

MOBILITY 2045



2045 Long Range Transportation Plan



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

MOBILITY 2045

LONG RANGE TRANSPORTATION PLAN

Prepared for



**PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION**

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

RESOLUTION 20-055

**A RESOLUTION OF THE PASCO COUNTY METROPOLITAN
PLANNING ORGANIZATION (MPO) ADOPTING THE MOBILITY
2045 LONG RANGE TRANSPORTATION PLAN AND CERTIFYING
THE PLAN AS THE OFFICIAL LONG RANGE TRANSPORTION
PLAN FOR PASCO COUNTY, FLORIDA.**

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

WHEREAS, under federal and state regulations, the Pasco County MPO has, as one of its primary duties, the responsibility for developing and adopting an updated 2045 Long Range Transportation Plan (LRTP) conforming to the requirements of the Fixing America's Surface Transportation (FAST) Act; and

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

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

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

WHEREAS, the Pasco County MPO has conducted a public involvement program throughout the MOBILITY 2045 LRTP development process that is consistent with the Pasco County MPO Public Participation Plan, including advertised public workshops, a public hearing and meetings with interested community groups, and distribution of materials (electronic media, web-based and hard copy) throughout the County ; and

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

WHEREAS, the Pasco County MPO has coordinated the MOBILITY 2045 LRTP development with involved state, regional and local agencies, including consideration of locally adopted comprehensive plans and the Florida Transportation Plan; and

WHEREAS, the MOBILITY 2045 LRTP has considered multimodal and intermodal opportunities to serve the mobility of people and goods throughout Pasco County and adjacent counties; and

WHEREAS, the MOBILITY 2045 LRTP identifies short range strategies for alleviating congestion, improving safety and promoting increased system efficiency through systems management techniques and coordination with land use planning and development activity; and

WHEREAS, the MOBILITY 2045 LRTP projects costs and revenues that are anticipated to be available to fund projects to assure the MOBILITY 2045 Cost Affordable Plan; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Pasco County MPO duly assembled in regular session on this 11th day of December, 2019, having fulfilled all federal and state requirements, certifies that the MOBILITY 2045 Long Range Transportation Plan, as well as associated policies, is the adopted Transportation Plan for all modes of transportation in Pasco County, Florida.

BE IT FURTHER RESOLVED that henceforth the MOBILITY 2045 Long Range Transportation Plan, including all maps, inventories, and other related materials, shall be the basis for future plans, programs, and policies of the Pasco County MPO.

ADOPTED in regular session on the 11th day of December, 2019.

**PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION**



(SEAL)

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

[Signature]
Jeff Starkey, MPO Chairman 12-11-2019

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

[Signature]
County Attorney's Office

PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION

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

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Supporting Documentation

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

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

PASCO COUNTY MPO MOBILITY 2045 LONG RANGE TRANSPORTATION PLAN

PREFACE

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

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

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

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

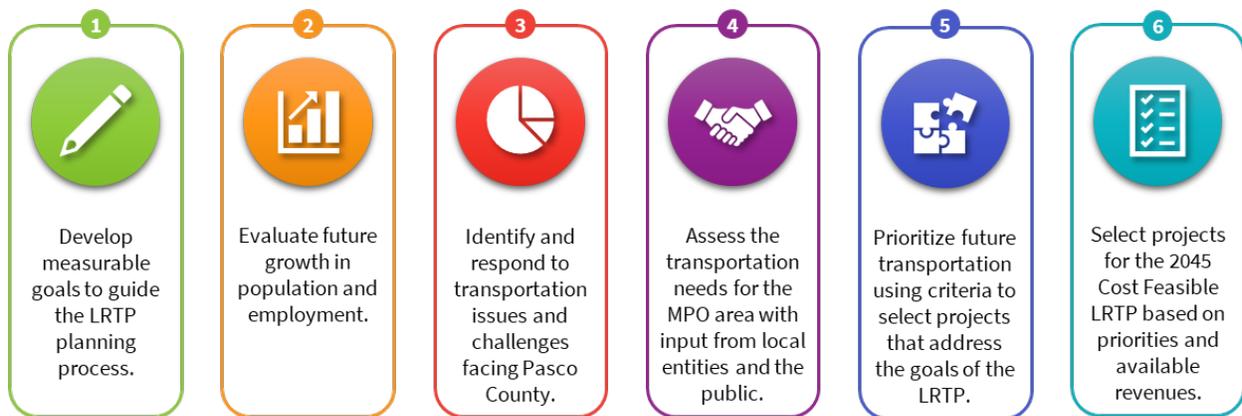
Detailed technical documentation was prepared during the development of the MOBILITY 2045 LRTP. These technical reports are available by request to the MPO. This document has been developed to demonstrate compliance of the plan development process with the federal and state requirements.

Chapter 1 Introduction and Overview

MOBILITY 2045 Introduction

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

Figure 1-1: MOBILITY 2045 Development Process



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

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MOBILITY 2045 Overview

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

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

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

* Total cost shown in Future Year of Expenditure amounts.

Table 1-2: Distribution of Revenues by Source

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

* Total Revenue shown in Future Year of Expenditure amounts.

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

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

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

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

* Total Revenue shown in Future Year of Expenditure amounts.

Plan Development

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

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

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



Public Participation

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

Outreach Techniques

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

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

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

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

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

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

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

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



L RTP Report Overview

This report is organized into four major sections:

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

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

Chapter 2 Vision and Goals

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

Federal Planning Factors

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

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

MOBILITY 2045 Goals

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



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



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



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



Goal 4 **Create quality places** by coordinating transportation and land use planning with the County and cities that facilitates healthy, active living and protects the County’s natural resources through proactive environmental stewardship.



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



Goal 6 **Encourage full public participation** early and throughout plan adoption and ensure that the Transportation Plan and MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.

State and Federal Consistency

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

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

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

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

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

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

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

Chapter 3 Future Population and Employment Growth

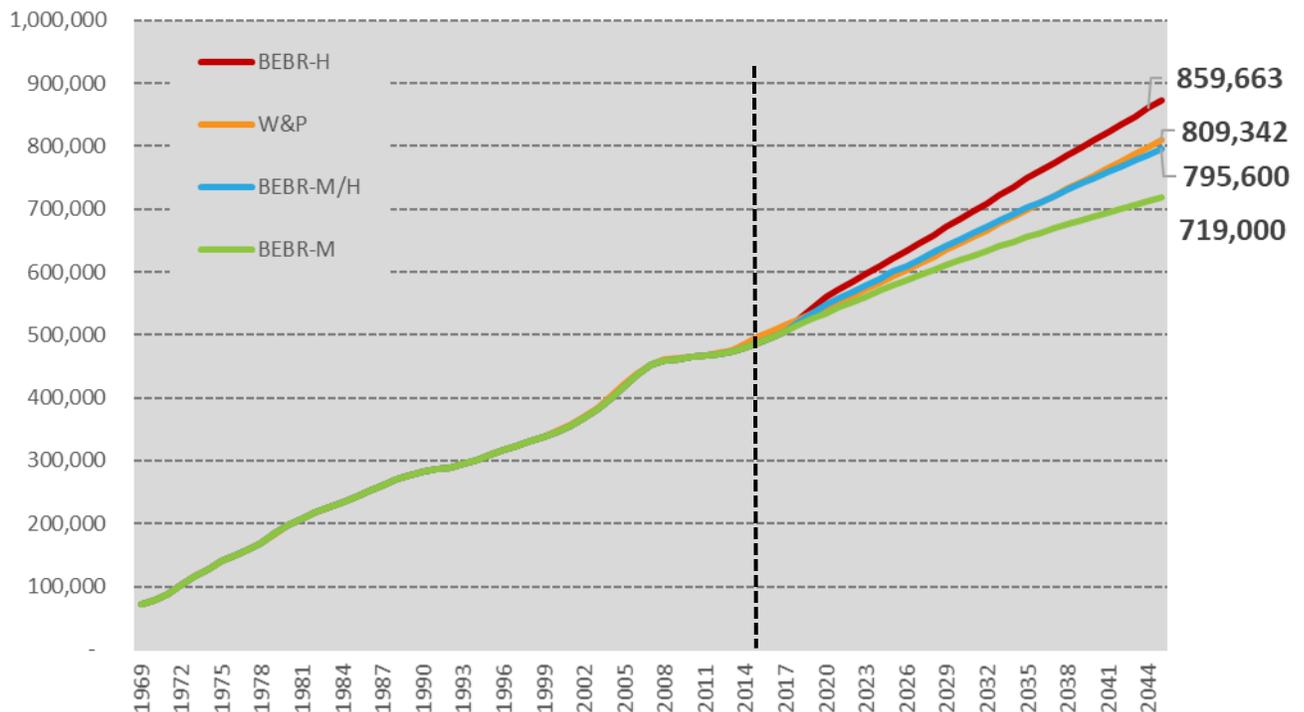
Countywide Growth Forecast

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

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

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

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



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

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

Table 3-1: Population and Employment Forecast Recommendation

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

Growth Allocation

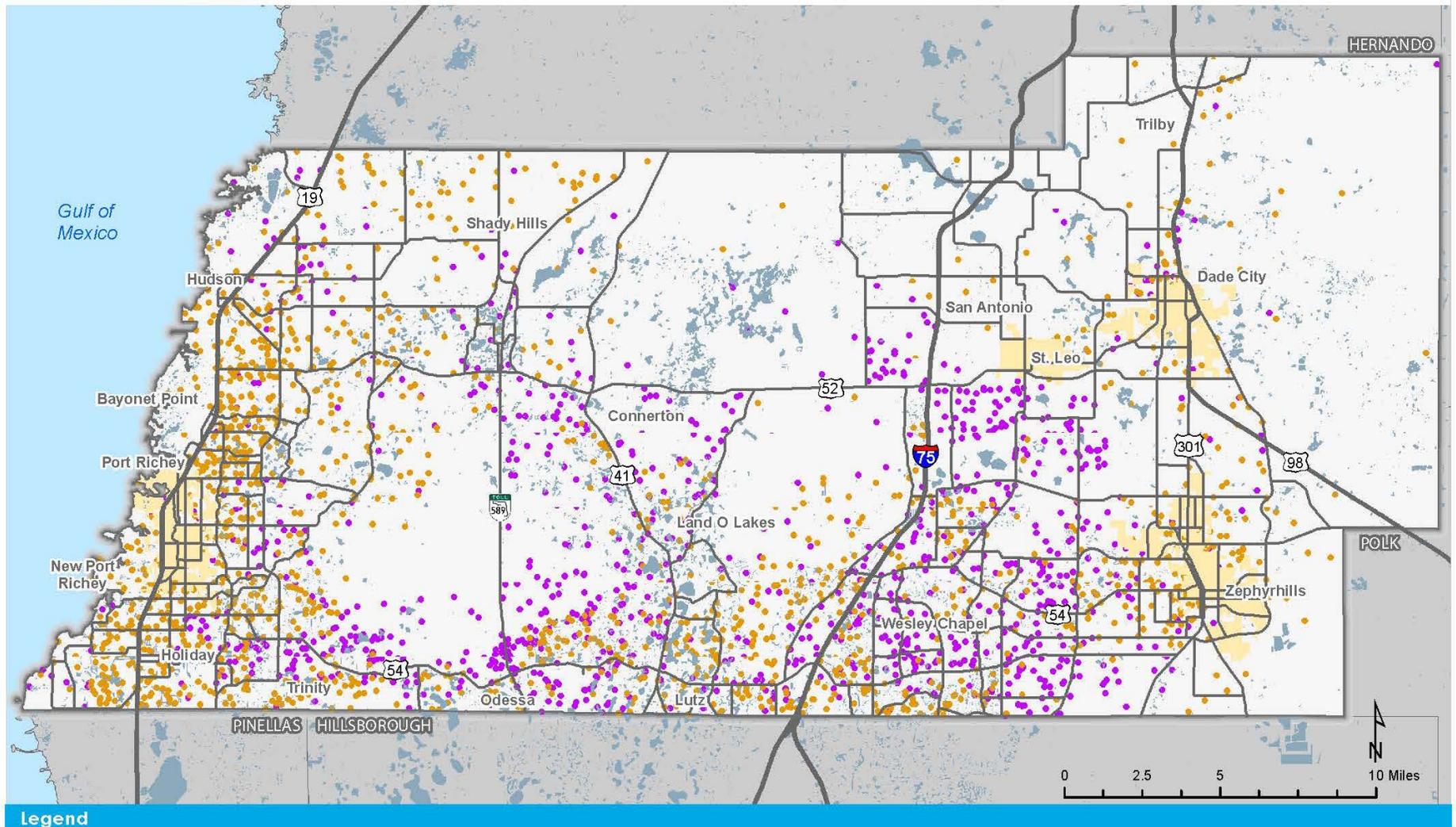
The MPO developed a land use allocation model using the *CommunityViz* Software to distribute future population and employment growth based on location, build out potential, and development attractiveness. The allocation model divided the county into a series of grid cells to represent the different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

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

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

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

Figure 3-2: Existing and Future Population



- Legend**
- City Limits
 - 2015 Density
1 Dot = 300
 - 2015-2045 Density Change
1 Dot = 300

Chapter 4 MOBILITY 2045 Cost Affordable Plan

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

Roadway Capacity Projects

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

Committed Project (2020 – 2024)

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



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

East/West Roadway Projects (2025 – 2045)

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



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

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

North/South Roadway Projects (2025 – 2045)

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

Future Corridor Improvements (2020 – 2045)

- SR 54/56 – Alternative improvements within the SR 54/56 corridor are currently being evaluated as part of the Vision 54/56 assessment. Future corridor alternatives could include, but are not necessarily limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include significant public engagement regarding alternative improvements to the SR 54/56 corridor.
- US 19 – corridor improvements will be based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

Constrained Roadways

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

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

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

Roadway Maintenance

- State roads: While not specifically reflected in the MOBILITY 2045 Plan, FDOT has committed to include sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:
 - Resurfacing Program – ensure that 80% of State Highway System pavement meets Department standards
 - Bridge Program – ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe.

- Operations and Maintenance Program – Achieve 100% of acceptable maintenance condition standard on the State Highway System
- Product Support – reserve funds for Product Support required to construct improvements (funded with the forecast capacity funds) in each district and metropolitan area
- Administration – administer the state transportation program
- County roads: Pasco County recognizes the importance of increasing its investment in highway maintenance and is allocating the 6-cent Local Option Fuel Tax to ensure that additional local resources are available to meet the maintenance needs of the county road network. Revenues collected from a Countywide Tax Increment Finance policy is allocated for capital roadway maintenance activities as shown previously in Table 1-3.

Transit Projects

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

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

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

Improvements to Existing Local Bus (2020 – 2045)

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

New Service Expansion (2020 – 2045)

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



Transit Infrastructure/Access (2020 – 2045)

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

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

Transit System Constraints

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

Walk/Bike Program

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

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

Congestion Management Program

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

- Continued implementation of Advanced Traffic Management Systems (ATMS) and Variable Message Signs on SR 54/56 from US 19 to US 301.
- Continued implementation of Advanced Traffic Management Systems (ATMS) on US 19 from the Pinellas County line to CR 1-Little Rd.
- Implementation of ITS improvements on the corridors illustrated in Figure 4-5 along with providing opportunities to further explore connected vehicle technologies.
- Safety improvements on corridors and road segments identified with high crash rates and strategies included in the Pasco Countywide Pedestrian and Bicycle Safety Action Plan.
- Identification of future technology projects that provide safety and mobility benefits for the users of the transportation system.

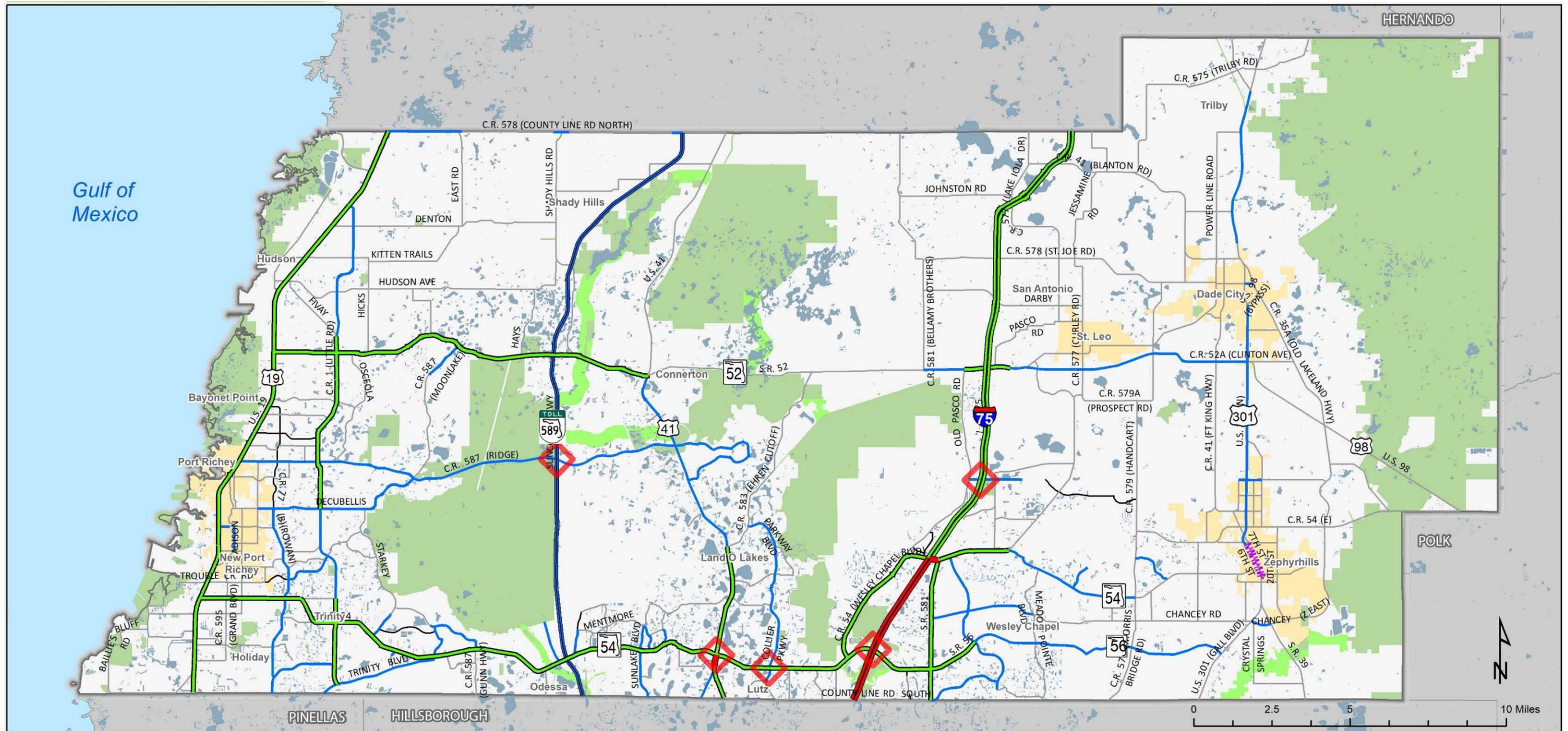
\$273 million for ITS and CMP improvements have been identified through 2045 implementation of the recommendations coming out of the Congestion Management Process. Funding of these projects and strategies will be coordinated with FDOT, County, and City staff for implementation.

Maps and Tables

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

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

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



Legend

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

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

| State / Federal Revenue Balancing (YOE) | | | | | |
|---|--------------|---------------|---------------|---------------|---------------|
| | 2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total |
| Strategic Intermodal System (SIS) | | | | | |
| Available Revenues | \$0 | \$259,731,143 | \$62,867,000 | \$525,234,344 | \$847,832,487 |
| Total Amount Spent | \$0 | \$259,731,143 | \$62,867,000 | \$525,234,344 | \$847,832,487 |
| Total Amount Remaining | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other State Roadways | | | | | |
| Preliminary Engineering (OAPE) | \$5,128,000 | \$31,160,000 | \$33,624,000 | \$69,960,000 | \$139,872,000 |
| Total Amount Spent | \$0 | \$0 | \$2,804,601 | \$24,249,360 | \$27,053,961 |
| Total Amount Remaining | \$5,128,000 | \$31,160,000 | \$30,819,399 | \$45,710,640 | \$112,818,039 |
| Other State Roadways Right-of-Way & Construction (OARC) | | | | | |
| Total Amount Spent | \$23,320,000 | \$136,648,000 | \$147,824,000 | \$307,992,000 | \$615,784,000 |
| Total Amount Remaining | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Transportation Management Area (TMA) | | | | | |
| Total Amount Spent | \$5,625,000 | \$27,160,000 | \$26,470,000 | \$41,750,000 | \$101,005,000 |
| Total Amount Spent | \$0 | \$24,715,091 | \$25,000,000 | \$39,909,169 | \$89,624,260 |
| Total Amount Remaining | \$5,625,000 | \$2,444,909 | \$1,470,000 | \$1,840,831 | \$11,380,740 |
| State Transportation Regional Incentive Program (TRIP) | | | | | |
| Total Amount Spent | \$740,000 | \$5,500,000 | \$6,100,000 | \$12,520,000 | \$24,860,000 |
| Total Amount Spent | \$740,000 | \$5,500,000 | \$6,100,000 | \$12,520,000 | \$24,860,000 |
| Total Amount Remaining | \$0 | \$0 | \$0 | \$0 | \$0 |

| County Revenue Balancing (YOE) | | | | | |
|---|--------------|---------------|---------------|-----------------|-----------------|
| | 2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total |
| General County Transportation Funds (CoGen) | \$75,246,126 | \$410,631,659 | \$487,419,248 | \$1,224,290,632 | \$2,197,587,666 |
| Total Amount Spent | \$71,323,103 | \$425,312,336 | \$498,327,798 | \$1,202,282,431 | \$2,197,245,668 |
| Total Amount Remaining | \$3,923,023 | -\$14,680,677 | -\$10,908,549 | \$22,008,201 | \$341,998 |
| County Mobility Fees for SIS (CoMF) | \$4,110,600 | \$19,639,100 | \$19,815,900 | \$37,988,600 | \$81,554,200 |
| Total Amount Spent | \$4,110,600 | \$19,639,100 | \$19,815,900 | \$37,988,600 | \$81,554,200 |
| Total Amount Remaining | \$0 | \$0 | \$0 | \$0 | \$0 |
| Village of Pasadena Hills (CoVOPH) | \$1,230,000 | \$7,430,000 | \$9,720,000 | \$27,240,000 | \$45,620,000 |
| Total Amount Spent | \$471,240 | \$6,905,688 | \$8,524,211 | \$0 | \$15,901,140 |
| Total Amount Remaining | \$758,760 | \$524,312 | \$1,195,789 | \$27,240,000 | \$29,718,860 |
| Other (TBD) Revenues | \$10,448,302 | \$0 | \$0 | \$0 | \$10,448,302 |
| Total Amount Spent | \$10,448,302 | \$0 | \$0 | \$0 | \$10,448,302 |
| Total Amount Remaining | \$0 | \$0 | \$0 | \$0 | \$0 |
| Developer Revenue Balancing (YOE) | | | | | |
| Developer Revenues | \$36,484,210 | \$399,308,774 | \$632,004,211 | \$678,136,900 | \$1,745,934,095 |
| Total Amount Spent | \$36,484,210 | \$399,308,774 | \$632,004,211 | \$678,136,900 | \$1,745,934,095 |
| Total Amount Remaining | \$0 | \$0 | \$0 | \$0 | \$0 |

| Project Number | On Street | From | To | 2019 Lanes | 2045 Lanes | Project Development & Environment / Design | | | Right of Way | | | Construction | | | Total Cost |
|---------------------|----------------------------|--------------------------|----------------------|------------|------------------------------|--|-------------|--------------|--------------|-------------|--------------|--------------|-------------|---------------|---------------|
| | | | | | | Source | Timing | Cost | Source | Timing | Cost | Source | Timing | Cost | |
| SIS Roadways | | | | | | | | | | | | | | | |
| 3200 | I-75 / I-275 | S of County Line Road | SR 56 | | Interchange Modification | SIS | 2019 - 2024 | \$7,582,999 | SIS | 2019 - 2024 | \$2,189,100 | SIS | 2026 - 2030 | \$69,809,191 | \$79,581,290 |
| 3023 | I-75 | SR 56 | Wesley Chapel Blvd | 8F | 10F | SIS | 2031 - 2035 | \$12,019,000 | SIS | Unfunded | \$0 | SIS | Unfunded | \$0 | \$12,019,000 |
| 3022 | I-75 | Wesley Chapel Blvd | SR 52 | 6F | 8F | SIS | 2036 - 2045 | \$23,754,000 | SIS | 2036 - 2045 | \$10,437,000 | SIS | 2036 - 2045 | \$258,441,344 | \$292,632,344 |
| 3021 | I-75 | SR 52 | Hernando County Line | 6F | 8F | SIS | 2031 - 2035 | \$4,848,000 | SIS | 2036 - 2045 | \$15,002,000 | SIS | Unfunded | \$0 | \$19,850,000 |
| 3202 | Ridge Road @ Suncoast Pkwy | | | | | | Completed | | | Completed | | SIS | 2019 - 2024 | \$12,654,973 | \$12,654,973 |
| 3203 | US 19 | Pinellas County Line | Hernando County Line | | Corridor / Int. Improvements | SIS | 2031 - 2035 | \$1,000,000 | SIS | Unfunded | | SIS | Unfunded | | \$1,000,000 |
| 3020 | Suncoast Pkwy | Hillsborough County Line | SR 52 | 4F | 6F | SIS | 2019 - 2024 | \$23,750,000 | SIS | Unfunded | | SIS | Unfunded | | \$23,750,000 |

| State Roadways | | | | | | | | | | | | | | | |
|-----------------------|-----------------------------|----------------------------|-------------------------|------------|------------|--------|-------------|--------------|--------|-------------|---------------|--------|--------------------|---------------|---------------|
| Project Number | On Street | From | To | 2019 Lanes | 2045 Lanes | Source | Timing | Cost | Source | Timing | Cost | Source | Timing | Cost | Total Cost |
| 3100a | Clinton Ave Ext (New SR 52) | Urdaco Pl | Fort King Rd | 00 / 2U | 4D | | Completed | | | Completed | | | Under Construction | | \$0 |
| 3201 | SR 52 | US 41 (Land O' Lakes Blvd) | CR 581/Bellamy Brothers | 2U | 4D | | Completed | | OARC | 2019 - 2024 | \$23,592,360 | OARC | 2026 - 2030 | \$109,078,089 | \$132,670,449 |
| 3007 | SR 52 | Urdaco Pl | Clinton Ave Ext | 4D | 6D | OAPE | 2031 - 2035 | \$2,804,601 | OARC | Completed | | OARC | 2036 - 2045 | \$16,859,221 | \$19,663,822 |
| 3076 | SR 54 | Morris Bridge Rd | US 301 | 2U | 4D | OAPE | 2036 - 2045 | \$24,249,360 | OARC | 2036 - 2045 | \$110,235,384 | OARC | 2036 - 2045 | \$110,235,384 | \$244,720,128 |
| 3111 | SR 56 Extension | US 301 | SR 39 | 00 | 4D | OARC | 2025 | \$7,903,525 | OARC | 2031 - 2035 | \$31,797,898 | OARC | 2036 - 2045 | \$61,893,994 | \$116,595,417 |
| 3018a | US 301 (Gall Blvd) | SR 56 | SR 39 | 2U | 4D | OAPE | 2019 - 2024 | \$3,146,468 | OARC | 2019 - 2024 | \$20,625,740 | OARC | 2031 - 2035 | \$36,529,208 | \$60,301,416 |
| 3077 | US 301 (6th, 7th, Gall) | SR 39 | CR 54 | 30 | 20 | OAPE | 2019 - 2024 | \$7,032,239 | OARC | 2019 - 2024 | \$15,979,630 | OARC | 2031 - 2035 | \$69,966,983 | \$92,978,852 |
| 3019 | US 301 | S of CR 54/Eiland | Kossik Rd | 4D | 6D | OAPE | 2019 - 2024 | \$3,885,108 | OARC | 2025 | \$11,375,900 | OARC | 2026 - 2030 | \$13,284,577 | \$41,830,162 |
| 3209 | US 98 Realignment | @ Clinton Ave | | 00 | 2U | TMA | 2026 - 2030 | \$505,006 | TMA | 2026 - 2030 | \$3,157,994 | TMA | 2026 - 2030 | \$7,767,514 | \$11,430,514 |

| Project Number | On Street | From | To | 2019 Lanes | 2045 Lanes | Project Development & Environment / Design | | | Right of Way | | | Construction | | | Total Cost |
|---------------------------------------|-----------|--------------|----|------------|----------------------------|--|-------------|--------------|--------------|-------------|--------------|--------------|-------------|---------------|---------------|
| | | | | | | Source | Timing | Cost | Source | Timing | Cost | Source | Timing | Cost | |
| SR 54/56 Corridor Improvements | | | | | | | | | | | | | | | |
| 3188 | SR 54 | US 41 | | | Intersection / Interchange | SIS | 2019 - 2024 | \$8,505,130 | SIS | 2019 - 2024 | \$28,615,500 | SIS | 2026 - 2030 | \$189,921,952 | \$227,042,582 |
| 3189 | SR 54 | Collier Pkwy | | | Intersection / Interchange | SIS | 2031 - 2035 | \$15,000,000 | SIS | 2031 - 2035 | \$30,000,000 | SIS | 2036 - 2045 | \$217,600,000 | \$262,600,000 |
| | | | | | | | | | | | | CoGen | 2036 - 2045 | \$10,000,000 | \$10,000,000 |
| | | | | | | | | | | | | CoMF | 2025 | \$4,110,600 | \$4,110,600 |
| | | | | | | | | | | | | CoMF | 2026 - 2030 | \$19,639,100 | \$19,639,100 |
| | | | | | | | | | | | | CoMF | 2031 - 2035 | \$19,815,900 | \$19,815,900 |
| | | | | | | | | | | | | CoMF | 2036 - 2045 | \$37,988,600 | \$37,988,600 |
| | | | | | | | | | | | | OARC | 2025 | \$4,040,575 | \$4,040,575 |
| | | | | | | | | | | | | OARC | 2026 - 2030 | \$14,285,334 | \$14,285,334 |
| | | | | | | | | | | | | OARC | 2031 - 2035 | \$9,529,911 | \$9,529,911 |
| | | | | | | | | | | | | OARC | 2036 - 2045 | \$8,768,018 | \$8,768,018 |
| | | | | | | | | | | | | TMA | 2031 - 2035 | \$10,000,000 | \$10,000,000 |
| | | | | | | | | | | | | TMA | 2036 - 2045 | \$5,000,000 | \$5,000,000 |

County Roads

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

| Project Number | On Street | From | To | 2019 Lanes | 2045 Lanes | Project Development & Environment / Design | | | Right of Way | | | Construction | | | Total Cost |
|-------------------------------|------------------------------|----------------------------|------------------------------|------------|------------|--|-------------|-------------|--------------|-------------|--------------|--------------|-------------|---------------|---------------|
| | | | | | | Source | Timing | Cost | Source | Timing | Cost | Source | Timing | Cost | |
| County Roads Continued | | | | | | | | | | | | | | | |
| 3039 | Osteen Rd | Plathe Rd | De Cubellis Rd | 00 | 2U | CoGen | 2036 - 2045 | \$1,453,243 | CoGen | 2036 - 2045 | \$9,087,693 | CoGen | 2036 - 2045 | \$22,352,407 | \$32,893,343 |
| 3015a | Overpass Rd | Old Pasco Rd | Boyette Rd | 2U | 4D | CoGen | 2019 - 2024 | \$2,670,466 | CoGen | 2019 - 2024 | \$6,253,687 | CoGen | 2019 - 2024 | \$62,830,072 | \$71,754,225 |
| 3015b | Overpass Rd | Old Pasco Rd | Boyette Rd | 4D | 6D | CoGen | 2036 - 2045 | \$975,767 | | Completed | | CoGen | 2036 - 2045 | \$14,992,113 | \$15,967,881 |
| 3017b | Overpass Rd Ext | Mckendree Rd/Kenton Rd Ext | Epperson Blvd | 00 | 4D | CoGen | 2019 - 2024 | \$1,325,000 | CoGen | 2025 | \$1,639,820 | CoGen | 2025 | \$18,132,625 | \$21,097,445 |
| 3017c | Overpass Rd Ext | Epperson Blvd | Sunshine Rd | 2D | 4D | CoGen | 2019 - 2024 | \$1,157,120 | CoGen | 2025 | \$8,598,012 | CoGen | 2025 | \$21,152,131 | \$30,907,263 |
| 3017d | Overpass Rd Ext | Sunshine Rd | Handcart Rd | 00 | 4D | CoGen | 2019 - 2024 | \$1,325,000 | CoVOPH | 2031 - 2035 | \$2,135,900 | CoGen | 2031 - 2035 | \$23,618,125 | \$27,079,025 |
| 3038 | Perrine Ranch Rd Extn | 7 Spring Blvd | Trinity Oaks Blvd | 00 | 2U | CoGen | 2036 - 2045 | \$189,851 | CoGen | 2036 - 2045 | \$1,185,044 | CoGen | 2036 - 2045 | \$2,915,838 | \$4,290,732 |
| 3211 | Prospect Rd | Highland Blvd | Clinton Ave Ext | 0 | 2U | CoVOPH | 2026 - 2030 | \$1,305,688 | CoGen | 2026 - 2030 | \$0 | CoVOPH | 2031 - 2035 | \$6,388,311 | \$7,694,000 |
| 3053 | Ridge Rd Ext | Suncoast Pkwy | US 41 (Land O' Lakes Blvd) | 00 | 4D | | Completed | | CoGen | 2019 - 2024 | \$2,000,000 | CoGen | 2019 - 2024 | \$46,233,892 | \$48,233,892 |
| 3048 | Shady Hills Rd | SR 52 | Pasco / Hernando County Line | 2U | 4D | CoGen | 2036 - 2045 | \$7,089,603 | CoGen | 2036 - 2045 | \$44,342,837 | CoGen | 2036 - 2045 | \$109,068,280 | \$160,500,720 |
| 3161 | South Branch Ranch Rd | SR 54 | Tower Rd Ext | 00 | 4D | Dev | 2019 - 2024 | \$1,069,061 | Dev | 2019 - 2024 | \$6,681,268 | Dev | 2019 - 2024 | \$16,435,540 | \$24,185,869 |
| 3036 | Starkey Blvd Extn | SR 54 | Little Rd | 00 | 4D | CoGen | 2031 - 2035 | \$1,552,114 | CoGen | 2031 - 2035 | \$9,705,486 | CoGen | 2031 - 2035 | \$23,876,367 | \$35,133,968 |
| 3034a | Starkey Blvd | Tower Road | River Crossing Blvd | 2U | 4D | CoGen | 2031 - 2035 | \$2,253,824 | | Completed | | CoGen | 2031 - 2035 | \$34,621,730 | \$36,875,554 |
| 3034b | Starkey Blvd | River Crossing Blvd | De Cubellis Rd | 2U | 4D | CoGen | 2019 - 2024 | \$1,878,762 | | Completed | | CoGen | 2026 - 2030 | \$24,644,400 | \$26,523,162 |
| 3066 | Sunlake Blvd | Mentmore Blvd | Lake Patience Rd | 2U | 4D | CoGen | 2026 - 2030 | \$769,501 | | Completed | | CoGen | 2026 - 2030 | \$11,830,150 | \$12,599,651 |
| 3154 | Sunlake Blvd | Lake Patience Rd | Tower Rd | 2U | 4D | CoGen | 2025 | \$259,834 | | Completed | | CoGen | 2026 - 2030 | \$4,427,424 | \$4,687,258 |
| 3049a | SunLake Blvd | Tower Rd Ext | Bexley Ranch Blvd | 00 | 4D | Dev | 2025 | \$1,352,019 | Dev | 2025 | \$14,346,521 | Dev | 2025 | \$20,785,671 | \$36,484,210 |
| 3049c | SunLake Blvd | Bexley Ranch Blvd | New Collector Road "A" | 00 | 2U | Dev | 2026 - 2030 | \$1,555,963 | Dev | 2026 - 2030 | \$35,921,293 | Dev | 2026 - 2030 | \$23,932,339 | \$61,409,596 |
| 3049b | SunLake Blvd | New Collector Road "A" | SR 52 | 00 | 4D | CoGen | 2025 | \$3,428,021 | | Completed | | CoGen | 2026 - 2030 | \$58,459,064 | \$61,887,086 |
| 3051 | Tower Rd | Gunn Hwy | Bexley Ranch Blvd | 00 | 4D | CoGen | 2025 | \$2,272,614 | CoGen | 2026 - 2030 | \$15,740,749 | CoGen | 2031 - 2035 | \$44,369,119 | \$68,482,482 |
| | | | | | | | | | | | | TRIP | 2031 - 2035 | \$6,100,000 | |
| 3040a | Tower Rd | East of Ballantrae Blvd | Lake Patience Rd | 00 | 2U | Dev | 2026 - 2030 | \$505,006 | Dev | 2026 - 2030 | \$4,474,721 | Dev | 2026 - 2030 | \$7,767,514 | \$12,747,240 |
| 3040b | Tower Rd | Bexley Ranch Blvd | Lake Patience Rd | 2U | 4D | CoGen | 2026 - 2030 | \$1,236,787 | | Completed | | CoGen | 2026 - 2030 | \$18,998,694 | \$20,235,481 |
| 3141a | Tower Rd | Lake Patience Rd | Sunlake Blvd | 00 | 4D | CoGen | 2026 - 2030 | \$387,024 | CoGen | 2026 - 2030 | \$16,987,857 | CoGen | 2026 - 2030 | \$5,950,032 | \$23,324,913 |
| 3141b | Tower Rd | Sunlake Blvd | Drexel Rd | 0 | 2U | CoGen | 2026 - 2030 | \$559,601 | CoGen | 2026 - 2030 | \$0 | CoGen | 2031 - 2035 | \$10,106,992 | \$10,666,593 |
| 3141c | Tower Rd | Drexel Rd | Land O Lakes Blvd (US 41) | 0 | 2U | CoGen | 2031 - 2035 | \$1,787,011 | CoGen | 2031 - 2035 | \$4,469,946 | CoGen | 2031 - 2035 | \$27,486,088 | \$33,743,044 |
| 3142a | Tower Rd Ext / Caliente Blvd | Land O Lakes Blvd (US 41) | Ehren Cutoff | 00 | 2U | CoGen | 2031 - 2035 | \$1,218,052 | | Completed | | CoGen | 2031 - 2035 | \$18,734,912 | \$19,952,964 |
| 3011 | Wesley Chapel Blvd | SR 54/56 | Magnolia Blvd | 4D | 6D | | Completed | | | Completed | | CoGen | 2019 - 2024 | \$36,645,282 | \$36,645,282 |
| 3012 | Wesley Chapel Blvd | Magnolia Blvd | N of Oakley Blvd | 4D | 6D | | Completed | | | Completed | | CoGen | 2019 - 2024 | \$11,387,338 | \$11,387,338 |
| 3094 | Z West Ext | SR 54 | Handcart Rd | 00 | 4D | CoGen | 2031 - 2035 | \$4,322,803 | CoGen | 2031 - 2035 | \$27,016,040 | CoGen | 2036 - 2045 | \$87,895,962 | \$119,234,804 |

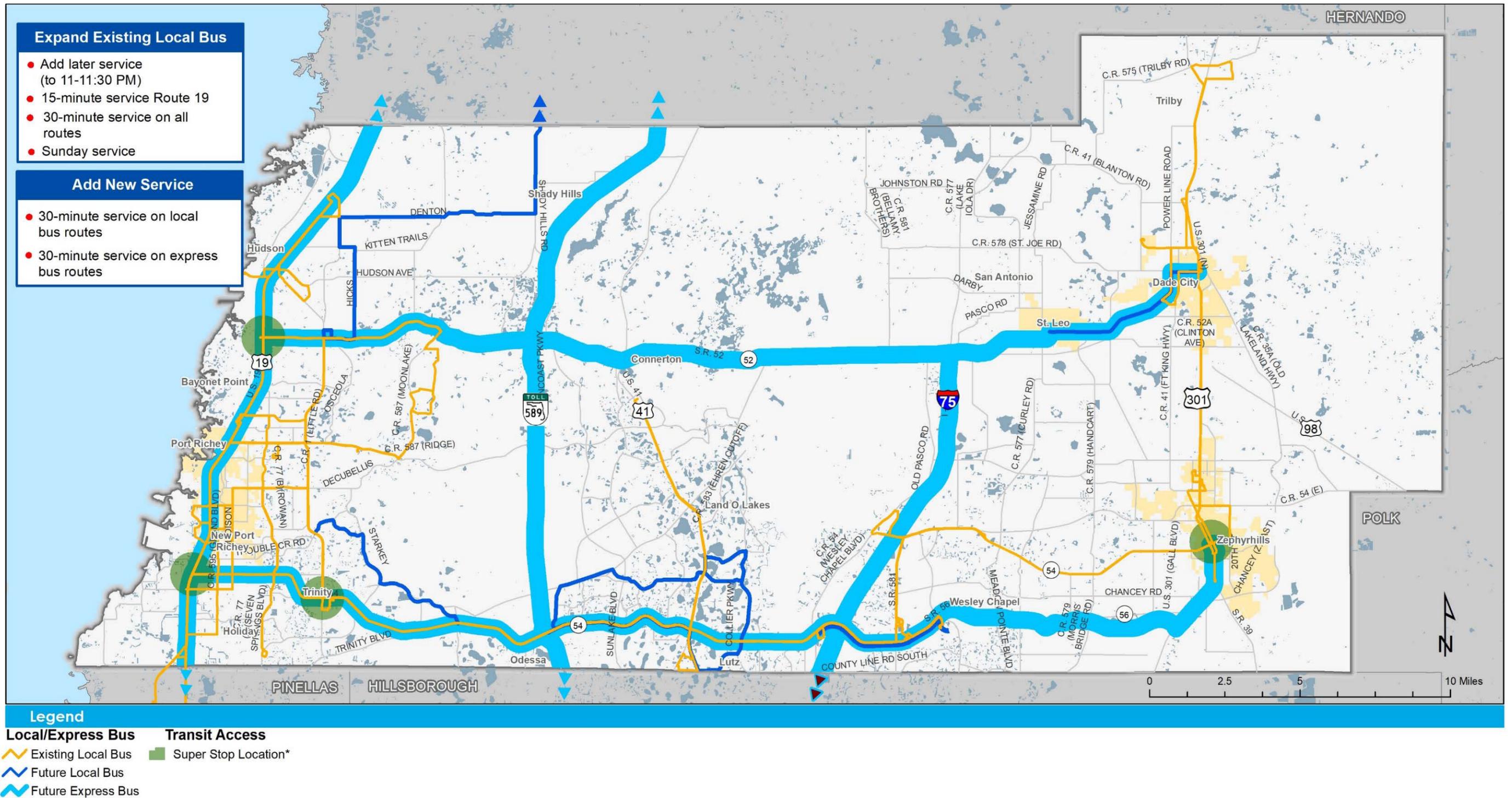
| Project Number | On Street | From | To | 2019 Lanes | 2045 Lanes | Project Development & Environment / Design | | | Right of Way | | | Construction | | | Total Cost |
|---|----------------------------------|--------------------------|----------------------------|------------|------------|--|-------------|-------------|--------------|-------------|-------------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

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

Funding Source Codes: OAPE = Other State Roadways Product Support, OARC = Other State Roadways Right of Way & Construction, TMA = Transportation Management Area Funds, TRIP = Transportation Regional Incentive Program, SIS = Federal Funds for Strategic Intermodal System

Roadways, CoMF = County Mobility Fees, COVPH = County Village of Pasadena Hills Funds, CoGen = County General Transportation Funds, Dev = Developer funded

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



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

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

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

*YOE = Year of Expenditure

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

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

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

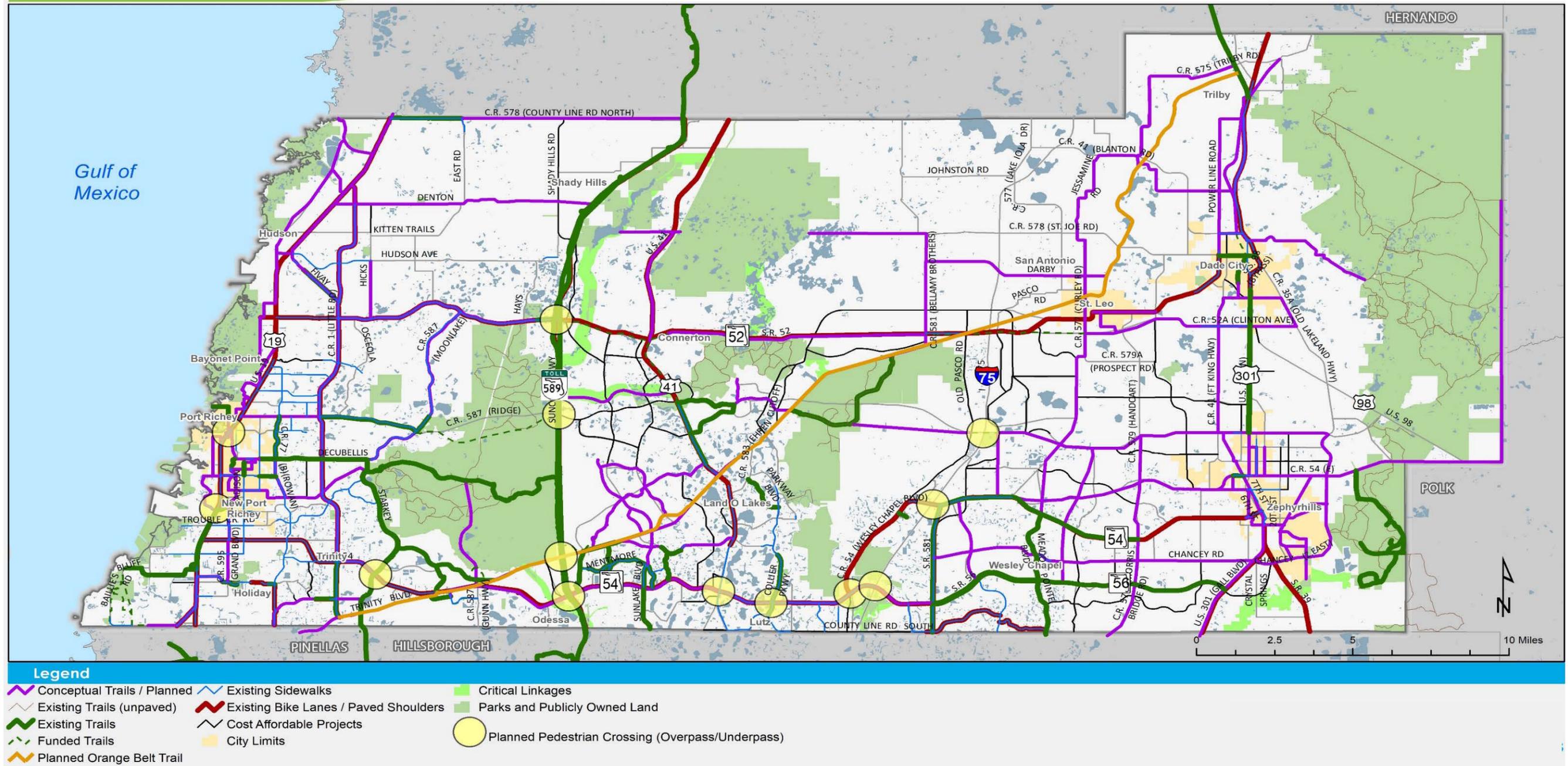
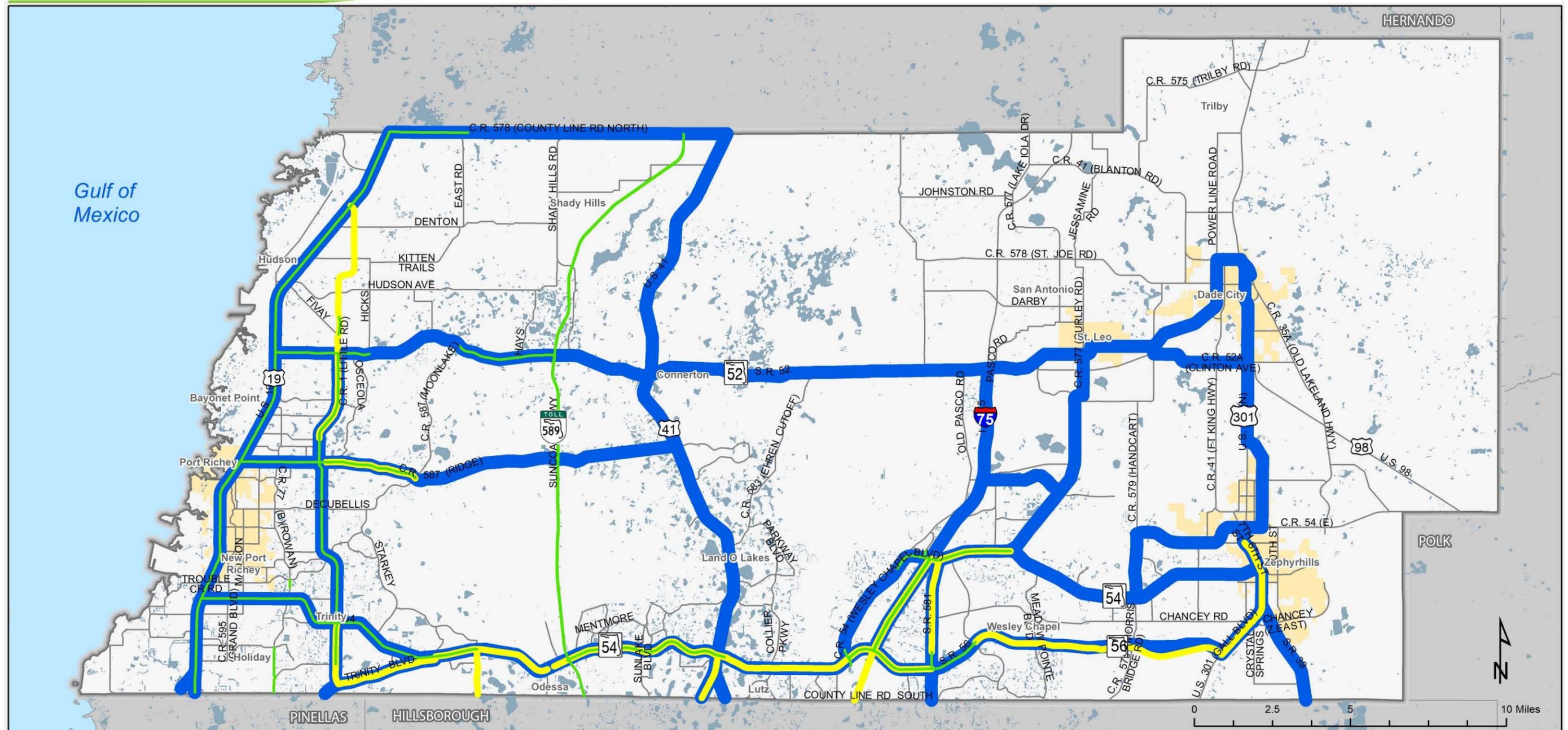


Figure 4-5: Existing and Future Technology/Intelligent Transportation Systems (ITS) Corridors



Legend

- Existing ITS
- Funded ITS
- Future ITS
- City Limits

Chapter 5 Next Steps and Implementation

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

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

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

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

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

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

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

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

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