Adopted by the Pasco County MPO Board on December 11, 2014, MOBILITY 2040 is a comprehensive, multimodal transportation “blueprint” aimed at meeting the transportation needs of Pasco County over the next 25 years.

The preparation of this report has been financed, in part, through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the United States Department of Transportation (US DOT) under the State Planning and Research Program, Section 505, or Metropolitan Planning Program, Section 104 (f) of Title 23, US Code. The contents of this report do not necessarily reflect the official views or policy of the US DOT.

In accordance with Title VI of the Civil Rights Act of 1964 and other non-discrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or familial or income status. It is a priority for the MPO that all citizens of Pasco County be given the opportunity to participate in the transportation planning process, including low-income individuals, older adults, 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.
What is MOBILITY 2040?

Adopted on December 11, 2014, MOBILITY 2040 is the Long Range Transportation Plan prepared by the Pasco County Metropolitan Planning Organization (MPO). It is a comprehensive, multimodal “blueprint” aimed at meeting the transportation needs of Pasco County and the incorporated cities/towns of Dade City, New Port Richey, Port Richey, San Antonio, Zephyrhills, and St. Leo over the next 25 years.

MOBILITY 2040 has been developed consistent with the Comprehensive Plans of the County and the six incorporated cities, which identify the goals, objectives, and policies that guide future growth in Pasco County. As a multimodal transportation plan, MOBILITY 2040 considers not only needed road improvements, but also public transportation, bicycle, pedestrian, freight, and other transportation projects.

MOBILITY 2040 relied heavily on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan. Additionally, MOBILITY 2040:

- Recognizes the inextricable tie between land use and transportation.
- Supports the economic development goals of Pasco County.
- Supports regional coordination and collaboration.
- Places emphasis on maintenance and preservation of the existing transportation system.
- Looks to provide safe, convenient, and accessible transportation options for all.
- Analyzes and weighs the potential social, economic, and environmental impacts and benefits of the plan.
- Is consistent with all applicable federal and State planning requirements.
- Is a performance-based plan that establishes metrics to monitor and evaluate the MOBILITY 2040 goals and objectives.
- Provides a fiscally-constrained financial plan based on existing and anticipated future revenues that will help address transportation needs through 2040.
Changes and shifts in demographic and socio-economic trends will continue to impact future transportation needs throughout Pasco County. What will be the extent of these impacts, and how can we plan for them now? To address these questions, demographic and socio-economic forecasts were completed during the long-range transportation planning process to determine potential changes to travel needs and behavior over the next 25 years.

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

Historically, most of the growth in Pasco County has developed in low-density, suburban land use patterns, making it difficult to target growth and land use in designated areas. Pasco County has done considerable work over the last several years to better integrate transportation and land use policy with economic development goals and has identified five distinct Market Areas, including:

- The Harbors (West Market Area Redevelopment)
- Gateway Crossings (South Market Area)
- Midlands (Central Market Area)
- Highlands (East Market Area)
- Countryside (North Market Area)

How Will Pasco County Grow in the Future?

2040 Population Distribution, Pasco County
2010 and Projected Population and Employment (2020, 2030, 2040)
Pasco County

Each Market Area has its own specific vision, mission, and associated strategies to meet the overall goals of the County. The population forecasts completed as part of MOBILITY 2040 adhere to the County’s growth policy by simulating compact growth patterns from the center of the Market Areas outward, thus discouraging the continued suburbanization of the rural areas. The employment forecasts reflect Pasco County’s policies to attract businesses and employers and provide more employment opportunities within the county for residents and commuters (including commuters from other counties).

The population of Pasco County is forecast to increase from 459,000 in 2010 to more than 905,000 in 2040, an increase of more than 90%. Employment is expected to grow at a rate more than twice that, reflecting the County’s established policies to encourage employment and business growth, with the addition of approximately 250,000 employees to the existing 125,400 over the same time period.
Key to the development of MOBILITY 2040 was identifying and ensuring consistency with various plans and visions within Pasco County and the West Central Florida region. Key elements that had a major impact in guiding the MOBILITY 2040 vision include the following:

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

**PASCO COUNTY VISION**

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

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

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

**CITY VISIONS**

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

**REGIONAL VISION AND COORDINATION**

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

To coordinate the region’s planning efforts with the goals of the County and the community vision within Pasco County, the MPO coordinates with adjacent MPOs and regional planning groups at the citizen, staff, and elected official levels. Over time, these coordination efforts have progressed to now include the Tampa Bay Area Regional Transportation Authority (TBARTA), the West Central Florida Chairs Coordinating Committee (CCC), and the recently-formed Tampa Bay Transportation Management Area (TMA) Leadership Group. In a larger context, the MPO also coordinates closely with the State of Florida through the District 7 office of the Florida Department of Transportation (FDOT).
Consistent with federal requirements, the Pasco County MPO’s Public Participation Plan supported a comprehensive and continuous public outreach process during the development of MOBILITY 2040. To collect important input from community members and stakeholders throughout the plan’s development, numerous outreach methods were used. Additional detail about the outreach process can be found in the complete MOBILITY 2040 report, which is available at www.mobility2040pasco.com.

Pasco County Inter-County Travel Patterns

> Pasco County is centrally-located within the West Central Florida region.
> On a typical weekday, an estimated 1.7 million trips originate in Pasco County, 23% of which have destinations in Hillsborough (14%) and Pinellas Counties (9%).
> An estimated 1.4 million trips per weekday have destinations within Pasco County, with the most common adjacent origin counties being Hillsborough (6%), Pinellas (3%), and Hernando (3%).

PUBLIC PARTICIPATION

The Pasco County MPO’s Public Participation Plan is a federally-required plan that was used to develop the Public Involvement Plan for MOBILITY 2040. Significant opportunities for public input were provided through open house public workshops, discussion groups, on-line and interactive surveys, and more, with 3,600+ people participating in the planning process.
The MOBILITY 2040 Cost Affordable Long Range Transportation Plan (LRTP) reflects a $7.2 billion transportation program from 2020 to 2040. Compared to the total cost of the 2035 LRTP (adopted in 2009), the 2040 Plan represents a reduction of 26%, primarily due to lower revenues from federal/State sources and some reductions in local transportation revenue. The distribution of costs by transportation mode and program is summarized in the table below for the 2040 Needs and Cost Affordable Plans.

The following are key observations about the MOBILITY 2040 Cost Affordable Plan:

- Transit investment increased significantly, from 15% in the 2035 Plan to 26% in MOBILITY 2040. This reflects a policy transition toward greater investment in multimodal solutions, especially major transit investments within the SR 54/56 and US 19 corridors. MOBILITY 2040 resulted in the ability to fund nearly all of the transit needs identified for Pasco County (see map on pages 12–13), with only two exceptions: (1) commuter rail on the CSX rail line running parallel to US 41 (which will be studied in cooperation with the Hillsborough County MPO), and (2) I-75 express bus service north of SR 52 and connecting to Hernando County (which was not included in the Hernando County MPO’s 2040 LRTP).

- Highway maintenance investment increased significantly, from 2.4% in the 2035 Plan to more than 9.6% in MOBILITY 2040, by dedicating all of Pasco County’s 1st Local Option 5-cent Fuel Tax to highway maintenance. Maintaining the existing transportation system has become increasingly important, as evidenced by this commitment.

MOBILITY 2040 Needs and Cost Affordable Plans
Summary Distribution of Costs by Transportation Mode/Program, 2020–2040 (in millions)

<table>
<thead>
<tr>
<th>Mode/Program</th>
<th>Needs Plan</th>
<th>Cost Affordable Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014 $</td>
<td>Percent Distribution</td>
</tr>
<tr>
<td>Highway Expansion</td>
<td>$4,500</td>
<td>69.1%</td>
</tr>
<tr>
<td>Highway Maintenance</td>
<td>$417</td>
<td>6.4%</td>
</tr>
<tr>
<td>Transit (Operations &amp; Capital)</td>
<td>$1,500</td>
<td>23.0%</td>
</tr>
<tr>
<td>Technology/Congestion Management</td>
<td>$42</td>
<td>0.6%</td>
</tr>
<tr>
<td>Trails, Sidewalks, Bicycle Facilities</td>
<td>$58</td>
<td>0.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$6,517</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Highway expansion investment declined significantly, from nearly 82% in the 2035 Plan to about 62% in MOBILITY 2040 as a result of increased highway maintenance and transit investments.

Investment in trails, sidewalks, and bicycle facilities more than doubled, from 0.5% to 1.3%—$48 million in the 2035 Plan to $94 million in MOBILITY 2040. This reflects a greater policy emphasis on these alternative transportation modes and the desire for the associated recreational/tourism benefits.

Investment in transportation technology (Intelligent Transportation Systems, or ITS) and short-term congestion management improvements (intersection and safety improvements) increased slightly, from 0.7% to 1.0%, with the total investment remaining at $71 million. These investments are used to increase the operational efficiency and safety of the existing transportation system.

Key MOBILITY 2040 transportation improvements include roadway capacity, transit facilities and services, and multi-use trails. Maps of these planned improvements are listed below and illustrated on the following pages:

- Existing and Committed Roadway Improvements and Number of Lanes, 2014–2019
- Roadway Capacity Improvements and Number of Lanes, 2020–2040 Cost Affordable Plan

Selected Major Roadway Capacity and Transit Projects, 2020–2040

<table>
<thead>
<tr>
<th>Roadway Capacity Projects</th>
<th>Transit Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 52 (2 to 4 lanes from US 41 to Old Pasco Rd; 2 to 4 lanes from Old Pasco Rd to Mckendree Rd)</td>
<td>Ridge Rd Extension (from Suncoast Pkwy to US 41)</td>
</tr>
<tr>
<td>US 301 (one-way pair from 2 to 3 lanes in Zephyrhills: 4 to 6 lanes north of Zephyrhills)</td>
<td>Little Rd (4 to 6 lanes from Mitchell Blvd to DeCubellis Rd where not already 6 lanes)</td>
</tr>
<tr>
<td>Willow Bend Pkwy/Collier Pkwy/County Line Rd (2 to 4 lanes from Dale Mabry Blvd to Bruce B. Downs Blvd)</td>
<td>Wesley Chapel Blvd (2 to 4 lanes and intersection improvements on Old Pasco Rd)</td>
</tr>
<tr>
<td>Overpass Rd Extension (4 lanes from I-75 to US 301)</td>
<td>US 41 (2 to 4 lanes from north of Connerton to SR 52)</td>
</tr>
</tbody>
</table>

The MOBILITY 2040 Transportation Plan was developed to reinforce the goals adopted by the MPO Board to guide the plan development process. Six goals were adopted:

1) Support economic development.
2) Improve safety & security.
3) Provide local and regional connectivity & transportation choices.
4) Create quality places.
5) Provide a reliable & efficient multimodal transportation system.
6) Encourage public participation.
Existing and Committed Roadway Improvements and Number of Lanes, 2014–2019, Pasco County

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

Source: Pasco County MPO, Fiscal Years 2014/15 through 2018/19, Transportation Improvement Program (TIP), Final (adopted June 12, 2014)
Alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include significant public engagement regarding alternative improvements to the SR 54/56 corridor.

US 19 Corridor Improvements

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

Notes:
- Refer to Appendix B of complete MOBILITY 2040 plan for details on phasing.
- Map reflects projects constructed by 2040.
- All alignments are conceptual.
Existing and 2040 Transit Facilities and Services, 2020-2040 Cost Affordable Plan, Pasco County

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

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

**Add New Service**
- 15-minute service on premium bus and Bus Rapid Transit
- 30-minute service on all local and express bus routes

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

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**Transit Access**
- Intermodel Center*
- Park and Ride/Visitors Center*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*

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

**Premium Transit**
- Premium Bus (mixed traffic)
- Bus Rapid Transit (with maintenance lanes)
- Express Bus in Express Lanes
- Fixed Guideway Transit/CSX Joint Use Corridor Study (Hillsborough County MPO)

*Note: Locations are conceptual. Actual locations will be determined based upon future studies and recommendations.
The Starkey Park Wilderness Trail exemplifies the type of recreational facility desired throughout Pasco County; more of these facilities are planned as part of MOBILITY 2040. A rendering of a typical multi-use trail design is illustrated below.
Summary and Next Steps

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

WHAT DOES MOBILITY 2040 DO FOR PASCO COUNTY?

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

> Population in Pasco County is projected to increase from 459,000 in 2010 to more than 905,000 in 2040, an increase of more than 90%.

> With the addition of approximately 250,000 employees by 2040, employment is expected to grow at a rate more than twice the projected population increase, reflecting the County’s established policies to encourage employment and business growth.

> Pasco County’s vision of identifying market areas and designating the urban service area attempts to transform the character and location of growth, especially within the key corridors of SR 54/56, US 19, and other subareas of the county.

> More than 3,600 citizens participated in the development of the MOBILITY 2040 Plan through stakeholder interviews, discussion groups, website/social media, MPO committee and Board meetings, surveys, e-mail blasts/project materials, and public workshops/open houses.

> MOBILITY 2040 reflects a $7.2 billion (in year-of-expenditure dollars) transportation program from 2020 to 2040. When compared to the total cost of the 2035 LRTP (adopted in 2009), the 2040 Plan represents a reduction of 26%, primarily due to lower revenues from federal/State sources and some reductions in local transportation revenue.

> An estimated $6.3 billion—nearly 88% of the $7.2 billion transportation plan—comes from local funding sources.

> The transformation to a more multimodal transportation plan is characterized by significant relative investment increases when the 2035 Plan (adopted in 2009) and MOBILITY 2040 (adopted in 2014) are compared side by side. The share of total investment increased for the following alternative transportation elements:

  ♦ Transit (from 15% to 26%)
  ♦ Highway Maintenance (from 2% to 10%)
  ♦ Trails/Sidewalks/Bicycle Facilities (from 0.5% to 1.3%)
  ♦ Transportation Technology and Congestion Management (from 0.7% to 1.0%)
Nearly all of the transit needs identified for Pasco County are funded in MOBILITY 2040 (largely due to the Charter County Sales Surtax, which is assumed to be in place from 2025 to 2040). Unfunded road capacity improvements in the MOBILITY 2040 Needs Plan remain significant and are identified in Appendix B of the complete MOBILITY 2040 report. Should additional funding be identified, these unfunded needs should be considered and future amendments made to MOBILITY 2040, as appropriate.

NEXT STEPS

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

Key next steps include the following:

> Use the MOBILITY 2040 LRTP to guide future updates to the 5-Year Transportation Improvement Program (including the “List of MPO Priority Projects” developed annually), the 15-Year County Capital Improvement Program, the Comprehensive Plans of the County/Cities, the Access Pasco 10-Year Transit Development Plan, and other transportation plans developed by the MPO, Pasco County, and the municipalities within the county. This will help ensure consistency in planning throughout Pasco County.

> Support County/City implementation activities associated with the following plans and studies:
  ♦ The Harbors – West Market Area Redevelopment Plan
  ♦ Other market area plans developed over time
  ♦ Lacoochee/Trilby Strategic Master Plan
  ♦ US 301 Corridor/Land Use Vision and Transportation Strategy Study
  ♦ Dade City, New Port Richey, and Zephyrhills visions to revitalize their downtown areas
  ♦ Port Richey vision to provide more coastal amenities such as parks and trails and to generally improve the sense of place for their city

> Continue and expand ongoing efforts to proactively involve citizens, businesses, elected officials, and other stakeholders in subsequent planning processes of the MPO and its partners.

> Continue to collaborate and coordinate with regional transportation planning activities in the Tampa Bay region, including TBARTA, the TMA Leadership Group, FDOT-coordinated committees (Technical Review Team), and other regional forums as appropriate.

> Pursue follow-up studies and plans to identify more specific action plans and timeframes for improvements within specific corridors and sub-areas throughout Pasco County, including:
  ♦ SR 54/56 – According to MOBILITY 2040, “alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 LRTP and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes.
In addition, future corridor assessment will include significant public engagement regarding alternative improvements to the SR 54/56 corridor. Possible categories of improvements to the corridor might include:

- Premium transit improvements
- Exclusive bus lanes (median or adjacent right-of-way)
- Overpasses/interchanges
- Queue jumps
- Intersection improvements
- Elevated lanes

US 19 – US 19 improvements will be based upon future studies and recommendations consistent with the vision of the adopted Harbors West Market Area Redevelopment Plan.

US 98 Realignment – Conduct a study to determine the feasibility and potential realignments of US 98 to connect to the Clinton Road Extension at US 301 and help facilitate east/west travel in the region.

US 98 Capacity Expansion – Corridor assessment will be conducted regarding possible capacity expansion of US 98 in Pasco and Polk counties.

Lacoochee Area – Future consideration will be given to more sidewalks and bus shelters in the Lacoochee area.

County-Wide Bicycle/Pedestrian Master Plan – The MPO will prepare a comprehensive bicycle/pedestrian master plan to better define specific projects and opportunities for non-motorized transportation improvements. In addition, the master plan will include a comprehensive update to the inventory of sidewalks and bicycle facilities, which will assist in more easily performing spatial evaluation of future needs and opportunities.

> Complete efforts to refine and simplify the Congestion Management Process to more efficiently define lower-cost projects for integration into work programs of the MPO, County, and FDOT.

> Continue to evaluate crash data and transportation safety on an annual basis and update the Pedestrian Safety Action Plan in FY 2015/16.

> Facilitate policy discussion of funding strategies for MOBILITY 2040, which currently assumes the availability of a 1% Charter County Sales Surtax starting in 2025 following the sunset of Penny for Pasco in 2024. To facilitate the transformation to a comprehensive multimodal approach to transportation in Pasco County, the Charter County Sales Surtax or some other new local funding source is absolutely necessary.
THE CHALLENGES AHEAD

Pasco County and its municipalities have significant challenges ahead, including those related to transportation mobility and accessibility within the county as well as connectivity to the greater Tampa Bay region.

With MOBILITY 2040, the Pasco County MPO is striving to support the transformation of the community to manage and incentivize growth, secure and increase the number of businesses and jobs, improve transportation infrastructure and services to help facilitate regional connectivity, and continue to find innovative ways to fund a comprehensive multimodal transportation system that reinforces the Strategic Plan and vision of Pasco County, its municipalities, and the MPO.

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

The Multiway Boulevard is a concept developed by Pasco County for sections of US 19 with higher traffic levels, greater pedestrian activity, and potentially higher density development. The aerial view (above) and the cross section (below) depict what the Boulevard concept might look like along the US 19 corridor in Pasco County.
For additional information on the MOBILITY 2040 Long Range Transportation Plan, please refer to the project website (www.mobility2040pasco.com). The following documents and much more are available for review.

**Final Reports**
- MOBILITY 2040 Long Range Transportation Plan, Summary Report (May 12, 2015)

**Technical Reports**
- Technical Report No. 2: Socioeconomic Forecast Development
- Technical Report No. 3: MOBILITY 2040 Plan Performance
- Technical Report No. 4: Revenue and Costs
- Technical Report No. 5: Public Outreach
- Technical Report No. 6: Socio-cultural Effects and Environmental Justice
- Technical Report No. 7: Congestion Management Process
- Technical Report No. 8: Safety and Security
- Technical Report No. 9: 2040 Long Range Transit Element
- Technical Report No. 10: Environmental Resources
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*Special Acknowledgement: Over the last two years during the preparation of the LRTP, Pasco County Commissioners Henry Wilson and Pat Mulieri participated in the development of the Needs Plan and Cost Affordable Plan. Their efforts are appreciated, and their contributions are recognized in the completion of the MOBILITY 2040 Long Range Transportation Plan.

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