and six-lane arterials that lack multi-use paths and/or sidewalks. The need is not for planning, it is for funding of preliminary engineering, design, construction, and—in some cases—right-of-way (ROW) acquisition. Existing, known funding sources will be hard-pressed to fund these huge retrofit needs.
- Though the Pasco County Greenways/Blueways/Trails (GTP) Plan was completed in 2023 and provides a vision for the countywide GTB system, it remains primarily recreation-focused. While the plan addresses portions of the multimodal infrastructure, it does not comprehensively address deficiencies on existing arterials and collectors, which are essential to supporting this vision. **Developing a dedicated Bike/Pedestrian Plan in alignment with the GTB Plan and the Long Range Transportation Plan would help identify and prioritize key projects, ensuring a more strategic and focused approach to implementation and funding.**
    - A comprehensive bicycle/pedestrian plan would be helpful for identifying key corridor connections rather than responding solely on the basis of comments and policy decisions.
    - The plan should be done based on the market areas and city-by-city in an effort to identify the appropriate infrastructure needs based on the context of the community and users.
    - The plan would consider needs (e.g., segments where bicycle/pedestrian facilities are missing/substandard), opportunities and constraints (e.g., corridors where ROW is available, locations where wetlands are an obstacle), and, in some cases, alternatives (e.g.,places where bicycle/pedestrian needs might be met via an alternative parallel facility).
    - It would identify preferred solutions/projects and generally prioritize them based on utility (e.g., linkage to major residential areas, attractors).

- An opportunity to build out the County's bicycle/pedestrian system is **linking discontinuous local street networks via short segments of new paths or trails.** Low-speed, low-volume local streets can safely accommodate bikes or shared lane markings without the need for additional facilities, but poor connectivity requires out-of-direction travel, a serious disincentive to bike use. New links would need to be built in most cases through existing developed areas.
- **Many substandard collectors and arterials from a bicycle/pedestrian standpoint are state facilities.** In most cases, these provide bike lanes, but have negligible use given the high auto-traffic volumes and speeds, and riders see them as dangerous. FDOT's recent identification of context classifications and appropriate scaled facilities have left existing roadways with substandard facilities. For example, multi-use paths next to the roadway or buffered facilities are a more appropriate facility in the high-speed arterial context. As so much of the county's development is focused on state corridors, it is imperative that the County and FDOT ensure that adequate bicycle/pedestrian facilities are constructed if multimodal transportation goals of the LRTP and comprehensive plan are to be attained.

RESILIENCE—ACTIVE TRANSPORTATION NEEDS NETWORK

Unlike roadway or transit recommendations that typically disrupt environments, bicycle and trails can compliment or accentuate the natural beauty of the environment. The map below shows the bicycle and trails needs network overlaid with critical environmental features.




Withlacoochee State Forest
SWFWMD Green Swamp Conservation Easements
Green Swamp
Sumter
Polk
Hillsborough
Johnston Rd
Al Bar Ranch
St Joe Rd
Bellamy Bros Blvd
Darby Rd
Pasco Rd
San Antonio
St Leo
Blanton Rd
Tyby Rd
21st St
Dade City
Fort King Rd
Handcart Rd
Old Pasco Rd
Elam Rd
Curley Rd
Cypress Creek Preserve
Zephyrhills
Eiland Blvd
Upper Hillsborough
County Line Rd
700
575
301
35
98
75
52
533
39
581
54
41
56

FREIGHT PLANNING AND GOODS MOVEMENT

The movement of goods is an important part of a coordinated, multimodal transportation system in Pasco County. Historically, freight planning in the County has occurred within a regional or statewide framework. The resulting plans include and the Freight Mobility & Trade Plan (updated in 2024) and the Statewide Truck Parking Study (2020). Regionally, FDOT released the Tampa Bay Regional Strategic Freight Plan in 2018 for District 7. The needs and priorities identified for Pasco County in the regional and statewide framework documents should continue to be referenced.

> Pasco County does not have a County-specific freight plan at this time. Developing such a plan is a priority planning area for Innovate Pasco 2050.

Pasco County serves as an important throughway for logistcs operations in West Central Florida. The County boasts a well-integrated network for freight movement, with more than 60 miles of CSX rail lines and more than 90 miles of specified freight routes. A map showcasing the existing freight network can be found on pages 75-76. Corridors experiencing particularly high freight traffic include I-75, US 41, Suncoast Parkway, I-275, US 19, SR 597, SR 54, SR 56, CR 87, and SR 52.

Maintaining the existing network and creating opportunities to enhance connectivity is paramount to the County's continued success. Therefore, developing a Countywide freight plan is a priority planning area for Innovate Pasco 2050.

GOALS AND OBJECTIVES RELATED TO FREIGHT PLANNING

Chapter 1 of Innovate Pasco 2050 describes the various goals and objectives that serve as guiding themes for this process. These goals were top of mind during development of every phase of the project, including all recommendations for freight movement (policies, projects, etc.).

Goal 3 (Economy) of Innovate Pasco 2050 focuses on providng multimodal facilities and services that support economic development (for more information, see page 26). The supporting objectives for Goal 3 that speak to freight movement include:

- **Objective 3.A—**Access and connectivity to freight infrastructure
- **Objective 3.B—**Prirotiziang funding improvements that support freight movement
- **Objective 3.C—**Maintaining consistency between economic development plans and the County's transportation network

RECOMMENDED FREIGHT TRANSPORTATION SYSTEM PERFORMANCE IMPROVEMENT PROJECTS AND POLICIES

A variety of considerations guided the development of a list of freight projects to include in the Cost Feasible Plan, including the policy framework provided by the Regional Strategic Freight Plan, notable corridors, and goals for employment growth and congestion levels.

Corridors of particular interest for freight in Pasco County include major north-south routes (I-75, Suncoast Parkway, US 19, US 41, and US 301) and east-west routes (SR 52 and SR 54). Continued improvements to the County's arterial roadway network will support local freight and deliveries. As shown below, freight is accounted for in the prioritization process by giving more weight to roadway projects that falls along the freight priority network and/or serves high-priority future employment sites.

Regional Policy

The Tampa Bay Regional Strategic Freight Plan offers a policy framework for freight strategy development that align with Innovate Pasco 2050's freight planning goals, shown in the prioritization criteria for freight used to rank projects from the Roadway Needs Plan:

Facility Function

- Enhance high-volume truck traffic movement
- Improve connections between freight activity centers
- Facilitate efficient distribution throughout the region

Freight Activity and Land Use Compatibility

- Enure compatibility of freight activity and surrounding land uses
- Use local and regional planning data to identify conflict areas and mitigation strategies

Prioritization Crteria

All projects from the Needs Plan were vetted using a set of prioritization criteria. To determine freight priorities, two criteria were used:

Freight Priority Network

Projects falling along the freight priority network scored HIGH for this criteria. This will help ensure proper maintenance of these important corridors for the continued efficient and safe movement of goods.

High-Priority Future Employment Sites

Projects along corridors that serve high-priority future employment sites, such as Suncoast Parkway from Hudson Avenue to Shady Hills Road, scored HIGH for this criteria. This will advance the County's goals for employment growth, industry diversification, and a strong workforce.

FREIGHT PRIORITY PROJECTS

The projects below satisified the priorities for freight and are therefore included on our Cost Feasible list of projects for freight. Some projects met both priorities, and are shown in both tables.

PROJECTS ALONG FREIGHT PRIORITY NETWORK

ID	Street	From	To	Description
103.1	**C.R. 587 (MOON LAKE RD)**	RIDGE RD	S.R. 52	Expand to 4 lanes divided
107.1	**C.R. 1 (LITTLE RD)**	OLD C.R. 54	C.R. 587 (MASSACHUSETTES AVE)	Expand to 6 lanes divided
108.2	**C.R. 1 (LITTLE RD)**	MERCY WAY	TRINITY BLVD	Expand to 6 lanes divided
110.1	**MITCHELL BLVD**	C.R. 1 (LITTLE RD)	S.R. 54	New 4-lane roadway
111.1	**TRINITY BLVD**	C.R. 1 (LITTLE RD)	SR 54	Expand to 4 lanes divided
112.1	**STARKEY BLVD**	RIVER CROSSING BLVD	DOC BRITTLE ST	Expand to 4 lanes divided
113.1	**C.R. 587 (GUNN HWY)**	S.R. 54	HILLSBOROUGH COUNTY LINE	Expand to 4 lanes divided
114.2	**RANGELAND BLVD**	CATTLE GAP TRL	BEXLEY VILLAGE DR	New 4-lane roadway
114.3	**BUD BEXLEY PARKWAY**	BEXLEY VILLAGE DR	U.S. 41	New 4-lane roadway
114.4	**CALIENTE BLVD**	U.S. 41	C.R. 583 (EHREN CUTOFF)	New 4-lane roadway
115.1	**C.R. 578 (COUNTY LINE RD)**	EAST RD	SHADY HILLS RD/MARINER BLVD	Expand to 4 lanes divided
115.2	**C.R. 578 (COUNTY LINE RD)**	SHADY HILLS RD/MARINER BLVD	OAK CHASE BLVD	Expand to 4 lanes divided
116.1	**SHADY HILLS RD**	HERNANDO COUNTY LINE	S.R. 52	Expand to 4 lanes divided
118.1	**SUNCOAST PKWY**	S.R. 52	RANGELAND BLVD	Expand to 6-lane freeway
119.1	**SUNCOAST PKWY**	RANGELAND BLVD	HILLSBOROUGH COUNTY LINE	Expand to 8-lane freeway
133.1	**WILLOW BEND PKWY**	S.R. 597 (DALE MABRY)	COLLIER PKWY	Expand to 4 lanes divided

ID	Street	From	To	Description
134.1	**COLLIER PKWY/COUNTY LINE RD**	WILLOW BEND PKWY	C.R. 581	Expand to 4 lanes divided
137.1	**U.S. 41**	S.R. 52	HERNANDO COUNTY LINE	Expand to 4 lanes divided
138.1	**U.S. 41**	SR 52	HORTON RD	Expand to 6 lanes divided
142.1	**C.R. 583 (EHREN CUTOFF)**	US 41	SR 52	Expand to 4 lanes divided
144.1	**COLLIER PKWY EXT**	PARKWAY BLVD	C.R. 583 (EHREN CUTOFF)	New 4-lane roadway
149.1	**COYOTE WAY**	SEDGEWAY BLVD	S OF S.R. 52	Expand to 4 lanes divided
151.1	**C.R. 54 EXT**	S.R. 56	COUNTY LINE RD	New 4-lane roadway
152.1	**C.R. 577 (LAKE IOLA DR)**	HERNANDO COUNTY LINE	C.R. 41 (BLANTON RD)	Expand to 4 lanes divided
153.1	**C.R. 41 (BLANTON RD)**	C.R. 577 (LAKE IOLA RD)	JAMES RD	Expand to 4 lanes divided
154.1	**I - 75**	S.R. 54	HERNANDO CO LINE	Expand to 8-lane freeway
155.1	**I - 75**	WESLEY CHAPEL BLVD	HILLSBOROUGH COUNTY LINE	Expand to 10-lane freeway
156.1	**U.S. 98**	HERNANDO COUNTY LINE	U.S. 301	Expand to 4 lanes divided
158.1	**S.R. 52**	CITY LIMIT (DADE CITY)	MERIDIAN AVE	Expand to 4 lanes divided
165.2	**C.R. 579 (HANDCART RD/ EILAND BLVD)**	C.R. 579A (PROSPECT RD)	S.R. 54	Expand to 4 lanes divided
165.3	**C.R. 579 (MORRIS BRIDGE RD)**	S.R. 54	HILLSBOROUGH COUNTY LINE	Expand to 4 lanes divided
167.1	**OVERPASS RD**	OLD PASCO RD	OLD BRIDGE RD	Expand to 6 lanes divided
168.1	**OVERPASS RD EXT**	C.R. 579 (HANDCART RD)	U.S. 301 (GALL BLVD)	New 4-lane roadway
180.1	**EILAND BLVD**	HANDCART RD	U.S. 301 (GALL BLVD)	Expand to 4 lanes divided
181.1	**C.R. 54 (E)**	U.S. 301 (GALL BLVD)	U.S. 98	Expand to 4 lanes divided
182.1	**WELLS RD**	CURLEY RD	C.R. 579 (EILAND)	New 2-lane roadway

ID	Street	From	To	Description
184.1	**S.R. 54**	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	Expand to 4 lanes divided
188.1	**S.R. 56**	US 301 (GALL BLVD)	MANSFIELD BLVD	Expand to 6 lanes divided
189.1	**S.R. 56**	US 301 (GALL BLVD)	POLK COUNTY LINE	New 4-lane roadway
190.1	**CHANCEY (Z.EAST)**	S.R. 39	C.R. 54	Expand to 4 lanes divided
191.1	**C.R. 35A (OLD LAKELAND HWY)**	C.R. 54	U.S. 98 (BYPASS)	Expand to 4 lanes divided
195.1	**S.R. 39**	HILLSBOROUGH COUNTY LINE	U.S. 301	Expand to 4 lanes divided
196.1	**S.R. 52**	E OF U.S. 41	EHREN CUTOFF	Expand to 6 lanes divided
196.2	**S.R. 52**	EHREN CUTOFF	CR 581 (BELLAMY BROTHERS BLVD)	Expand to 6 lanes divided
196.3	**S.R. 52**	CR 581 (BELLAMY BROTHERS BLVD)	I-75	Expand to 6 lanes divided
196.4	**SR 52**	I-75	FORT KING ROAD	Expand to 6 lanes divided
198.1	**Old Dixie Highway**	Race Track Rd.	Aripeka Rd.	New 2-lane roadway
201.1	**U.S. 301 (GALL BLVD)**	S.R. 56	S.R. 39	Expand to 4 lanes divided
202.1	**US 301 (6th, 7th, Gall)**	SR 39	CR 54	New 2-Lane Roadway

PROJECTS SERVING HIGH-PRIORITY FUTURE EMPLOYMENT SITES

ID	Street	From	To	Description
116.1	SHADY HILLS RD	HERNANDO COUNTY LINE	S.R. 52	Expand to 4 lanes divided
117.1	VISION ROAD Z	HUDSON AVE	SHADY HILLS RD	New 2-lane roadway
118.1	SUNCOAST PKWY	S.R. 52	RANGELAND BLVD	Expand to 6-lane freeway
120.1	SUNLAKE BLVD	ANCHOR DUNE DR	RIDGE RD EXT	Expand to 4 lanes divided
126.1	BEXLEY VILLAGE DR	MENTMORE BLVD	RANGELAND BLVD	Expand to 4 lanes divided
127.1	MEADOWBROOK DR	MENTMORE BLVD	S.R. 54	Expand to 4 lanes divided
145.1	COLLIER PKWY EXT	C.R. 583 (EHREN CUTOFF)	S.R. 52	New 2-lane roadway
147.1	PASCO VILLAGE PKWY	C.R. 583 (EHREN CUTOFF)	S.R. 52	New 2-lane roadway
148.1	PASCO RD EXT	COLLIER PKWY EXT	S.R. 52	New 2-lane roadway
149.1	COYOTE WAY	SEDGEWAY BLVD	S OF S.R. 52	Expand to 4 lanes divided
154.1	I - 75	S.R. 54	HERNANDO CO LINE	Expand to 8-lane freeway
157.1	MICKLER RD/BOWER RD	U.S. 301	S.R. 575	New 2-lane roadway

ID	Street	From	To	Description
161.1	**MCKENDREE REALIGNMENT**	S.R. 52	OVERPASS RD	New 4-lane roadway
181.1	**C.R. 54 (E)**	U.S. 301 (GALL BLVD)	U.S. 98	Expand to 4 lanes divided
190.1	**CHANCEY (Z.EAST)**	S.R. 39	C.R. 54	Expand to 4 lanes divided
191.1	**C.R. 35A (OLD LAKELAND HWY)**	C.R. 54	U.S. 98 (BYPASS)	Expand to 4 lanes divided
195.1	**S.R. 39**	HILLSBOROUGH COUNTY LINE	U.S. 301	Expand to 4 lanes divided
196.2	**S.R. 52**	EHREN CUTOFF	CR 581 (BELLAMY BROTHERS BLVD)	Expand to 6 lanes divided
196.3	**S.R. 52**	CR 581 (BELLAMY BROTHERS BLVD)	I-75	Expand to 6 lanes divided
196.4	**SR 52**	I-75	FORT KING ROAD	Expand to 6 lanes divided
203.1	**N/S Collector**	McKendree Rd Ext	SR 52	New 2-Lane Roadway

FREIGHT POLICY FRAMEWORK

A freight policy framework centered on innovative technology strategies like the ones outlined below will help future proof the freight network as the County continues to experience growth pressures. These strategies are designed to reduce congestion and improve efficiency of the freight network.

Dedicated Truck Lanes

Allow trucks to travel at consistent speeds, reducing delay and improving travel times. Can improve network efficiency and safety by reducing congestion, improving traffic flow, and reducing the potential for traffic crashes.

Weigh-In-Motion (WIM) Technology

Offers improved efficiency, safety, and data collection by eliminating the need for trucks to stop and wait at weigh stations. This also minimizes travel times and delays, helps enforce weight violations, and eliminates the needs for trucks to merge to reenter into traffic.

Truck Incentive and Use Restrictions

Streamline freight trips by relagating them to non-peak hours, reducing truck traffic and improving traffic flow. Incentives can be used to encourage deliveries during nighttime or non-peak hours, which is especially effective in dense, urban areas.

Expanded Barge Operations

Moves cargo shipments to the waterways and off the roadways, reducing traffic congestion. Also allows for larger loads to be moved with less carbon emissions than trucks, increasing the sustainability of the overall freight network.

CONCLUSION

Innovate Pasco 2050 serves as a comprehensive transportation and mobility vision that strives to foster social equity and spur economic development. It aligns with the qualities that make Pasco County special. This plan envisions a region that provides reliable transportation through a variety of travel options. Innovate Pasco 2050 outlines the transportation strategies that balance the existing and future needs or residents and visitors alike. The financially-constrained plan ensures that the identified funded projects can be reasonably implemented during the lifetime of the LRTP and that the priorities identified through public engagement will drive the region's transportation decisions.

Innovate Pasco 2050 is more than a plan. This Plan documents the continuous, cooperative, and collaborative strategies to accommodate the region's future needs for decades to come. As the region moves forward, the Pasco County MPO will continue to work with FDOT, FHWA, and FTA to determine how to best advance the recommended multimodal projects. The MPO will also continue to engage the public to modify or adjust future planning projects and efforts as necessary. The continuous collaboration will foster a safer, more balanced transportation network that elevates Pasco County as a great place to live and work.