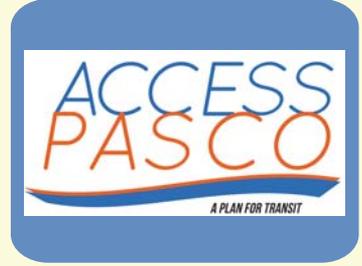




PUBLIC PARTICIPATION PLAN

A Guide to Participating in the Transportation Planning Process



Pasco County Metropolitan
Planning Organization
8731 Citizens Drive
New Port Richey, FL 34654

Pasco County MPO Public Participation Plan A Guide to the Transportation Planning Process



Pasco County Metropolitan Planning Organization
West Pasco Government Center
8731 Citizens Drive, Suite 320
New Port Richey, FL 34654

Public Participation Plan (PPP)

Adopted on

February 13, 2014

Amended December 11, 2014

Page 2-2, TIP Priority List Development

This report was funded in part through grant(s) from the Federal Highway Administration (and Federal Transit Administration), U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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 for the MPO that all citizens in Pasco County be given the opportunity to participate in the transportation planning process, including low-income individuals, the elderly, persons with disabilities, and persons with limited English proficiency. You may contact the MPO, Title VI Specialist at (727) 847-8140 if you have any discrimination complaints.

Pasco County Metropolitan Planning Organization

West Pasco Government Center
8731 Citizens Drive
New Port Richey, FL 34654

Phone: 727-847-8140

Email: mpocomments@pascocountyfl.net

Web: www.pascompo.net

For comments or questions regarding the PPP, please contact Ms. Mabel Risner by email at the following address mpocomments@pascocountyfl.net, or by calling the MPO directly at the number listed above.

Pasco County MPO Board Members

The Honorable Henry Wilson, MPO Chairman..... County Commissioner, District 4
The Honorable Lance Smith, MPO Vice Chairman Councilman, City of Zephyrhills
The Honorable Theodore J. Schrader..... County Commissioner, District 1
The Honorable Pat Mulieri, Ed. D..... County Commissioner, District 2
The Honorable Kathryn Starkey..... County Commissioner, District 3
The Honorable Jack Mariano County Commissioner, District 5
The Honorable Camille Hernandez Mayor, City of Dade City
The Honorable Eloise Taylor Mayor, City of Port Richey
The Honorable Jeff Starkey Councilman, City of New Port Richey
Mr. Paul Steinman (non-voting advisory) FDOT, District Seven Secretary

Prepared by



URS
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462

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Section 1: Getting Started

ABOUT THE PASCO METROPOLITAN PLANNING ORGANIZATION

The Pasco County Metropolitan Planning Organization (MPO) was established in 1982, and serves as the transportation planning agency responsible for establishing priority multimodal transportation projects (such as highway, transit, bicycle, pedestrian, aviation, freight, and rail) for Pasco County. The Pasco County MPO ensures that federal funds for transportation are spent throughout the County based on a continuing, cooperative, and comprehensive process (commonly referred to as the 3-C process) that is fair and neutral and incorporates public participation.

The *Federal-Aid Highway Act of 1973* established the requirements that every urbanized area with a population of more than 50,000 persons must have a designated MPO to qualify for federal highway or transit assistance [23 Code of Federal Regulations (CFR) 450.310(a)]. The primary funding sources for the MPO come from two federal grants administered through the Florida Department of Transportation (FDOT). The 2005 *Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users* (SAFETEA-LU) established a requirement for transparency for the public engagement process using electronic methods and visualization techniques to guide the development of public participation plans and programs (23 CFR, parts 450.210 and 450.316). The most current federal legislation, *Moving Ahead for Progress in the 21st Century Act* (MAP-21) further supports the same public participation requirements established in SAFETEA-LU. For more information on the acronyms and definitions used in this document see Appendix A-1 and for a summary of federal and state requirements, see Appendix A-2.

The MPO works hand-in-hand with Pasco County residents; local, state, regional, and federal transportation agencies; and elected officials to develop plans, programs, and projects that address short-term (up to five years) and long-term (up to 20 years) needs. The MPO is required to consider

MPO Board Representatives include:

- City of Dade City
- City of Zephyrhills
- City of Port Richey
- City of New Port Richey
- County Commission Districts 1, 2, 3, 4, and 5
- FDOT, District Seven Secretary (non-voting advisory)

public input during the transportation planning process. The MPO staff is responsible for coordinating public input and incorporating the desires of the citizens into the plans and programs that are approved by the MPO Board. The MPO Board includes elected officials with one representative from each of the four city governments and all five County Commission Districts.

The United States Department of Transportation (USDOT) relies on MPOs to develop plans and programs to ensure that existing and future expenditures of governmental funds are based on the 3-C process. The USDOT will only approve federal funding for intermodal transportation projects if they are in an MPO's plans and programs. The Pasco County MPO directs how and where available local, state, and federal dollars for transportation improvements will be allocated. The MPO acts as the liaison between the local communities and the USDOT.

As defined by federal and state transportation regulation, the primary functions of the Pasco County MPO are as follows:

- Establish the goals, objectives, and policies governing transportation planning in the County.
- Direct the preparation of, adopt, and maintain the long-range and short-range projects and strategies of the Transportation Plan which addresses no less than a 20-year planning horizon.
- Develop and adopt a Unified Planning Work Program (UPWP) that identifies activities and budget per planning activities to be undertaken in the metropolitan area by the MPO.
- Update and recommend projects for implementation through the adoption of the Transportation Improvement Program (TIP), a five-year program for intermodal improvement, along with performing the air quality conformity determination if required based on a change of conformity status.

The MPO's plans and programs are reviewed by the FDOT, and the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) (both the FHWA and FTA are under the umbrella of the USDOT). In addition to the annual review of plans and programs, the Pasco County MPO participates in a quadrennial certification process as part of the Tampa Bay Transportation Management Area (TMA) along with the Pinellas County and Hillsborough County MPOs. TMAs are designated by the U.S. Census Bureau every 10 years for urbanized areas (UZAs) with populations exceeding 200,000. The Tampa Bay TMA was part of a quadrennial review conducted in early 2013, and public comment was invited during an MPO Board public hearing on February 14, 2013. The Tampa Bay TMA received full certification approval from FHWA as of December 3, 2013.

WHAT IS A PUBLIC PARTICIPATION PLAN?

The Public Participation Plan (PPP) describes the Pasco County MPO's strategies and techniques to inform and involve the public in the transportation planning process. This Plan is a blueprint to follow on how the public can participate in the MPO's required activities. Engaging the public in the decision-making process is important to the success of all the MPO's transportation planning programs and activities, and the purpose of a PPP is to provide ample opportunities and guidelines to ensure the public participation is facilitated.

Public involvement is encouraged at all stages of the transportation lifecycle. Early and continuing public involvement allows the MPO Board to be aware of potential issues, problems, and impacts; to discuss them more comprehensively; and to determine how to address such concerns. When the MPO prepares plans and programs, public input is vital to fully-understand and assess potential impacts as viewed by the community. There is tremendous value in emphasizing the benefits of public outreach and participation at these early stages as the public may evaluate the options and provide the necessary input before the project goes to the funding and implementation stages.

WHO CAN PARTICIPATE?

Who can participate? All interested parties may participate. The Florida Statutes (F.S.), Chapter 339.155 includes a listing of how the state and federal governments define an interested party.

In carrying out the PPP, the MPO shall, to the maximum extent possible: (1) hold public meetings at convenient and accessible locations and times; (2) employ visualization techniques to describe transportation plans and programs; and (3) make public information available in an electronically-accessible format, such as the MPO's website, as appropriate to afford reasonable opportunities for consideration of public comment and opinion.

The goal of the MPO's PPP is to ensure that all citizens, regardless of race, color, religion, income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the MPO's decision-making process.

Interested parties include:

- General public
- Affected public agencies
- Public transportation employees
- Private transportation providers
- Public transportation users
- Freight shippers
- Users of bicycle/pedestrian facilities
- Disabled
- Others as appropriate

ORGANIZATION OF THE PPP

The Pasco County MPO is responsible for conducting many required activities that support the transportation planning process. Citizen participation is encouraged and incorporated into each of the plans and programs the MPO develops. Committees such as the Citizens Advisory Committee (CAC) and the Bicycle/Pedestrian Advisory Committee (BPAC) are chaired and conducted through citizen participation. The Technical Advisory Committee (TAC) includes technical staff from the various transportation entities, including the County Engineering and Planning departments. It also includes representatives from the FDOT, local governments, school board, and agencies that represent the general population of Pasco County. This PPP is organized to provide an explanation of the required public participation functions of the Pasco County MPO. **You may click on any section below and be directed to that information.**

[Section 1: Getting Started](#)

[Section 2: Pasco County MPO Functions](#)

[Section 3: Public Notification Requirements](#)

[Section 4: Tools and Techniques for PPP](#)

[Section 5: Engaging the Traditionally Underserved](#)

[Section 6: MPO's Goals and Objectives](#)

Section 2: Pasco County MPO Functions

PLANS AND PROGRAMS CONDUCTED BY THE METROPOLITAN PLANNING ORGANIZATION

The Pasco County Metropolitan Planning Organization (MPO) is responsible for developing and adopting a variety of plans and programs that support the transportation system for Pasco County and appropriate regional connections. This Section provides a brief summary of the MPO’s major functions. Public participation is encouraged during the development of the plans and programs and through participation on the MPO’s advisory committees. For more information about the functions of the MPO, please refer to the MPO’s website address: www.pascompo.net or contact the MPO directly by calling (727) 847-8140.

Long-Range Transportation Plan

The Long-Range Transportation Plan (LRTP) identifies Pasco County’s transportation improvements for highway, transit, bicycle, pedestrian, aviation, freight, rail, and Intelligent Transportation System (ITS) projects over the next 20 years. These projects are necessary to maintain transportation mobility due to anticipated growth in Pasco County. The LRTP development starts with identifying a list of needed improvements without concern for costs. The list of needed projects is then balanced with the amount of funding available or estimated to be available to create a comprehensive list of all cost affordable transportation improvements planned for the next 20 years.

Participation in the LRTP

Currently, the Pasco County MPO is conducting a major LRTP update (required every five years) with an anticipated adoption date of December 2014. The Pasco County LRTP logo is **Mobility 2040**. The MPO’s website always provides a link to the latest LRTP documents, and during the adoption process, the Mobility 2040 Plan has a specific website: www.mobility2040pasco.com.



The graphic to the right illustrates the LRTP process has a defined plan for involving the public, which includes all interested parties, stakeholders, an LRTP technical review team, Florida Department of Transportation (FDOT) staff, and MPO advisory committees. Public involvement occurs heavily throughout the development of the LRTP, and the 2040 Mobility Brochure on the next page shows the four major phases: early public outreach; development of a needs list of projects; development of the cost affordable list of projects (where projects are matched with funding); and plan adoption.



MOBILITY 2040
Pasco County MPO
Transportation Plan

Public Involvement Plan

Who is involved?

- The Public
- Stakeholders
- MPO Staff
- LRTP Technical Review Team
- FDOT/County/City Staff
- MPO Committees
 - Citizens Advisory Committee
 - Technical Advisory Committee
 - Bicycle and Pedestrian Advisory Committee



Mobility 2040 Brochure



Transportation Improvement Program

The Transportation Improvement Program (TIP) is used as a short-term transportation planning document and is updated annually. The TIP contains the list of the priority transportation improvements that are funded in the upcoming five years. The list is derived from the priorities established in the LRTP.

TIP Priority List Development

The TIP’s List of Priority Projects (LOPP) is completed on an annual cycle in two steps. The first step creates a multimodal list of priority projects to be completed in the next five years and begins in the August/September time frame. The LOPP is taken to the MPO Board for adoption each September with a transmittal deadline of October 1st to the FDOT. The LOPP is used as input for the development of the FDOT’s Tentative Five-Year Work Program (and ultimately into the State’s Transportation Improvement Program or STIP) for consideration as part of the statewide funding allocation process. The FDOT Work Program also has a public review and comment period in December, which leads to a public hearing and approval of a Final FDOT Work Program and a final MPO TIP LOPP which moves forward into the MPO’s next year TIP. The LOPP is adopted in June/July of the following year and used to develop the next draft of the final TIP document. This cycle re-occurs again in August/September for the next cycle of development of the LOPP. It should be noted that the MPO’s public participation process for the TIP document also satisfies the Pasco County Board of County Commissioners' public participation requirements for the Federal Transit Administration Section 5307 Program of Projects (POP).

Final TIP Development

Following adoption of the LOPP, the MPO develops the draft TIP document, which is produced and taken to the MPO Board for a 30-day comment period the following year between March/April and approved during June/July. The final document must be submitted to the FDOT by July 15th. Public involvement is encouraged throughout the process, but more specifically solicited during the development of the TIP LOPP and again prior to the final TIP adoption.

The MPO is also responsible for developing a Congestion Management Process Plan (CMP) for Pasco County which identifies operational and safety improvements that are anticipated to reduce congestion and improve the overall operation of the transportation system, with specific attention paid to safety and mobility. Each year, in conjunction with the annual TIP update, the CMP Task Force assesses the transportation system, reviews congested and hazardous corridors and hot spots, and develops a project priority list to be considered as part of the LOPP and TIP development process. The CMP is available on the MPO's website.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is developed on a bi-annual basis to define the planning activities and estimated budget for tasks to be undertaken by the MPO staff. The UPWP is amended every other year and must be approved by the MPO Board and the MPO's advisory committees, as well as FDOT, Federal Transit Authority (FTA), and Federal Highway Administration (FHWA). The funding associated with each task for the first year, and the estimated budget for the following year may be amended as necessary. The UPWP also provides a status report on the activities undertaken in the previous year to highlight accomplishments.

Special Projects

The MPO undertakes special studies and projects that are of particular community, regional, and statewide significance. These projects are provided on the MPO's website and examples of special projects include:

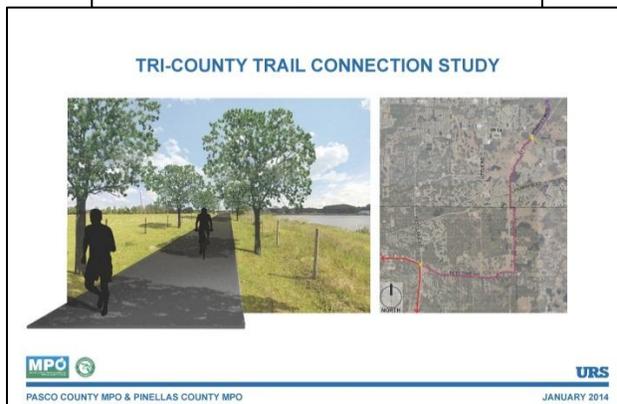
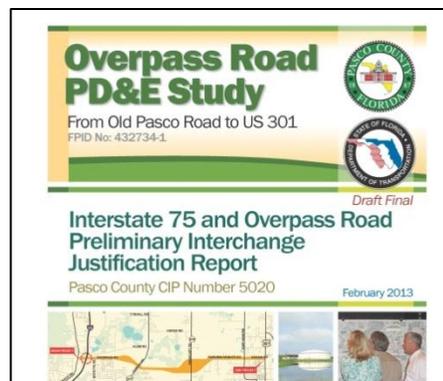
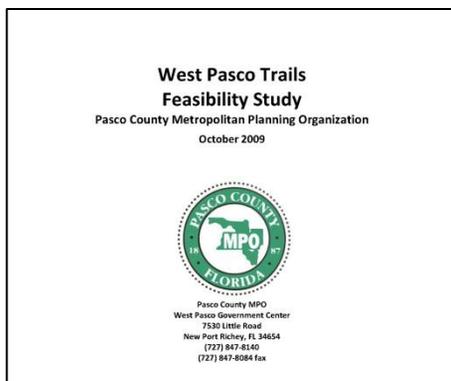
- Tri-County Access Plan – identifies public transportation services to low-income persons for the purpose of accessing jobs and to elderly and disabled persons to increase integration into the workforce and participation in the community. The Tri-County Access Plan is developed in cooperation with Pinellas County and Hillsborough County MPOs.
- National Citizen Survey – The National Citizen Survey is a nationally-utilized tool developed to provide a statistically valid survey of residents' opinions about their community and services provided by local governments. The Pasco County Board of County Commissioners utilized the survey tool in 2013 and the MPO supported the development of the transportation questions used for the survey. Information from this survey is shared with the MPO for future plans and programs development. Additional information regarding the survey and the results from the 2013 effort are available on the Pasco County website at www.pascocountyfl.net.

SURVEY BACKGROUND

ABOUT THE NATIONAL CITIZEN SURVEY™

The National Citizen Survey™ (The NCS) is a collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA). The NCS was developed by NRC to provide a statistically valid survey of resident opinions about community and services provided by local government. The survey results may be used by staff, elected officials and other stakeholders for community planning and resource allocation, program improvement and policy making.

- Tri-County Trail Connector – The Connector is a multiuse path/trail facilities project that has been conducted in cooperation with Pinellas County (directly to the south of Pasco County) as part of a regional and statewide system of trails. The project included two workshops and presentations to a Trails Advisory Committee, as well as review by the MPO advisory committees and MPO Board.
- The West Pasco Trails Feasibility Study and the Bus Stop Accessibility and Connectivity Study are examples of trails and transit projects that have been conducted and are available on the MPO’s website.
- Corridor Projects and Other Projects –other projects may include corridor action plans and corridor alignment studies such as the Overpass Road Project Development and Environment (PD&E) Study completed in coordination with the FDOT.



Transit Development Plan

The Pasco County Public Transportation (PCPT) Department is the lead agency to conduct the development of the Transit Development Plan (TDP), with coordination and support from the MPO staff. The TDP is a 10-year strategic transit plan (that is updated every five years), which specifically addresses the needs and objectives of the area transit operator. In developing the TDP, PCPT analyzes the existing transit system, prioritizes transit service and capital improvements, justifies funding requests, and develops a prioritized list of transit improvements. The MPO pays for the development of the TDP out of the MPO’s 5303 Federal Transit Administration Funds and co-manages the TDP

development with PCPT staff. The two County agencies work hand-in-hand in supporting the development of this multimodal transportation plan.



The most recent TDP update was adopted by the MPO Board October 10, 2013. The branded logo is Access Pasco and the document is Access Pasco Ten-Year Transit Development Plan FY 2014-2023.

PCPT Website

Throughout development of the TDP, materials are placed on the PCPT website for the public to reference. Items may include maps, project lists, newsletters, and comment forms. The Draft TDP is made available on the PCPT Website (www.ridepcpt.com) for public review before final approval.



MPO Committee and Board Meetings for TDP

The MPO’s advisory committees review the TDP, the MPO Board adopts it, and then the Board of County Commissioners adopts the TDP. Public notice is provided for these meetings to hear and respond to concerns during the public comment portion of the meetings.

TDP Agency Coordination

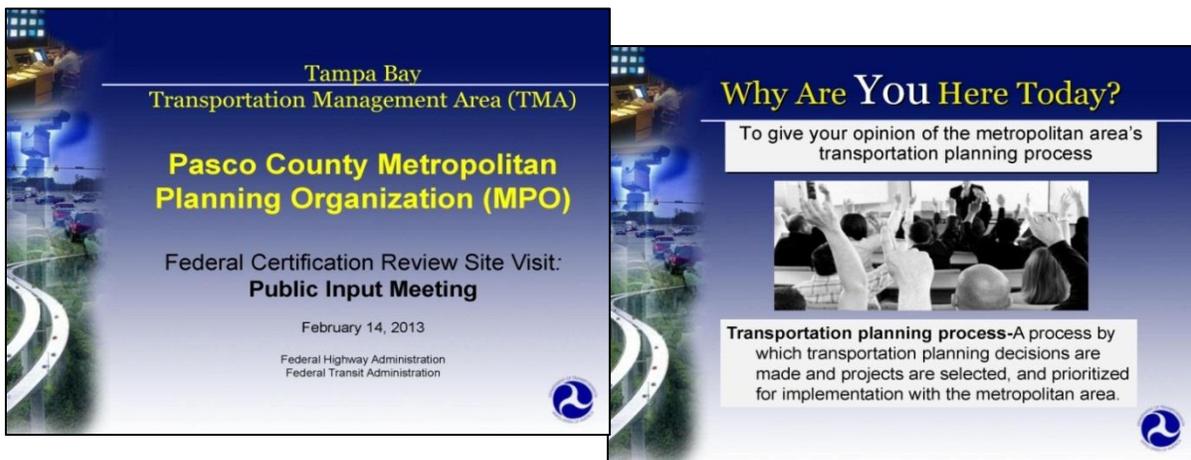
Regional Coordination – Throughout development of the TDP, PCPT, and the MPO work closely with regional agencies such as the Tampa Bay Area Regional Transportation Authority (TBARTA) and neighboring transit agencies such as the Hillsborough Area Regional Transit Authority (HART) and the Pinellas Suncoast Transit Authority (PSTA) to develop a transit plan that reflects regional needs, as well as connections to adjacent transit agencies. A representative of PCPT participates on the TBARTA Transit Committee and works closely with TBARTA staff to ensure the PCPT plan is regionally consistent.

Coordination with Federal, State, and Local Officials – PCPT coordinates with FTA, FDOT, the Pasco MPO and other County departments while developing the TDP.

Quadrennial Certification

The Pasco County MPO participates in a quadrennial certification process as part of the Tampa Bay Transportation Management Area (TMA) along with Pinellas County and Hillsborough County MPOs. TMAs are designated by the U.S. Census Bureau every 10 years for new urbanized areas (UZAs) with populations exceeding 200,000, following the conclusion of each decennial census. Once designated as part of a TMA, each MPO participates in a quadrennial review by the federal government, which

includes a review of all of the processes the MPO is responsible for administering, including implementing a Public Participation Plan (PPP).



The Tampa Bay TMA was part of a quadrennial review in early 2013, and public comment was invited during an MPO Board public hearing on February 14, 2013. The Tampa Bay TMA received the certification approval as of December 3, 2013 as shown below:

FHWA and FTA jointly certify that the transportation planning process of the Tampa Bay Urbanized Area Transportation Management Area, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until June 2017.

MPO BOARD, CAC, TAC/CMP, BPAC, LCB AND MPO STAFF

The MPO is required to have an MPO Board; a Technical Advisory Committee (TAC)/Congestion Management Process (CMP) and a Citizens Advisory Committee (CAC). The MPO also supported the creation of the Bicycle/Pedestrian Advisory Committee (BPAC) in 2012. The following outlines the structure of the Board, committees, and staff.

MPO Board

The MPO is required to have a governing board of voting members (elected officials) appointed by the Governor of Florida. The MPO Board consists of five county commissioners, one elected official from each of the four largest municipalities in Pasco County, and the FDOT District Seven Secretary (as a non-voting advisory member). City representatives have the option of identifying an alternate member that may vote in his or her place.

The MPO Board rotates meeting locations between the Historic Pasco County Courthouse (served by Route 30) and the West Pasco Government Center (served by Routes 14 and 23). The MPO staff considers the location for MPO Board meetings in coordination with routes provided by PCPT. MPO Board meeting locations are provided in Figure 2-1 and summarized in Table 2-1 at the end of this Section.

Citizens Advisory Committee

The CAC is convened to provide a citizen's perspective on plans and programs by relating overall community needs and values to planning goals for transportation decisions. The members consist of local community residents that represent a broad spectrum of social and economic backgrounds and interests in transportation. The charge of the committee, as stated in the committee bylaws, is to:



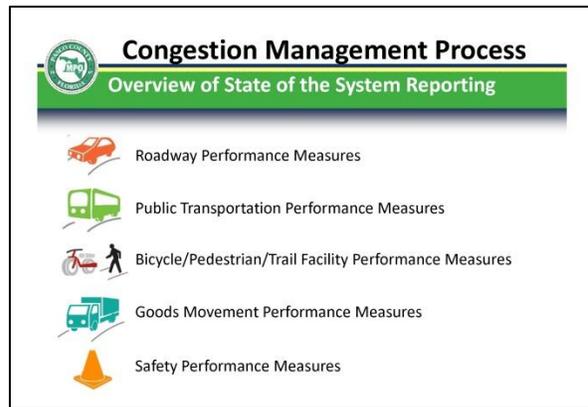
- Promote comprehension and understanding of the planning process;
- Disseminate committee knowledge of the planning process into local citizen group discussions and meetings;
- Relate overall community needs and values relative to planning goals to future land use and transportation decisions;
- Promote better public dissemination of general information about the transportation planning process;
- Evaluate and propose solutions and alternatives on the transportation planning activities;
- Assess general citizen attitudes and response to planning and programming proposals;
- Identify existing transportation problem areas of general citizen concern;
- Review and comment on the TIP, UPWP, and Long-Range Transportation Plan (LRTP); and
- Provide recommendations to the MPO Board through CAC monthly meetings.

There are nine positions on the CAC, each appointed by a MPO Board member. Committee members serve three-year terms, with an option to be re-appointed. As vacancies occur, nominees are chosen in several ways: applicants on file are considered; citizens referred by other CAC, TAC, or MPO Board members are considered; or as necessary, potential members are sought through general solicitation through the local news media. To become a member of the CAC, interested persons are encouraged to contact their county or city representative on the MPO Board, or the MPO office at (727) 847-8140.

CAC meetings are rotated among locations throughout the County to maximize citizen participation and accommodate those that serve on the committee. CAC meeting locations are provided in Figure 2-1 and summarized in Table 2-1 at the end of this Section. The agenda for the CAC is advertised on the Pasco County website one week in advance. Minutes and attendance are provided on the website and kept in hard copy at the MPO office.

Technical Advisory Committee/Congestion Management Process Task Force

The TAC/CMP Process is an advisory group made up of professional and technical representatives including planners, engineers, and other disciplines. The TAC/CMP members meet on a monthly basis and review technical matters and make recommendations concerning transportation plans and programs to the MPO Board.



The CMP Task Force was created in 1996 to function under the TAC to help produce an operational congestion management plan for Pasco County. The CMP involves developing and monitoring performance measures that address the level of service for roadways, safety/crashes, public transportation, goods/freight movement, trail facilities, and bicycle and pedestrian facilities. The CMP is used to create a state of the system report that supports the development of projects that improve congestion in Pasco County and can be incorporated into the LRTP and the TIP.

TAC/CMP meetings are held at the West Pasco Government Center, which is served by Routes 14 and 23. If a TAC member is unable to attend all TAC meetings in person, a conference call line is available, which can host eight separate participants. Meeting times and locations are provided in Figure 2-1 and Table 2-1 at the end of this Section.

Bicycle/Pedestrian Advisory Committee

The MPO Board approved a staff recommendation authorizing the creation of a BPAC in April 2012. The BPAC is responsible for making recommendations to the MPO Board on matters concerning the comprehensive bikeway and pedestrian system/plan, which is a part of the MPO’s LRTP; and to promote safety, security, education and enforcement of laws pertaining to both pedestrians and bicycles. Currently, the BPAC has 11 voting board members representing the bicycle and pedestrian advocates including representation from the Pasco County School Board and law enforcement agencies. Those interested in serving on BPAC may contact the MPO at (727) 847-8140 for more information. Meeting times and locations are provided in Figure 2-1 and Table 2-1, at the end of this Section.



Local Coordinating Board

The Local Coordinating Board (LCB) is part of the network of organizations that serve as an advisory board and aid in planning, reviewing and approving the Pasco County Transportation Disadvantaged Service Plan (TDSP). The TDSP outlines how the Community Transportation Coordinator (CTC) will address the mobility needs of Pasco County through the provision of demand-response public transportation. MPO staff participates on the LCB (non-voting) and attends all meetings. The LCB meets quarterly and includes members representing senior citizens, persons with disabilities, social service agencies, state agencies, and private providers of transportation. Transportation disadvantaged persons are those that cannot provide their own transportation due to age, disability, or income level. The LCB identifies local service needs and provides information, advice, and direction to PCPT and the MPO.

The LCB is comprised of 17 positions, 14 of which are representatives of agencies including one County Commissioner/MPO Board member as chair as mandated by the State of Florida Commission for the Transportation Disadvantaged; and three are citizens, acting on behalf of the Transportation Disadvantaged community. Non-agency members are selected by a subcommittee of the LCB and serve a term of three years. Those interested in serving on the LCB may contact PCPT at (727) 834-3322 for more information. Meeting times and locations are provided in Figure 2-1 and Table 2-1, at the end of this Section.

MPO Staff

The Pasco County MPO is responsible for conducting the many required activities that support the transportation planning process for Pasco County, such as developing the LRTP, TIP, and UPWP and implementing a public participation process as required by federal and state legislation. The primary funding sources for the MPO come from two federal grants administered through the FDOT. Staffing for the MPO is provided by Pasco County through a staff services agreement. The MPO staff may be contacted by email at: mpocomments@pascocountyfl.net and by phone: 727-847-8140. The Pasco County MPO staff provides the material for the County website to keep all interested citizens informed on the activities of the MPO, including meeting schedules and links to agendas, newsletters, and the calendar of meeting. The County website address is www.pascompo.net.

Regional Coordination – CCC, TMA Leadership, Joint CAC, and TBARTA

The MPO Board recognizes the importance of regional coordination and participation with other MPOs and agencies that are also planning for a regional transportation system. The Pasco County MPO participates on two regional committees: the West Central Florida MPOs Chairs Coordinating Committee (CCC) and the Tampa Bay TMA Leadership Committee. The CCC includes representation from seven West Central Florida MPOs, the FHWA, and state and regional transportation agencies to promote regional consistency among the several transportation plans that guide the West Central Florida area. The CCC meets annually at a location that is rotated among the Tampa Bay area. Notification for participation on the CCC is accomplished through email and on the MPO's website.

The Joint Citizens Advisory Committee (Joint CAC) is a subcommittee of the CCC and provides input and citizens' perspectives on matters being considered by the CCC. The Joint CAC, whose members are

drawn from the CACs of the member MPOs, meet quarterly to discuss transportation issues such as inter-county commuting, major roadway projects, passenger transit service, freight mobility, and development of a system of multi-use trails, etc.

The Tampa Bay TMA Leadership is a new committee that is under development as part of the Tampa Bay TMA designation and includes representation for Pasco County, Pinellas County, and Hillsborough County MPOs; and federal and state agencies. The TMA Leadership Committee will be developing a regional consensus of priorities for the TMA, especially in the allocation of federal and state funds. Meetings are under development, but are scheduled to be rotated and held approximately every other month with notification by email on the MPO's website.

The TBARTA is a regional transportation planning agency that coordinates its Master Plan through support from the local MPOs. The Pasco County MPO staff attends the TBARTA meetings, and plans and programs that have been developed in coordination with TBARTA are provided on the MPO's website.

Meeting Locations and Times

The MPO continues to strive to ensure that its advisory committees reflect the demographic composition of Pasco County. To complement the membership of the advisory committees, the MPO has conducted targeted outreach to minority and low-income populations, and membership is tracked to ensure that the County is being represented geographically, as well as by minority and income diversity. CAC and BPAC members are appointed by the MPO Board along with their alternates. The goal is to have three meetings per year at each location. The MPO staff is looking into holding the meetings in locations that are more accessible by transit. Meeting locations rotate between the following locations:

- 1) West Pasco Government Center, 8731 Citizens Drive, New Port Richey (served by Routes 14 and 23)
- 2) Dade City Annex Building, 14150, 5th Street, Dade City (served by Route 30)
- 3) Wesley Chapel meeting location (to be determined)
- 4) Pasco Economic Development Council of Land O' Lakes on SR 54 at 16506 Pointe Village Drive, Suite 101, Lutz (served by Route 23).

Table 2-1 provides the schedule for MPO Board committee meetings and the addresses for each potential location are provided in bold following the table. **Figure 2-1** illustrates the general location throughout the County. **Figure 2-2** provides a sample of the existing transit route system that is reviewed when selecting meeting locations to enhance public access.

Table 2-1: Board and Committee Meeting Times and Locations

	Meeting Day & Time	Location (addresses below)
Please note the Pasco County MPO’s website provides a link to the calendar and agenda for the MPO Board and Committees. The website is www.pascompo.net .		
MPO Board	Second Thursday of each month at 10:00 a.m.	Locations alternate between the West Pasco Government Center and the Historic Pasco County Courthouse in Dade City, which are both served by transit.
CAC	Wednesday (during week prior to Board meeting) 9:30 a.m.	Locations rotate between the Pasco Economic Development Council Office, West Pasco Government Center, Dade City Annex Building, and Historic Pasco County Courthouse, which are served by transit.
BPAC	Fourth Tuesday of each month - 5:45 p.m.	18600 Fernview Street - Rasmussen College (northwest corner of SR 54 and Sunlake Blvd.) Room 111, please ask for assistance at front desk. Other locations are being explored.
TAC	Monday (week of Board meeting) 1:30 p.m.	West Pasco Government Center. For those unable to attend, please contact MPO for phone number.
LCB	Quarterly - 10:00 a.m. Contact PCPT at (727) 834-3322 or Check the Pasco County website for dates.	Locations rotate between the Historic Pasco County Courthouse, Land O’Lakes Community Center, West Pasco Government Center, and other locations as needed.
Regional CCC and TMA Leadership	CCC is annually. TMA Leadership will be every other month once scheduled. For more information, please see the MPO’s website.	Locations rotated among facilities in the Tampa Bay area.
Regional Joint CAC and TBARTA	Meets quarterly and meetings are posted on the MPO’s website.	Locations are rotated among facilities in the Tampa Bay area.

Meeting locations and transit routes shown on Figures 2-1 and 2-2.

Dade City Annex Building

14150 5th Street
Dade City, FL 33525
Served by Route 30

Historic Pasco County Courthouse

37918 Meridian Avenue
Dade City, FL 33525
Served by Route 30

Rasmussen College (BPAC)

18600 Fernview Street
N/W Corner of S.R. 54 and Sunlake Blvd.
Lutz, FL 33558
Served by Cross County Route 54

Wesley Chapel To be determined

MPO staff is working to find a new location.

Pasco County Economic Development Council

16506 Point Village Drive
Suite 101
Lutz, FL 33558
Served by Cross County Route 54

West Pasco Government Center

8731 Citizens Drive
New Port Richey, FL 34654
Served by Routes 14 and 23

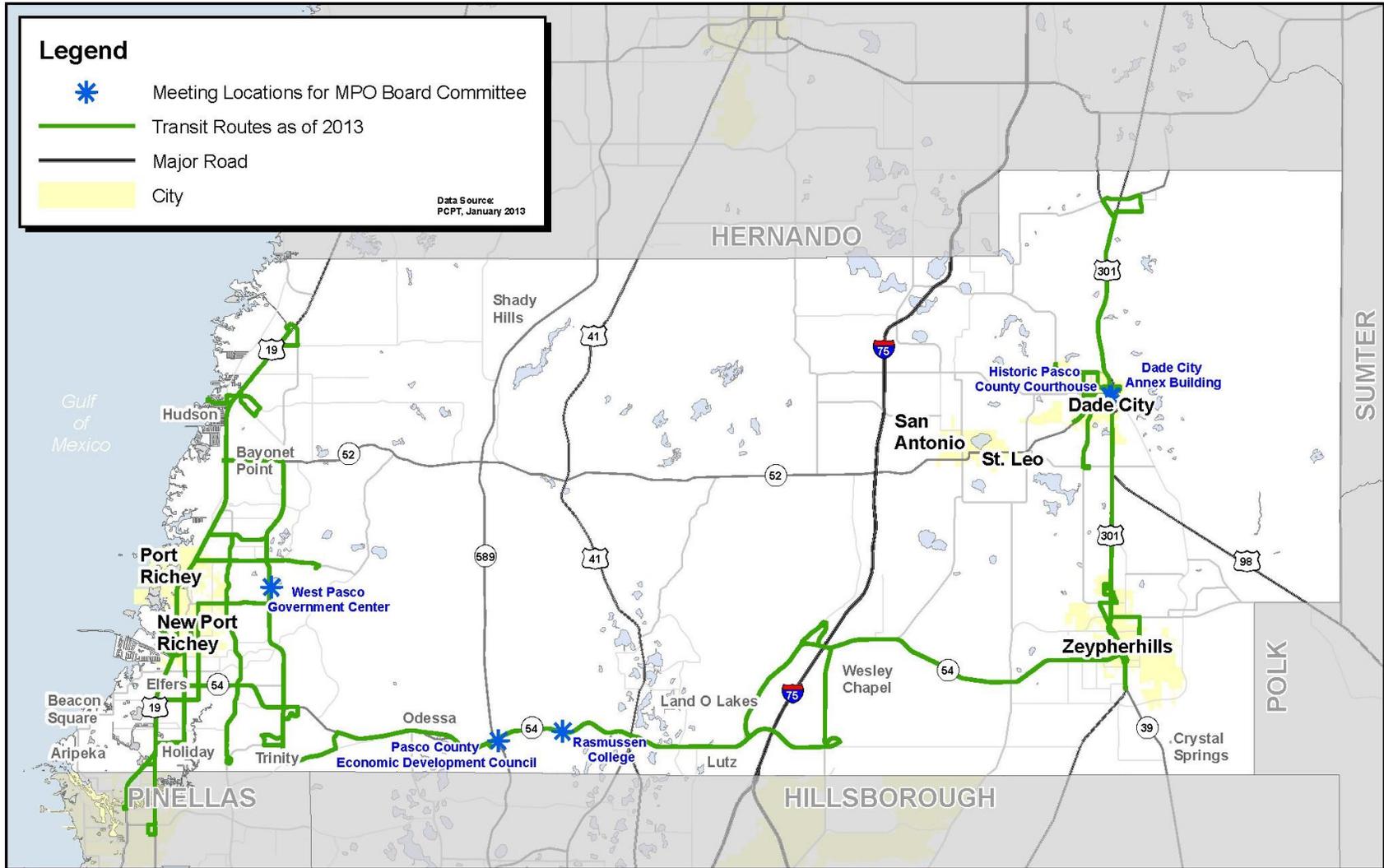
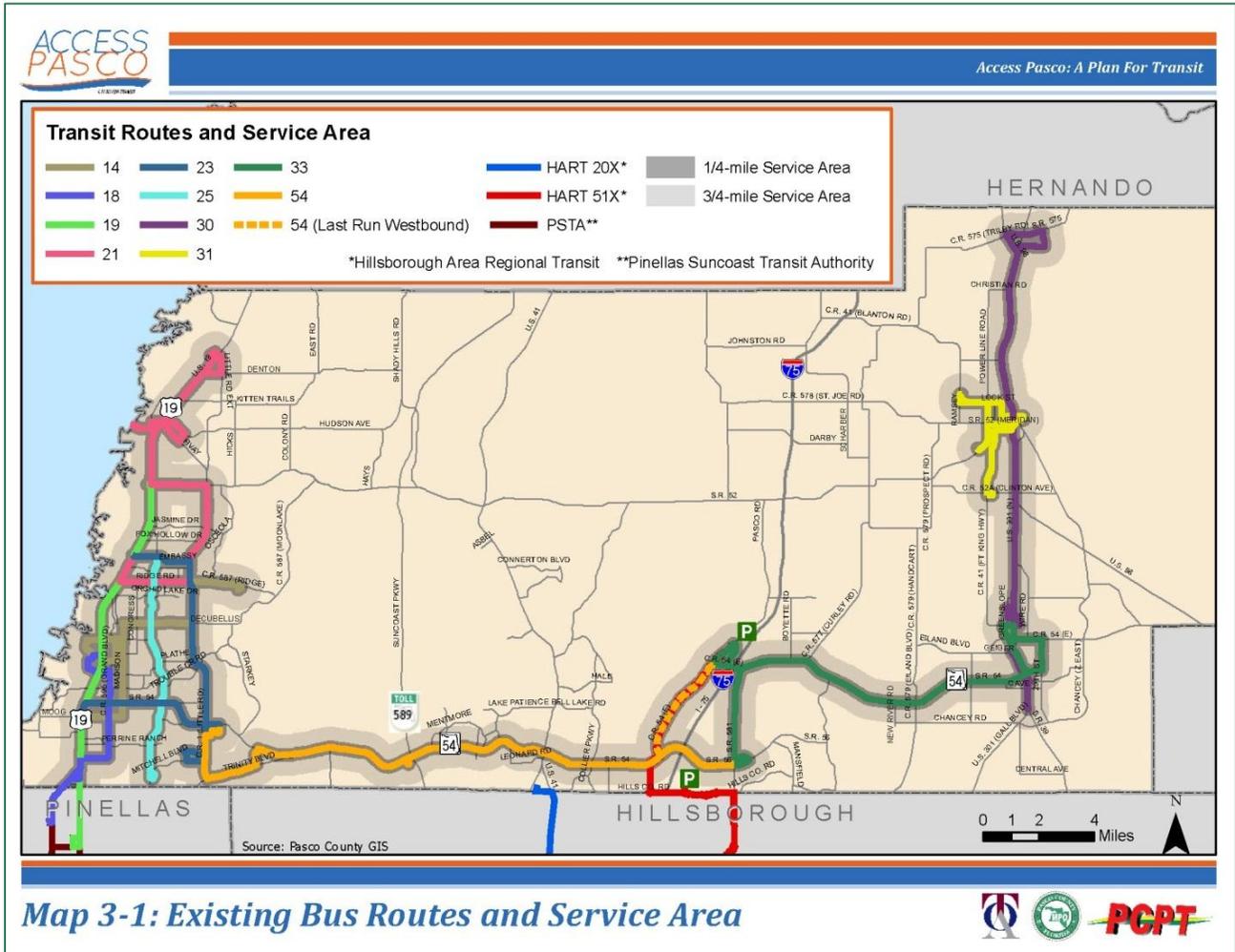


Figure 2-1: Board and Committee Meeting Locations

Figure 2-2: Example of Bus Routes and Service Areas Provided on PCPT Website



Section 3: Public Notification Requirements

Citizen participation is encouraged and incorporated into each of the plans, programs, and projects the Metropolitan Planning Organization (MPO) develops. Florida's *Government-in-the-Sunshine Law* was enacted in 1967 and today the law regarding open government can be found in Chapter 286 of the Florida Statutes (F.S.); which establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local governmental agencies or authorities and requires a board or commission provide reasonable notice of all such meetings. This Section outlines the notification requirements followed by the MPO.

LEGAL ADVERTISEMENTS

Public Review and Comment Period and Public Hearing

The MPO is required to provide public notice for citizens to participate in the development, review, and adoption process for its plans and programs. **Table 3-1** specifies the requirements for the minimum review periods and public hearing advertisement requirements for these documents: Public Participation Plan (PPP), Long-Range Transportation Plan (LRTP), Access Pasco Transit Development Plan (TDP), List of Priority Projects (LOPP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and Transportation Management Area (TMA) Quadrennial Certification. These requirements include placing notices in the newspapers and on the MPO's website. For the PPP, federal legislation directly addresses the development of the Plan and requires that an MPO provide 45 days for a public review and comment prior to adoption. The minimum review and comment period for other major plans and programs is set by the discretion of the MPO Board and/or staff and coordinated with participating review agencies such as the Florida Department of Transportation (FDOT).

Table 3-1: Public Notice Requirements

Program or Plan (Adoption)	Advertisement Requirements for Review Period (Calendar Days) ¹	Minimum Review and Comment Period (Calendar Days)	Advertisement Requirements for Public Hearing (Calendar Days) ¹
Public Participation Plan (PPP)	5-10 days	45 Days	5-10 days
Long-Range Transportation Plan (LRTP)	5-10 days	28-30 Days	5-10 days
Access Pasco Transit Development Plan (TDP) FY 2014-2023	5-10 days	28-30 Days	5-10 days
List of Priority Projects (LOPP) for Transportation Improvement Program	5-10 days	28-30 Days	5-10 days
Transportation Improvement Program (TIP)	5-10 days	28-30 Days	5-10 days
Unified Planning Work Program (UPWP)	5-10 days	28-30 Days	5-10 days
Transportation Management Area (TMA) Quadrennial Certification (federal)	5-10 days	28-30 Days	5-10 days

¹ Advertisement Requirements include the number of days a notice must be placed in the newspaper and on the MPO's website prior to when the review period begins and prior to when a public hearing is held.

A public notice is required to notify the public that a document is available for public review and comment, with an upcoming public hearing to adopt it. If a public hearing is determined by the MPO Board to be necessary, the first advertisement is published in the newspapers between five to 10 days *prior* to the opening of the public review and comment period. The second notice for a public hearing is placed between five and 10 days *prior* to the public hearing date to adopt the plan or program.

Short Notice/Special Meetings

Periodically, the MPO staff is requested to hold a public hearing or special meeting on short notice to address an item that requires immediate MPO Board action. In such cases, the MPO may need to advertise the public hearing/meeting in a shorter period of time, or provide a shorter review and comment period than is reflected in Table 3-1 for each of the major plans and programs. All possible effort will be made to adhere to the MPO's notification requirements, but if necessary the MPO staff will place the notices regarding short notice meetings and special meetings on the MPO's website.

Amendments or Revisions of Plans and Programs

Revisions to a plan or program also involve public participation. **Table 3-2** specifies the advertisement requirements for the minimum review periods and public hearing notification times for revisions to the major plans and programs that are part of the MPO's responsibilities. The following information summarizes the revision process for the PPP, LRTP, TIP, and UPWP. Additional information is available through the FDOT's MPO Program Management Handbook.

Table 3-2: Revisions (Amendments and Modifications) Public Notice Requirements

Program or Plan Revisions (Amendments and Modifications)	Advertisement Requirements for Review Period (Calendar Days) ¹	Minimum Review and Comment Period (Calendar Days)	Advertisement Requirements for Public Hearing (Calendar Days) ¹
Amendments			
PPP	5-10 days	45 Days	5-10 days
LRTP Amendment	5-10 days	5-10 Days	5-10 days
TIP Amendment	5-10 days	5-10 Days	5-10 days
UPWP Amendment	5-10 days	5-10 Days	5-10 days
Modifications			
LRTP Modification	MPO website	N/A	N/A
TIP Modification	MPO website	N/A	N/A
UPWP Modification	MPO website	N/A	N/A

¹ Advertisement Requirements include the number of days a notice must be placed in the newspaper and on the MPO website prior to when the review period begins.

N/A = not applicable.

PPP Amendments

An amendment to the PPP is considered any change to the document and may occur at any time, but requires a 45-day review and comment period prior to amending the Plan.

UPWP Revisions – Modifications and Amendments

A UPWP modification requires a notification of the change to FDOT and Federal Highway Administration (FHWA)/Federal Transit Authority (FTA), but does not require approval by the MPO Board. A modification is defined by these guidelines: the modification is a minor revision that does not change the FHWA approved planning budget reflected in the adopted UPWP, scope of a project, remove a task, or change the ratio of consultant versus staff time within an individual task.

A UPWP amendment must be approved by FHWA/FTA and is noticed on the MPO's website. A UPWP amendment is defined by these guidelines: the amendment is a major revision that may change an FHWA approval for planning funds, change the scope of the FHWA work tasks, or add or remove a work task. The amendment is posted on the MPO's website.

LRTP and TIP Revisions – Modifications and Amendments

For the LRTP and TIP, federal regulations define two types of revisions: 1) administrative modifications and 2) amendments, as described below:

- 1) An LRTP or TIP *administrative modification* is a minor revision that includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. It does not require public review and comment or re-demonstrating fiscal constraint [23 Code of Federal Regulations (CFR) 450.104] for the FHWA/FTA. An administrative modification is posted on the MPO's website.
- 2) An LRTP or TIP Amendment.
 - LRTP Amendment - A LRTP amendment is a major revision to the adopted 20-year plan, and may occur at any time, but does not require a new 20-year horizon. A LRTP amendment is necessary when one or more of the following criteria are met:
 - A request to delete or add projects that includes major changes to project costs
 - A change to project phases or initiation dates
 - A change to design concepts and/or scopes for existing projects

An LRTP amendment requires public review and comment and re-demonstrating fiscal constraint for the FHWA/FTA. An LRTP amendment is posted on the MPO's website.

- TIP Amendment - A TIP amendment is a major revision to the program, and is typically initiated by FDOT. The TIP amendment may include adding or deleting a project due to change in the FDOT's Five-Year Work Program, and the FDOT is required to present the change to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) prior to requesting a review and approval by the MPO Board. A TIP amendment is necessary when one or more of the following criteria are met:

- The change adds new individual projects
- The change adversely impacts financial constraint
- The change results in major scope changes
- The change deletes an individually listed project from the TIP
- The change results in a cost increase greater than 20% and \$2 million

A TIP amendment requires public review and comment, re-demonstration of financial constraint, or an air conformity determination, if applicable. All TIP amendment requests are reviewed by the FDOT Office of Policy Planning and the Federal Aid Office to ensure they are accurate and complete prior to submittal to the FHWA and/or the FTA for their review and approval.

NOTIFICATION TOOLS FOR PUBLIC PARTICIPATION

The MPO staff is responsible for using available notification tools to inform the public of upcoming hearings, meetings, and events. **Table 3-3** provides a cross reference for the types of meetings and the public notification tools utilized by the MPO. The MPO employs several notification strategies to inform the public of these meetings. These tools can include newspaper notification, the Pasco County homepage (<http://pascocountyfl.net/>) and the MPO’s website (www.pascompo.net), distributing flyers and surveys, and using mailing lists and emails lists to notify the public that they are invited to participate in an upcoming meeting or event. The MPO provides information to the Pasco County staff to ensure that upcoming MPO events are listed in both locations: the County’s homepage and the MPO’s homepage.

Table 3-3: Notification Tools for Public Participation

Tools Available for Public Notification or Communication	MPO Board Meetings	TAC and CAC Meetings	Public Review and Comment Periods	Public Hearings	Public Workshops	Regional Participation in CCC and TMA Leadership
Public Notices	X	X	X	X	X	X
Legal Advertisements			X	X		
Mailing List and Email List	X*	X*			X	X
MPO’s Website	X	X	X	X	X	X
Flyers and Surveys					X	

Note: *The mailing lists and email lists used for the LRTP and TDP are more extensive than lists used for TIP and UPWP notification. The lists are continuously revised to reflect the most current contact information.

To further ensure notification tools are used to reach audiences that may be underrepresented or underserved, the MPO develops flyer and holds hearing and workshops to follow federal requirements such as the following: *Government in the Sunshine Act* [Section 552b of Title 5, United States Code (U.S.C.)], which states that reasonable notice is required of all public meetings, public review and comment periods, workshops and public hearings, special meetings for minority and underserved populations, and regional coordination efforts. Title VI of the *Civil Rights Act of 1964*, which prohibits exclusion from participation in, denial of benefits of, and discrimination under federally-assisted

programs on grounds of race, color, or national origin. Section 162(a) of the *Federal-Aid Highway Act of 1973* (23 U.S.C. 324), which states no person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance. The *Americans with Disabilities Act of 1990*, which states no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.

Public Notices

MPO Board and Committees

Meeting dates, times, and locations of MPO advisory committees and Board meetings are posted on the MPO's website and sent via email to local newspapers, local municipalities, other agencies, stakeholders, and trucking industry representatives between five to 10 days in advance of the meetings.

Public Workshop and Public Hearing Meetings

Public hearings and workshops are advertised in area newspapers and on the MPO's website between five to 10 days prior to the meeting date to announce the upcoming participation opportunities. Additional efforts may be made to notify the public through flyers, newspaper articles, and other means of communication.

Any persons with a disability requiring reasonable accommodations should call New Port Richey (813) 847-8110; Dade City (352) 521-4274, ext. 8110; TDD 1-800-955-8771 via Florida Relay Service; no later than five days prior to any proceeding.

Regional Coordination – CCC and TMA Leadership, Joint CAC and TBARTA

The MPO Board recognizes the importance of regional coordination and participation with other MPOs and agencies that are also planning for a regional transportation system. The Pasco MPO participates on the West Central Florida MPOs Chairs Coordinating Committee (CCC) and the Tampa Bay TMA Leadership Group. The CCC meets annually at a location that rotates among the Tampa Bay area. Notification for participation at CCC meetings is accomplished through email and on the MPO's website. The Tampa Bay TMA Leadership Group meetings are under development, but are scheduled to be held approximately every other month with notification by email and on the MPO's website.

The Joint Citizens Advisory Committee (Joint CAC) is subcommittee of the CCC and provides input and citizens' perspectives on matters being considered by the CCC. The Joint CAC, whose members are drawn from the CACs of the member MPO/TPOs, meets quarterly to discuss transportation issues such as inter-county commuting, major roadway projects, transit service, freight mobility, and multiuse trails. The Tampa Bay Area Regional Transportation Authority (TBARTA) is a regional transportation planning agency created under state statute that coordinates its Master Plan with the local MPOs. The Pasco County MPO staff attends the TBARTA meetings and various plans and programs that have been developed in coordination with TBARTA are provided on the MPO's website.

Legal Advertisements

Legal advertisements are required to notify the public that a document is available for public review and comment, and of the upcoming public hearing to adopt it. The first advertisement is published in the local newspapers between five to 10 days prior to the opening of the public review and comment period. A second advertisement is placed between five to 10 days prior to the scheduled public hearing to adopt the document. Staff attempts to publish advertisements approximately seven days prior to the public hearing date; however, not all newspapers (local sections, etc.) are distributed daily in Pasco County, thereby requiring a window of five to 10 days. If a newspaper is not able to publish an advertisement within the MPO’s required timeframe, the MPO will at a minimum place the notice on the MPO’s website.

Regional Newspapers

Legal advertisements are placed in the following two regional newspapers.

The Tampa Bay Times, Pasco Section



For viewing or contacting the newspaper on-line, please go to <http://www.tampabay.com/NEWS/PASCO>.

The TBO Tampa Tribune



For viewing or contacting the newspaper on-line, please go to <http://tbo.com/pasco-county/>.

Local Newspapers

MPO advertisements may also be placed in the following local newspapers.

The Suncoast News



For viewing or contacting the newspaper on-line, please go to <http://suncoastnews.com/su/list/news-pasco/>.

The Laker/Lutz News



For viewing or contacting the newspaper on-line, please go to <http://lakerlutznews.com/>.

La Gaceta



For viewing or contacting the newspaper on-line, please go to <http://lagacetanewspaper.com/>.

Mailing List

The Pasco County MPO maintains a master mailing list, containing government and quasi-governmental agency representatives, media personnel, civic associations, homeowners associations and organizations, newspapers, and interested citizens. During select planning activities, the mailing list is reviewed and updated as appropriate. The master mailing list is used primarily to send out notices of upcoming public workshops or meetings.

Meeting agendas for the MPO advisory committees and Board are sent to the portion of the mailing list via email that contains the committee and board members, elected officials, government and quasi-governmental agency representatives, media outlets, and interested citizens requesting meeting agendas.

The mailing list contains both physical/mailling street addresses and email addresses. Email addresses are preferred and used when possible, while street addresses are used only in the instance that an email address is not provided or unavailable. To be environmentally conscious and reduce the cost of hard copy mailings, the MPO offers the option to use email addresses for those on the mailing list as the source of primary contact. However, the MPO will continue to mail hard copy to those that do not have access to the internet.

MPO’s Website

The MPO’s website (www.pascompo.net) contains all documents that are available to the public for review and comment, all relevant project documents, and all collateral materials used throughout development of the plans and programs. The MPO Board, CAC, TAC/Congestion Management Process (CMP), and Bicycle and Pedestrian Advisory Committee (BPAC) meeting agendas and notices are also advertised on the MPO’s website. Regular meetings are posted online at least five to 10 days in advance, and in the event of a change to the meeting dates, times, or locations, the website is updated promptly. Agendas and minutes for the meetings are available online as well, within the link to the specific meeting information from the main calendar.

Flyers/Surveys/Brochures

Strategically placed informational flyers are effective in notifying the public of the date, time, and location of upcoming participation opportunities, including public workshops and events. Flyers are customarily placed in the government offices and on all Pasco County Public Transportation (PCPT) buses. Additional flyers may be posted in libraries and on community boards in public locations, and distributed to students from the local public schools. Flyers/surveys are produced in both Spanish and English and posted on the MPO’s Website.

Examples of a flyer used to announce the Tri-County Trail Connection Study and an example of a flyer used for public notification during an update to the Access Pasco TDP are provided.



YOU ARE INVITED!

The Metropolitan Planning Organizations (MPOs) of Pasco and Pinellas Counties are holding a **JOINT PUBLIC INFORMATION WORKSHOP** for:

TRI-COUNTY TRAIL CONNECTION STUDY

The Tri-County Trail is a proposed Bicycle/Pedestrian Trail that will link the Pinellas Trail and the Brooker Creek Preserve with Pasco County’s Starkey Boulevard/Starkey Wilderness Trail.

The **WORKSHOP** will be held at the

STARKEY ENVIRONMENTAL EDUCATION CENTER
 Jay B. Starkey Wilderness Park
 10500 Wilderness Park Blvd.
 New Port Richey, FL 34655.

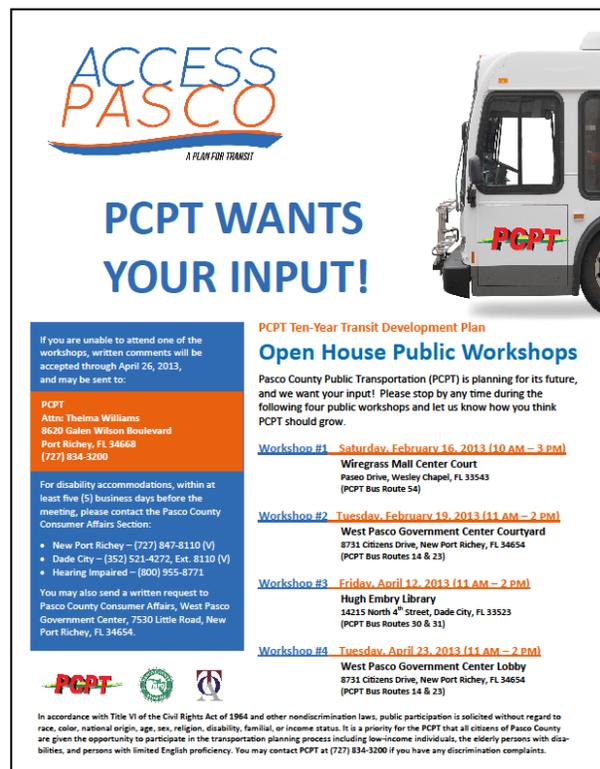
July 18, 2013, 6:30 p.m. - 8:30 p.m.

Anyone interested in this study is encouraged to attend the workshop and provide input, share information, and ask questions. This is the second of two workshops that are being held in conjunction with this project.

A map of the trail study area is included with this notice. Representatives from the Pasco County MPO, the Pinellas County MPO and URS Corporation, Design and Engineering Consultants, will be in attendance to take comments, address any issues, and help answer questions.

For more information or to view workshop maps, please visit the MPO websites (www.pascompo.net or www.pinellascounty.org/mpo) or contact:

Manny Lajmiri, Pasco MPO Project Manager, Ph. (727) 847-8140, mlajmiri@pascocountyfl.net
Susan Miller, Pinellas MPO Project Manager, Ph. (727) 464-8200, smiller@pinellascounty.org



ACCESS PASCO
A PLAN FOR TOMORROW

PCPT WANTS YOUR INPUT!

PCPT Ten-Year Transit Development Plan
Open House Public Workshops

Pasco County Public Transportation (PCPT) is planning for its future, and we want your input! Please stop by any time during the following four public workshops and let us know how you think PCPT should grow.

Workshop #1 - Saturday, February 16, 2013 (10 AM – 3 PM)
 Wiregrass Mall Center Court
 Pasco Drive, Wesley Chapel, FL 33543
 (PCPT Bus Route 54)

Workshop #2 - Tuesday, February 19, 2013 (11 AM – 2 PM)
 West Pasco Government Center Courtyard
 8731 Citizens Drive, New Port Richey, FL 34654
 (PCPT Bus Routes 14 & 23)

Workshop #3 - Friday, April 12, 2013 (11 AM – 2 PM)
 Hugh Embry Library
 34215 North 4th Street, Dade City, FL 33525
 (PCPT Bus Routes 30 & 31)

Workshop #4 - Tuesday, April 23, 2013 (11 AM – 2 PM)
 West Pasco Government Center Lobby
 8731 Citizens Drive, New Port Richey, FL 34654
 (PCPT Bus Routes 14 & 23)

If you are unable to attend one of the workshops, written comments will be accepted through April 26, 2013, and may be sent to:

PCPT
 Attn: Thelma Williams
 8620 Galen Wilson Boulevard
 Port Richey, FL 34668
 (727) 834-3200

For disability accommodations, within at least five (5) business days before the meeting, please contact the Pasco County Consumer Affairs Section:

- New Port Richey – (727) 847-8110 (V)
- Dade City – (352) 521-4272, Ext. 8110 (V)
- Hearing Impaired – (800) 955-8771

You may also send a written request to Pasco County Consumer Affairs, West Pasco Government Center, 7530 Little Road, New Port Richey, FL 34654.

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 for the PCPT that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, the elderly persons with disabilities, and persons with limited English proficiency. You may contact PCPT at (727) 834-3200 if you have any discrimination complaints.

Section 4: Tools and Techniques for PPP

Section 4 outlines the strategies available to the Metropolitan Planning Organization (MPO) staff to engage the public. The strategies listed in this Section will undergo an evaluation process for effectiveness as plans and programs are developed and adopted to ensure the process provides full and open access to all interested parties, and that public participation tools continue to be effective. The Public Participation Plan (PPP) will be updated as applicable.

The strategies may differ among the various planning activity, but the overall strategies represent the overarching activities available to the MPO staff. **Table 4-1** summarizes the activities and tools, and each tool is described in more detail following the table.

Table 4-1: Transportation Planning Activities and Public Participation Tools

		PPP	LRTP	TIP		UPWP	TDP	LRTP, TIP, UPWP Amendments	Quad. Cert.
				Priorities	Document				
Public Review and Comment	Formal Public Review & Comment Period	45 Days	30 Days	30 Days	30 Days	30 Days	30 Days	5-10 Days	30 Days
	Comment Forms, Surveys, & Questionnaires		X				X		
	Email, Mail, In Person, or Telephone Comments	X	X	X	X	X	X	X	
	Public Hearing	X	X	X	X	X	X	X	X
MPO's Website		X	X	X	X	X	X		X
Social Media Networking (Facebook/Twitter)			X				X		
MPO Committees and Board Meetings		X	X	X	X	X	X		X
Collateral Materials and Visual Aids	Newsletter(s)		X				X		
	Flyers, Fact Sheets, or Other Informational Items		X	X	X		X		
Engaging the Community	Public Workshops		X				X		
	Town Hall Meetings		X						
	Speakers Bureau		X				X		
Efficient Transportation Decision-Making Process			X						
Agency Coordination	Regional Coordination		X	X	X	X	X		X
	Federal, State, & Local Officials	X	X	X	X	X	X	X	X
Media Relations		X	X	X	X	X	X	X	X

LRTP – Long-Range Transportation Plan
 UPWP – Unified Planning Work Program
 Quad. Cert. – Quadrennial Certification

TIP – Transportation Improvement Program
 TDP – Transit Development Plan

PUBLIC REVIEW AND COMMENT

There are many ways to be involved in the transportation planning process. The following techniques may be used to garner public interest and allow the public to be a vested part of the planning process. To be added to the mailing list to be informed of public involvement activities, please contact the MPO by telephone at (727) 847-8140, by email to mpocomments@pascocountyfl.net or by mail at West Pasco Government Center, 8731 Citizens Drive, New Port Richey, Florida, 34654. Using Table 4-1 as a guide, the tools and techniques available for public engagement are described in more detail.

Formal Public Review and Comment Period

A formal public review and comment period is required prior to adoption of plans or programs by the MPO Board. During this time, the public is encouraged to review the document and provide comments about the information presented. Public comments received that are specific to a planning activity are included in the record of the plan or program they are in reference to. However, the members of the public may submit general comments to the MPO at any time, as well. During the comment period, the draft documents are available on the MPO's website (www.pascompo.net), as well as in hard copy by contacting the MPO directly. When feasible, hard copies are placed in the lobby of the West Pasco Government Center in New Port Richey, in the lobby of the Historic Pasco County Courthouse in Dade City, and at the reference desk of the library branches throughout the County. Documents may be available at additional locations at the discretion of the MPO. **Figure 4-1** provides a map of the following locations:

West Pasco Government Center

8731 Citizens Drive
New Port Richey 34654
(727) 841-2411

Historic Pasco County Courthouse

37918 Meridian Avenue
Dade City 33525
(352) 521-4274

Centennial Park Branch Library

5740 Moog Road
Holiday 34690
(727) 834-3204

New Port Richey Library

5939 Main Street
New Port Richey 34652
(727) 853-1279

Pasco County New River Library

34043 SR 54
Wesley Chapel, FL 33543
(813) 788-6375

Regency Park Branch Library

9701 Little Road
New Port Richey 34654
(727) 861-3049

Hudson Regional Library

8012 Library Road
Hudson 34667
(727) 861-3040

Hugh Embry Branch Library

14215 Fourth Street
Dade City 33523
(352) 567-3576

Land O'Lakes Branch Library

2818 Collier Parkway
Land O'Lakes 34639
(813) 929-1214

South Holiday Branch Library

4649 Mile Stretch Drive
Holiday 34690
(727) 834-3331

Zephyrhills Public Library

5347 8th Street
Zephyrhills 33542
(813) 780-0064

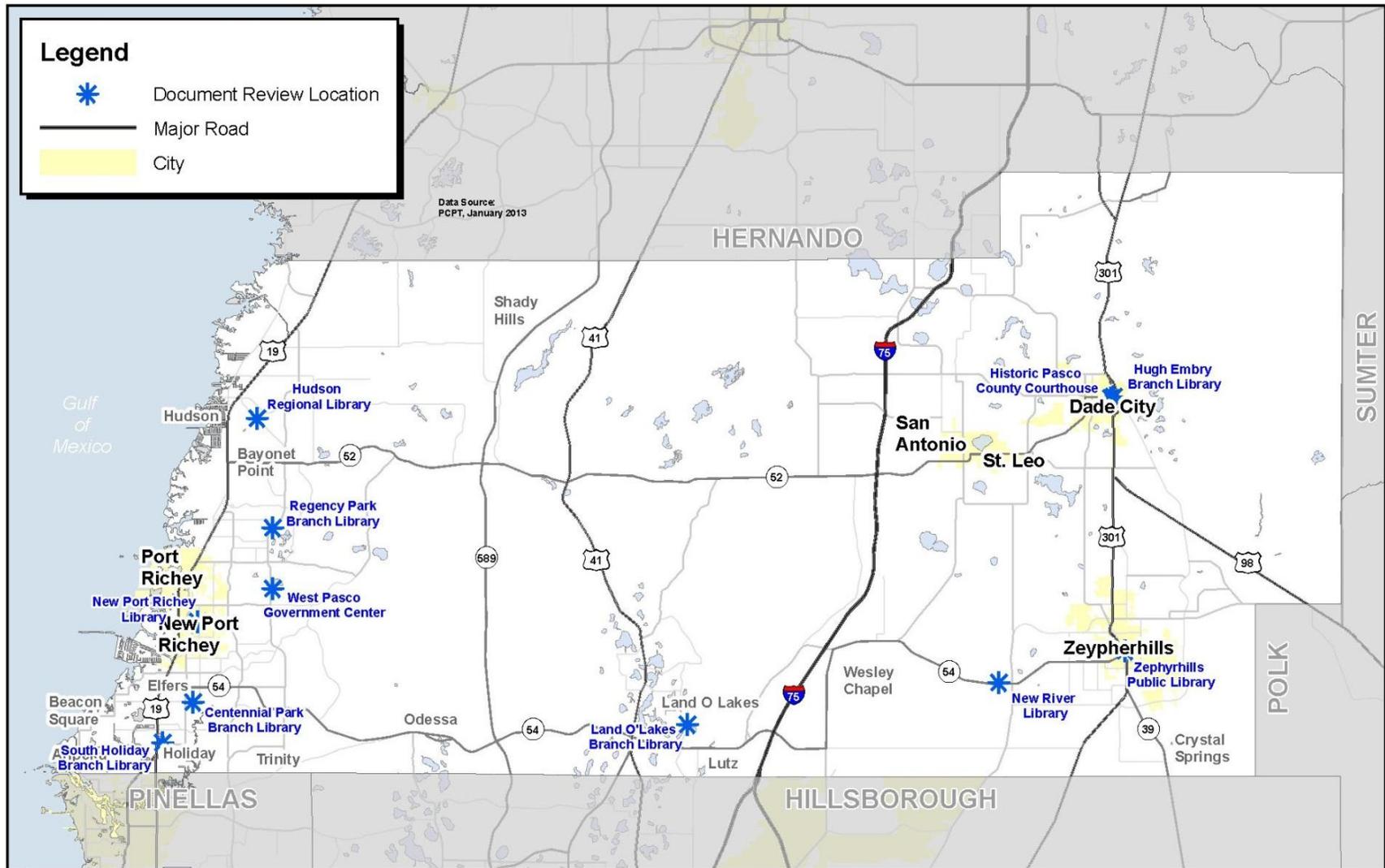


Figure 4-1: Document Review Locations

Comment Forms, Surveys, and Questionnaires

The MPO utilizes public comment forms, surveys, and questionnaires to allow citizens to provide their opinions and suggestions concerning specific transportation planning activities. Throughout development of the LRTP and the TDP, for example, the public is encouraged to be involved in the various plan development phases and comment forms, surveys, and questionnaires are utilized throughout the process. The MPO has also created a general comment link and it is included on the MPO's website.

To solicit public input, the MPO creates surveys that include specific questions reflecting the phase of plan development, such as with the TDP. An example of a comment form used for the Tri-County Trail project is provided. Surveys, questionnaires, and comment forms are incorporated into project newsletters and provided at meetings and workshops, mailed to those on the mailing list, available on PCPT buses, and on the MPO's website.

TRI-COUNTY TRAIL CONNECTION STUDY
Public Information Workshop Comment Form
 We encourage you to provide your comments and opinions on the project.

*This is an excellent project which will stimulate cyclists as well as local bike commuters. Cyclists need long connected stretches of safe routes in the ISP - see in house for it to be a means for local vacation (also think bikepaths locations along the routes)
 Cyclists need safe routes separated from vehicular traffic!
 Some thought goes for local economic issues.*

*With all the excitement for connecting trails in the state of Florida I feel Pasco County with all these trails not work properly - should take the lead and create a "Go to website" for all things cycling - not just limited to Pasco but for Bay Area. I know from experience it is vital the community also including to plan a cycling vacation - we have all the pieces now there - they just have to be packaged in a consumer friendly way
 * EDC (?)*

Name: _____
 Address: _____
 City, State, Zip: _____

For more information please contact:
 Manny Lajmri
 Pasco MPO Project Manager
 Phone: (727) 847-8140
 Email: mlajmri@pascocountyfl.net

Susan Miller
 Pinellas MPO Project Manager
 Phone: (727) 464-8200
 Email: smiller@pinellascounty.org

Note: Please complete and place in the "Comments" box tonight. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Email, Mail, In Person, or Telephone Comments

Comments from the public can be submitted in the following ways:

- Email to: mpocomments@pascocountyfl.net using the MPO's website.
- Mail or in person at, 8731 Citizens Drive, New Port Richey, Florida 34654.
- Telephone at (727) 847-8140.

When the Quadrennial Certification is being conducted, the contact information includes a Tallahassee number and address:

- Mail to Federal Highway Administration (FHWA) Florida Division Office, Attn: Planning Programs Coordinator, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303; and Fax to (850) 942-8308.

We Want to Hear From You!!!

If you would like to send written comments – Please send them no later than **March 14, 2013** to:

Federal Highway Administration
 Attn: Shakira Crandol
 545 John Knox Road, Suite 200
 Tallahassee, FL 32303
 Fax: (850) 942-8308
 Via Email: shakira.crandol@dot.gov

Thank you for your input!!

Public Hearing

A public hearing is held to close out the public comment period for a plan or program that has undergone the review and comment period. The public hearing is held during the MPO Board meeting. Members of the public are able to make formal comments at the meeting. A public hearing is generally required prior to the MPO Board taking action on plans, programs, or projects. All comments received during the public comment period and at the public hearing are included in the project record and considered prior to adoption by the MPO Board.

MPO'S WEBSITE

Information regarding the MPO's events such as public meetings is provided in two locations: the MPO's website (www.pascompo.net) and the Pasco County's homepage (<http://pascocountyfl.net>). The Pasco County MPO staff provides the material for the County website to keep all interested citizens informed on the activities of the MPO, including meeting schedules and links to agendas, newsletters, and the calendar of meetings. The MPO's website provides the full list of all MPO activities, plans, and programs. The graphic on the next page provides a sample screenshot which shows the location to increase the font size of the MPO screen.

Translation into Other Languages

The MPO's homepage can be viewed in English and other languages as necessary. To translate into another language, choose the button in the bottom right hand corner that states, "Select Language." You can then navigate the site to look for MPO Board meeting dates and agendas, information about the MPO Board members, MPO staff contact information, and links to related sites.

SOCIAL MEDIA NETWORKING

Social media sites are very popular as a means to interact with the community during the transportation planning process. The MPO staff is employing the use of this media through the current update of the 2040 Mobility Plan. However, a significant time commitment must be made to update the sites on a regular basis. A Twitter account (www.twitter.com/pascompo) and a Facebook account (www.facebook.com/pascompo) have been created and the MPO staff will pursue this form of outreach in the future.



MPO’s Website Showing Where to Access Links, Change Font Size, and Change Language



MPO COMMITTEES AND BOARD MEETINGS

It is the responsibility of the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC)/Congestion Management Process (CMP), Bicycle and Pedestrian Advisory Committee (BPAC), and MPO Board to review the recommendations of the MPO’s planning activities. Action items are vetted through the CAC, TAC/CMP, and BPAC for comment, and recommendations of the committees are brought to the MPO Board for approval. The Local Coordinating Board (LCB) represents the needs of the transportation disadvantaged, but does not report directly to the MPO Board.

The CAC, TAC/CMP, BPAC, and MPO Board meet on a monthly basis. The LCB meets on a quarterly basis. A portion of the agenda at each meeting is reserved for the public to provide comments. The general meeting schedule and locations, as well as a more detailed description of the committees and MPO Board, are provided in Section 2.

Citizens Advisory Committee

The CAC is convened to provide a citizen's perspective on the plans, programs, and projects by relating overall community needs and values to planning goals for transportation decisions. There are nine positions on the committee, each appointed by a MPO Board member. Committee members serve three-year terms, with an option to be re-elected and should consist of local community residents that represent a broad spectrum of social and economic backgrounds and interests. To become a member of the committee, interested persons are encouraged to contact their county or city representative on the MPO Board, or the MPO office at (727) 847-8140.

Technical Advisory Committee

The TAC/CMP is an advisory group made up of professional and technical representatives including planners, engineers, and other disciplines. The TAC members review technical matters and make recommendations concerning transportation plans and programs to the MPO Board.

Bicycle/Pedestrian Advisory Committee

The BPAC is responsible for recommendations to the MPO Board on matters concerning the comprehensive bikeway and pedestrian system/plan, which is a part of the MPO's LRTP; and to promote safety, security, education and law enforcement of laws pertaining to both pedestrians and bicycles. Interested persons are encouraged to contact their county or city representative on the MPO Board, or the MPO office at (727) 847-8140.

Local Coordinating Board

The LCB is part of the network of organizations that serve as an advisory board and aid in planning, reviewing and approving the Pasco County Transportation Disadvantaged Service Plan (TDSP). The board is comprised of 17 positions, 14 of which are representatives of agencies including one County Commissioner/MPO Board member as chair as mandated by the State of Florida Commission for the Transportation Disadvantaged; and three are citizens, acting on behalf of the Transportation Disadvantaged community. Non-agency members are selected by a subcommittee of the LCB and serve a term of three years. Those interested in serving on the LCB may contact PCPT at (727) 834-3233.

COLLATERAL MATERIALS AND VISUAL AIDS

Newsletters

In 2010, the MPO began distribution of its newsletter series, the *Pasco Transportation Insight*, to its mailing list recipients and to people attending events, workshops, or other venues where MPO staff was in attendance. Five newsletters have been produced on a semi-quarterly basis since 2010, with an example of the February 2013 Issue shown here. The issues included transit topics related to planned premium bus and rail systems, bicycle and pedestrian improvements recently completed or under construction, and the West Market Redevelopment Plan. The newsletters are intended to inform the public about current MPO transportation planning projects, programs, and transportation-related issues. Information about currently available publications can be obtained by calling the MPO at (727) 847-8140 or by visiting the MPO's website.

Pasco County MPO February 2013 Newsletter

Pasco Transportation Insight

A Newsletter Highlighting Pasco MPO
Transportation Planning Activities
February 2013



Bicycle/ Pedestrian Advisory Committee (BPAC)

The newly formed BPAC Advisory Committee held their first meeting on September 25, 2012. The BPAC committee will be responsible for making recommendations to the MPO Board on matters concerning the comprehensive bikeway and pedestrian system/plan, which is a part of the MPO's Long Range Transportation Plan (LRTP). Other functions will include:

this issue

Page 1 Bike Pedestrian Advisory Committee

Page 2 Implementation of Multi-Use Trails Plan

Page 2 More People Walk to Better Health

Page 3 PCPT Public Workshops

Flyers, Fact Sheets, or Other Informational Items

Collateral materials such as brochures, flyers, or fact sheets are used to inform the public of major milestones during transportation planning activities and to assist the members of the public in making informed decisions. The publications can range from a one-page fact sheet with basic project information to complete multi-page newsletters that provide a more detailed background of the project, information about upcoming activities, and opportunities for public involvement.

Federal law requires that reasonable steps be taken to provide language assistance for Limited English Proficiency (LEP) persons seeking meaningful access to MPO programs. A LEP person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The MPO's website includes an option to select Spanish or other languages for translation purposes to provide better access to the transportation planning process. An example of a Workshop Flyer created in Spanish for the TDP update is provided.

TDP Flyer in Spanish

ACCESS PASCO
A PLAN FOR TRANSIT

¡PCPT NECESITA TU AYUDA!

Si usted no puede atender uno de los talleres, puede enviar sus comentarios por escrito hasta el 26 de abril del 2013 a la siguiente dirección:
PCPT

Plan de 10 Años para el Desarrollo del Transporte Público
Open House/Talleres al Público

¡Pasco County Public Transportation (PCPT) esta trabajando para su futuro y necesita tu ayuda! Por favor visítanos durante los siguientes talleres al publico y danos tu opinión:

ENGAGING THE COMMUNITY

Engaging citizens through informal meetings, presentations, and events is the most effective way to gain citizen perspective and learn how the plan or project will affect the community. They are held at a venue in which the members of the community can easily review project materials, speak directly with staff, and provide comments. An example of the various techniques used to engage the public during the development of the TDP are provided in **Table 4-2**.

Public Workshops

Public workshops are useful in providing interested parties that are not customarily knowledgeable about the transportation planning process an opportunity to learn firsthand the background, expected outcomes, and additional information about specific projects or plans. Materials provided at the workshops may include maps, fact sheets, project documents, newsletters, questionnaires or surveys, and other related project materials.

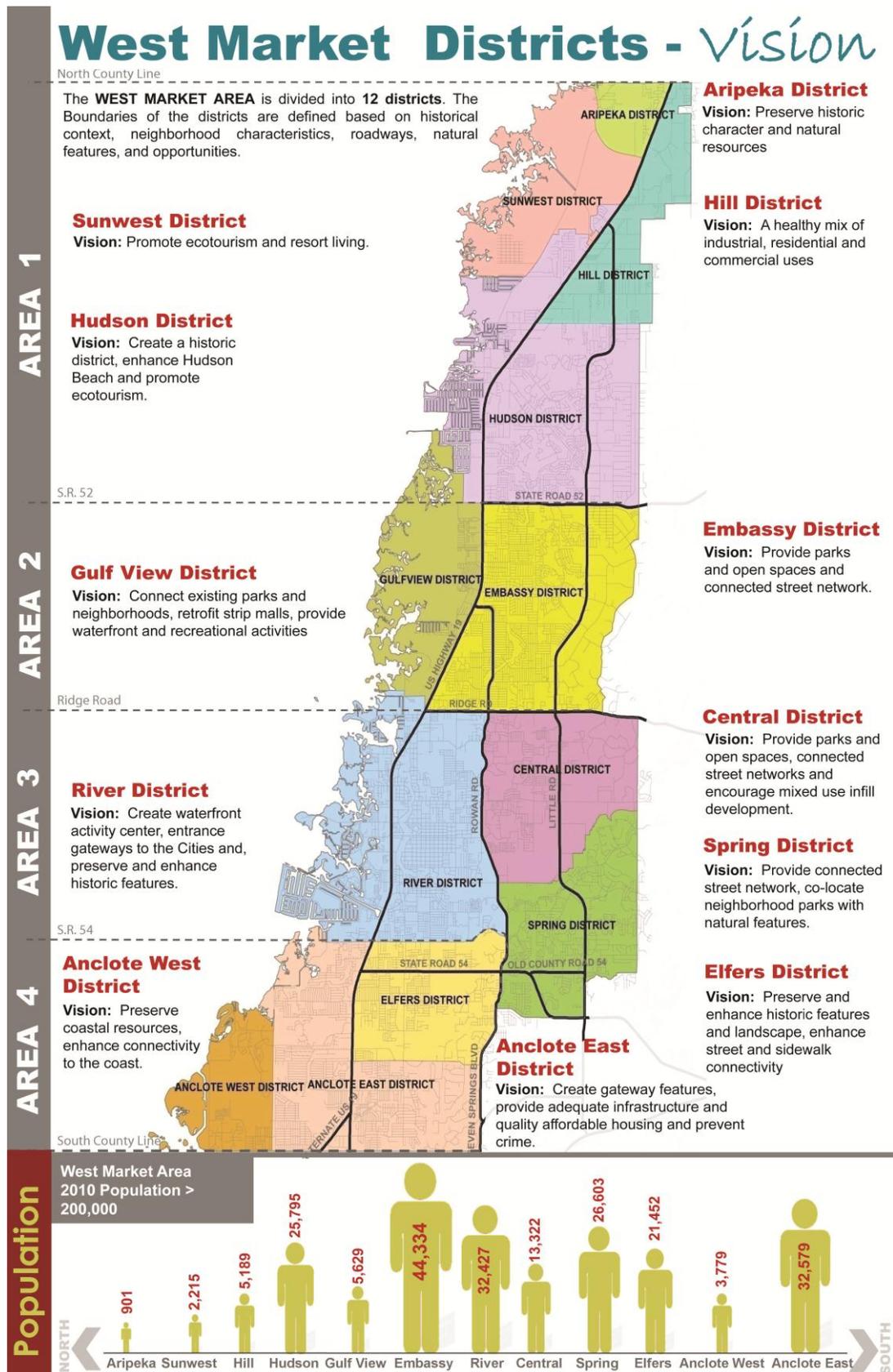
To provide the most convenient location for public participation, the MPO Board and staff hold public workshops, events, and presentations at a variety of locations. A key effort includes rotating the monthly MPO Board meeting locations between the eastern (Historic Pasco County Courthouse, Dade City) and western (West Pasco Government Center, New Port Richey) areas of the County, as advertised on the MPO's website. Every other month the MPO Board meetings are held in Dade City, which is most convenient to residents living in the eastern portions of the County. The meetings are also rotated to the Government Center, which is most convenient to residents living in the western portions of the County. The MPO Board members have received very positive feedback for this policy.

Table 4-2: Summary of TDP Public Engagement Program

Task	Date	Status	Attendance/ Outreach
Discussion Group			
Stakeholders	3/5/2013	Completed	13
Bus Operators	3/20/2013	Completed	9
Total			22
Public Workshops			
Wesley Chapel	2/16/2013	Completed	67
New Port Richey	2/19/2013	Completed	58
Dade City	4/12/2013	Completed	44
New Port Richey	4/23/2013	Completed	37
Total			206
MPO Committees and Board Transit Workshops			
CAC	4/3/2013	Completed	15
TAC	4/8/2013	Completed	12
MPO Board	4/11/2013	Completed	6
Total			33
Surveys			
On-Board Survey	March 2013	Completed	1,228
Workshop Survey	February-April 2013	Completed	135
Operator Survey	March 2013	Completed	33
Total			1,396
E-Mail Blasts			
Project Initiation and Workshops	February 2013	Completed	272 Opens
Project Update and Workshops	May 2013	Completed	314 Opens
Total			586
Social Media			
Twitter	N/A	Ongoing	8 followers (13 tweets)
Facebook	N/A	Ongoing	48 Likes (89 unique views)
Total			56
TOTAL PARTICIPANTS			2,299

For special projects, locations are identified that target specific citizen input based on geographical locations within the County, minority and income statistics, or other attributes that may improve the results of the public outreach effort. Specific examples of events that have concentrated efforts on outreach include the West Market Redevelopment Plan, which divided outreach into 12 districts based on historical context, neighborhood characteristics, roadways, natural features, and opportunities, and an example of the workshop locations are included on the next page as **West Market Districts**. Nine workshops were held during 2011 that were located throughout these districts, with 229 citizens attending and 92 attendees from governmental agencies.

Example of West Market Districts from 2011 Outreach



The Lacochee/Trilby Visioning project partnered with two grassroots organizations, the Greater Trilby Community Association and the Lacochee Community Area Task Force (CAT), and spread the word through the Northeast Pasco newsletter, by mail, telephone, and local newspaper sections to generate interest in the project. The meetings were held at known locations including the Lacochee Elementary School, which used “ConnectEd” to send out automated messages providing information on the project. Approximately 100 people attended a meeting at a local school.

The 2014-2023 TDP project hosted workshops at four different locations including Wesley Chapel, Dade City, and the West Pasco Government Center. Social media used to reach out to the community included *Facebook* (48 liked the project and 89 submitted views of the project) and *Twitter* (8 followers), and unique to this mode of transportation, the effort included on-board surveys to gather public input. For the workshops, 206 attended and completed surveys that were useful to the project, and 1,228 surveys were completed from current bus riders.

The Tri-County Trail Connector Project included two workshops that were held in partnership with the Pinellas County MPO at Brooker Creek Preserve Environmental Education Center and the Starkey Environmental Education Center, both well-known locations to the communities of Pasco and Pinellas Counties. The MPO staff also presented to various local community groups such as the Rotary Club to provide information on the Mobility Fee.

Town Hall Meetings

The Pasco County MPO has been partnering with different governmental agencies to hold town hall meetings, which have provided an informal public meeting that gives the members of a community an opportunity to get together to discuss emerging issues and to voice concerns and preferences for their community. These meetings cover a variety of attendees including citizens and officials, giving everyone a chance to talk personally in a relaxed environment about the issues that are of importance in their community.

Speakers Bureau

The MPO staff present to local groups such as the Rotary Club and Civic Associations, as requested. The meetings are held throughout the County. For the adoption of the Mobility Plan in 2012, for example, MPO staff presented to several different groups to discuss the major highlights of the Plan. These presentations vary on a project-by-project basis. If a local organization would like a presentation on a plan or program that is under development, they may contact the MPO at any time to schedule a time and location that is convenient to the group.

EFFICIENT TRANSPORTATION DECISION-MAKING PROCESS

Another avenue for the public to be involved throughout the planning process is through Efficient Transportation Decision-Making (ETDM), which creates a linkage between land use, transportation, and environmental resource planning initiatives through early and interactive agency coordination and public involvement. All projects included in the Cost-Affordable Plan of the LRTP are screened through the ETDM process by MPO staff in coordination with the Florida Department of Transportation (FDOT).

Developed by the FDOT, ETDM is an online website that provides public access to information about proposed transportation projects, comments made by agencies on a variety of environmental and sociocultural issues associated with those projects, and reports associated with the ETDM process and specific projects.

The public access website is located at <http://etdmpub.fl.a-etat.org/est> or can be accessed by visiting the Pasco County MPO’s Website (www.pascompo.net). ETDM enables potential stakeholders (public, agency, and environmental) to be involved in a process that improves the effectiveness of transportation planning by addressing and including each stakeholder from the start, when future changes to the transportation system are conceptualized, to the end, when changes are specified and implemented. A screen shot example of a Pasco County project that was screened through the ETDM process is provided below.

Example of ETDM Screening for Overpass Road

9871 - Overpass Road from Old Pasco Road to US 301 ** Most Recent Data			
Review Start Date:	2/13/2008	Phase:	Programming Screen
From:	Old Pasco Road	To:	US 301, "Location not available."
District:	District 7	County:	Pasco County
Contact Name:	Carin Watkins	Contact Email:	carin.watkins@dot.state.fl.us
Project Re-Published 8/12/2008			

Project Overview: Summary Degree of Effect Chart

	Evaluation of Direct Effects																					
	Natural								Cultural				Community									
Legend	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects	
N/A N/A / No Involvement																						
1 Enhanced																						
0 None																						
2 Minimal (after 12/5/2005)																						
3 Moderate																						
4 Substantial																						
5 Dispute Resolution (Programming)																						
Alternative #1 From Old Pasco Road To US 301 - Reviewed from 2/13/2008 to 3/29/2008 - Published on 8/12/2008	2	N/A	3	3	3	2	N/A	0	3	3	3	4	2	3	2	2	2	1	3	3	4	

AGENCY COORDINATION

Regional Coordination – CCC, TMA Leadership, Joint CAC, and TBARTA

The MPO Board recognizes the importance of regional coordination and participation with other MPOs and agencies that are also planning for a regional transportation system. The Pasco MPO participates on the West Central Florida MPOs Chairs Coordinating Committee (CCC) and the Tampa Bay Transportation Management (TMA) Leadership. The CCC meets annually at a location that is rotated among several locations in the Tampa Bay area. Notification for participation on the CCC is accomplished through email on the MPO's website. The Tampa Bay TMA Leadership meetings are under development, but are scheduled to be held approximately every other month with notification by email on the MPO's website.

The Joint Citizens Advisory Committee (Joint CAC) is subcommittee of the CCC and provides input and citizens' perspectives on matters being considered by the CCC. The Tampa Bay Area Regional Transportation Authority (TBARTA) is a regional transportation planning agency that coordinates its Master Plan through support from the local MPOs. The Pasco County MPO staff attends the TBARTA meetings and plans and programs that have been developed in coordination with TBARTA are provided on the MPO's website. The MPO staff supports regional efforts by participating in regional plan development, such as development and adoption of the TBARTA Master Plan. As part of the TBARTA Regional Master Plan Update, the Pasco County MPO staff partnered with TBARTA by participating in a Pasco Town Hall on April 3, 2013. TBARTA was able to track 7,958 participants and 24 live call-ins.

Coordination with Federal, State, and Local Officials

The MPO staff and PCPT staff coordinate regularly with federal, state and local officials in the development of transportation plans and programs. For example, the MPO staff attends regularly scheduled Technical Review Team (TRT) meetings at the FDOT to provide input on regional travel demand forecasting. The MPO also makes presentations to the regional outreach group, the Tampa Bay Applications Group (TBAG), which hosts quarterly meetings to share project information among the various federal, state, and local agencies.

MEDIA RELATIONS

The Pasco MPO uses regionally distributed and local newspapers, special mailings through utility bills, and other methods to inform the public about various transportation projects. This is proven to be an efficient way to engage the community and provide a simple background of the transportation planning process, project recommendations, what it means to the average resident, how the public can provide their comments, and how to get involved. The Pasco County MPO places advertisements and coordinates with media contacts through newspapers such as the Tampa Bay Times, Pasco Section; the TBO Tampa Tribune; the Suncoast News; and the Laker/Lutz News. Media outlets interested in being included in outreach opportunities may contact the Pasco MPO by email at mpocomments@pscocountyfl.net or by telephone (727) 847-8140.

Section 5: Engaging the Traditionally Underserved

ABOUT PASCO COUNTY

Pasco County is located in the Tampa Bay area, and is bordered by Hernando County to the north, Pinellas and Hillsborough Counties to the south, Sumter and Polk Counties to the east, and the Gulf of Mexico to the west. Within the County, there are six incorporated cities, including Dade City, New Port Richey, Port Richey, St. Leo, San Antonio, and Zephyrhills. Other areas in Pasco County that are Census Designated Places, but are not incorporated, include Aripeka, Bayonet Point, Beacon Square, Blanton, Crystal Springs, Elfers, Holiday, Hudson, Lacoochee, Land O'Lakes, Lutz, Odessa, Shady Hills, Trinity, and Wesley Chapel. Figure 2-1, shown previously, provides a map of the County.

The estimated population in Pasco County in 2011 was 461,898. **Table 5-1** shows the demographic makeup of Pasco County, according to the 2011 American Community Survey (ACS) 5-year estimate.

Table 5-1: Demographic and Economic Characteristics of Pasco County

	Estimated County Population	Percent of County Population	Percent of Florida Population	Percent of U.S. Population
DEMOGRAPHIC CHARACTERISTICS				
Total Population	461,898	-	-	-
Population Over Age 65	95,529	20.7%	17.2%	12.9%
GENDER				
Male	224,547	48.6%	48.9%	49.2%
Female	237,351	51.4%	51.1%	50.8%
RACE				
One Race	453,414	98.2%	98.0%	97.5%
White	415,585	90.0%	76.4%	74.1%
Black or African American	20,153	4.4%	15.8%	12.5%
American Indian or Alaska Native	1,105	0.2%	0.3%	0.8%
Asian	9,991	2.2%	2.4%	4.7%
Native Hawaiian or Other Pacific Islander	279	0.1%	0.1%	0.2%
Other	6,321	1.4%	3.0%	5.1%
Two or More Races	8,484	1.8%	2.0%	2.5%
Hispanic or Latino (of any race)	52,375	11.3 %	22.1%	16.1%
ECONOMIC CHARACTERISTICS				
Median Household Income	\$44,248	-	\$47,828	\$52,762
Individuals Below Poverty Level	-	11.9%	14.7%	14.3%

Source: U.S. Census Bureau, 2011 ACS, 5-year estimate (2007-2011).

Based on the figures reported in the 2011 ACS, the population present in Pasco County is generally older and somewhat less racially diverse than that found at state and national levels. As noted in Table 5-1, approximately 20.7% of Pasco County’s population is age 65+ or older, a figure that is 3.5% greater than the state and 7.8% greater than the national average. Additionally, 90% of Pasco County’s population is White, which represents a population with fewer minority residents than that present across the state and nation. Finally, the economic characteristics presented in Table 5-1 show that though the median household income in Pasco County is lower than state and national averages, the percent of the population below poverty is also lower.

The urbanized areas of west Pasco County include the municipalities of Port Richey, New Port Richey, and the unincorporated areas of Hudson, Bayonet Point, Elfers, and Holiday. These communities, which represent the County’s largest concentration of urban development and population, are located along the US 19 coastal corridor. The eastern portion of the County is not as densely-populated as the western portion and includes the incorporated areas of Zephyrhills, Dade City, San Antonio, and St. Leo and the unincorporated areas of Lacoochee, Trilby, Blanton, Trilacoochee, Jessamine, and St. Joseph.

Central Pasco County does not include incorporated areas, but major population/employment hubs include Land O’Lakes, Wesley Chapel, Quail Hollow, Lutz, and Odessa. The southern portion of central Pasco County has become a bedroom community for workers commuting to Hillsborough County, as well as other areas in Pasco County. One of these unincorporated areas in central Pasco County, Wesley Chapel, has been transformed within the last decade from a sparsely-populated rural area into an area with significant residential, commercial, medical, and education activity.

Population information from the 2000 and 2010 U.S. Census was used to develop a population profile for the study area. As displayed in **Table 5-2**, the population of Pasco County increased nearly 34% from 2000 to 2010, from 344,765 to 461,898, respectively.

Table 5-2: Pasco County Population Characteristics, 2000 and 2010

Characteristic	2000	2010	% Change
Persons	344,765	461,898	34.0%
Households	147,566	184,270	24.9%
Number of Workers	140,895	208,777	48.2%
Land Area (square miles)	745	747	0.3%
Water Area (square miles)	123	122	-0.8%
Person per Household	2.34	2.51	7.3%
Workers per Household	0.95	1.13	18.9%
Persons per Square Mile of Land Area	462.87	618.34	33.6%
Workers per Square Mile of Land Area	189.16	279.49	47.8%

Source: 2000 and 2010 Census.

In addition to the historical data taken from the Census, the *2011 Florida Statistical Abstract*, published by the Florida Bureau of Economic and Business Research (BEBR), provides future county population projections. Based on these estimates, Pasco County's population is expected to continue to grow. The projections show the population of the County will increase to 570,600 by the year 2020 and 677,800 by the year 2030, increases of 24% and 47%, respectively.

A review of population trends for the six municipalities in Pasco County was also conducted, including Dade City, Zephyrhills, New Port Richey, Port Richey, San Antonio, and St. Leo. **Table 5-3** provides population trends for those municipalities and Pasco County for 1990, 2000, and 2010.

Table 5-3: Pasco County Population Trends for Cities and Towns, 1990, 2000, 2010

Municipality	1990	2000	2010	% Change 1990-00	% Change 2000-10	% Change 1990-2010
Dade City	5,633	6,188	6,437	9.85	4.02	14.27
New Port Richey	14,044	16,117	14,911	14.76	-7.48	6.17
Port Richey	2,521	3,021	2,671	19.83	-11.59	5.95
St. Leo	1,009	590	1,340	-41.53	127.12	32.80
San Antonio	776	684	1,138	-11.86	66.37	46.65
Zephyrhills	8,220	10,833	13,288	31.79	22.66	61.65
Unincorporated	248,928	307,335	424,912	23.46	38.26	70.70
Total County	281,131	344,765	464,697	22.63	34.79	65.30

Source: 1990, 2000, 2010 Census.

In terms of population growth, the fastest-growing municipality in Pasco County was Zephyrhills, with a 62 percent change in population from 1990 to 2010. However, the figures show that the cities have received relatively little of the total population increase over the past two decades. The figures show that approximately 96%, or 175,984, of Pasco County's new residents moved in to unincorporated areas of the County. **Figure 5-1** illustrates the population density by number of residents per acre for Pasco County. Figure 5-1 also includes a $\frac{1}{4}$ and $\frac{3}{4}$ mile buffer illustration of the Pasco County Public Transportation (PCPT) routes at the time of adoption of the Access Pasco Transit Development Plan (TDP) FY 2014-2023. The overlay illustrates that the most densely populated areas of Pasco County are generally within a $\frac{3}{4}$ mile buffer of transit service. As public participation outreach efforts are conducted, a more detailed analysis of transit access should be considered when selecting sites for public participation public hearings, meetings, workshops and Metropolitan Planning Organization (MPO) Board and Committee meetings.

POPULATIONS FOR SPECIAL CONSIDERATION IN OUTREACH

The traditionally underserved, also called the transportation disadvantaged, include those groups within the community that have greater difficulty in accessing places that support activity such as work, school, medical services, recreation, and shopping. The traditionally underserved may include minority groups; persons with low incomes; the elderly; and members of the community that have a Limited English Proficiency (LEP). Transportation and language barriers may keep interested members of these groups from participating in transportation planning activities.

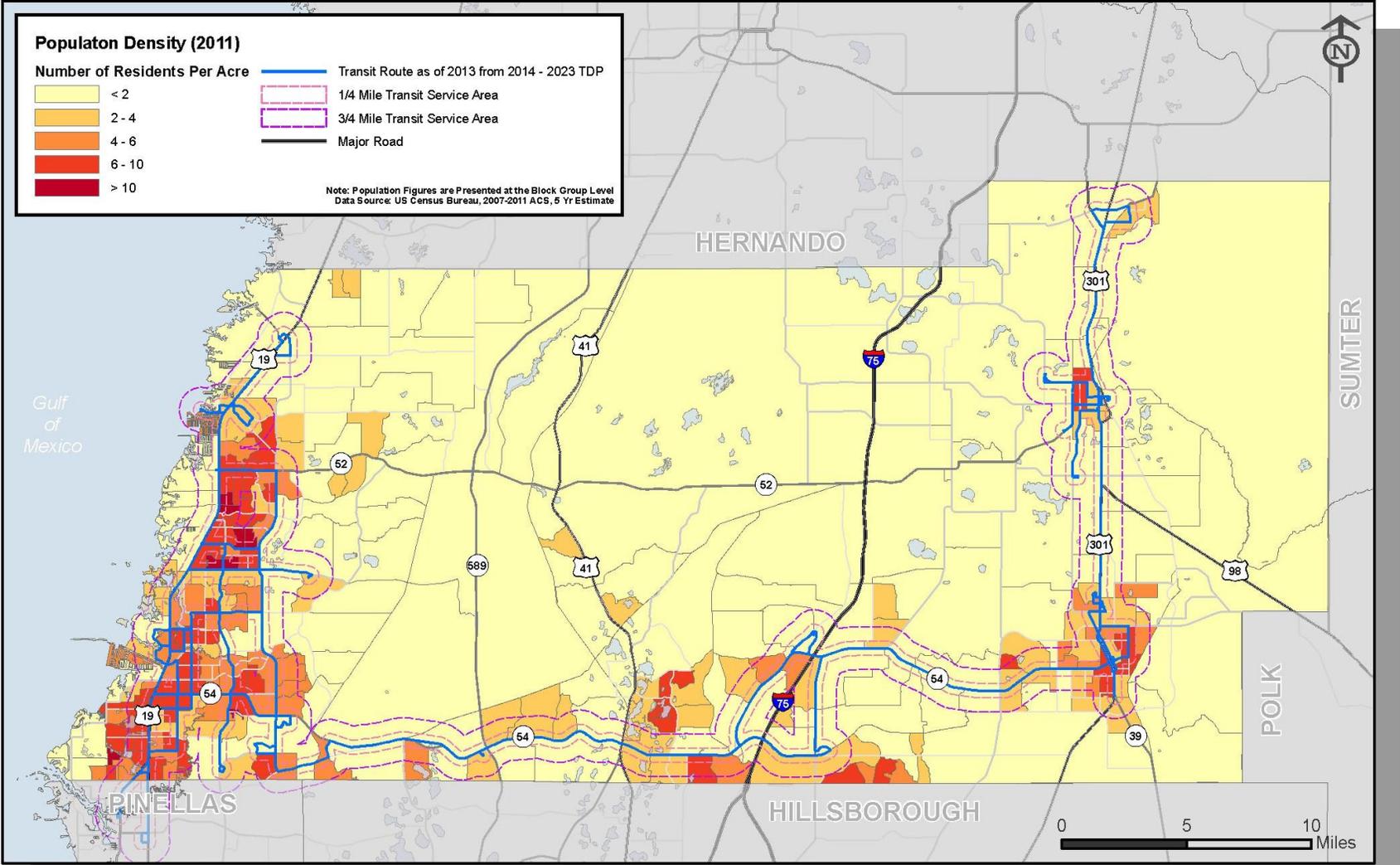


Figure 5-1: Population Density in Pasco County

Therefore, it is important to identify and implement specific strategies that enable these citizens to be meaningfully involved in the decision-making process. The figures shown on the next pages illustrate the location of many of the traditionally underserved groups present within the county and help to identify areas for special consideration during public outreach efforts:

- **Figure 5-2:** Minority Population in Pasco County
- **Figure 5-3:** Hispanic Population in Pasco County
- **Figure 5-4:** Population below Poverty in Pasco County
- **Figure 5-5:** LEP Population in Pasco County
- **Figure 5-6:** Population Age 65 and Over in Pasco County

Appendix B provides a larger (11 X 17) version of these same categories, but includes a combination of the number and percent for the demographic information. The numbers show a general representation of how many residents that are considered traditionally underserved are within each U.S. Census Block group.

The requirements for consideration of the traditionally underserved are based primarily on federal regulations that include: Title VI of the *Civil Rights Act of 1964*, Executive Order 12898 (Environmental Justice Order), *Age Discrimination Act of 1975*, and the *National Environmental Policy Act of 1969* (NEPA). The policies that stem from these requirements were designed to ensure the interests of minority and low-income populations are considered and addressed in transportation decision-making and that negative effects do not fall disproportionately on these groups. Consistent with these orders, special efforts are undertaken to involve population segments understood to be traditionally underserved and/or underrepresented in Pasco County. These efforts may include:

- Identifying geographic locations with a high concentration of the traditionally underserved and underrepresented,
- Holding workshops and other events convenient to these geographic locations,
- Holding workshops and other events in facilities that are convenient and known to these segments of the population such as schools, churches, and community centers,
- Inviting community leaders from these geographic locations to participate on the Citizens Advisory Committee (CAC) and the Bicycle and Pedestrian Advisory Committee (BPAC),
- Distributing information regarding the transportation planning process and opportunities for public involvement on public buses and at select bus stop locations, and
- Meeting with and making presentations to organizations that represent these segments of the population.

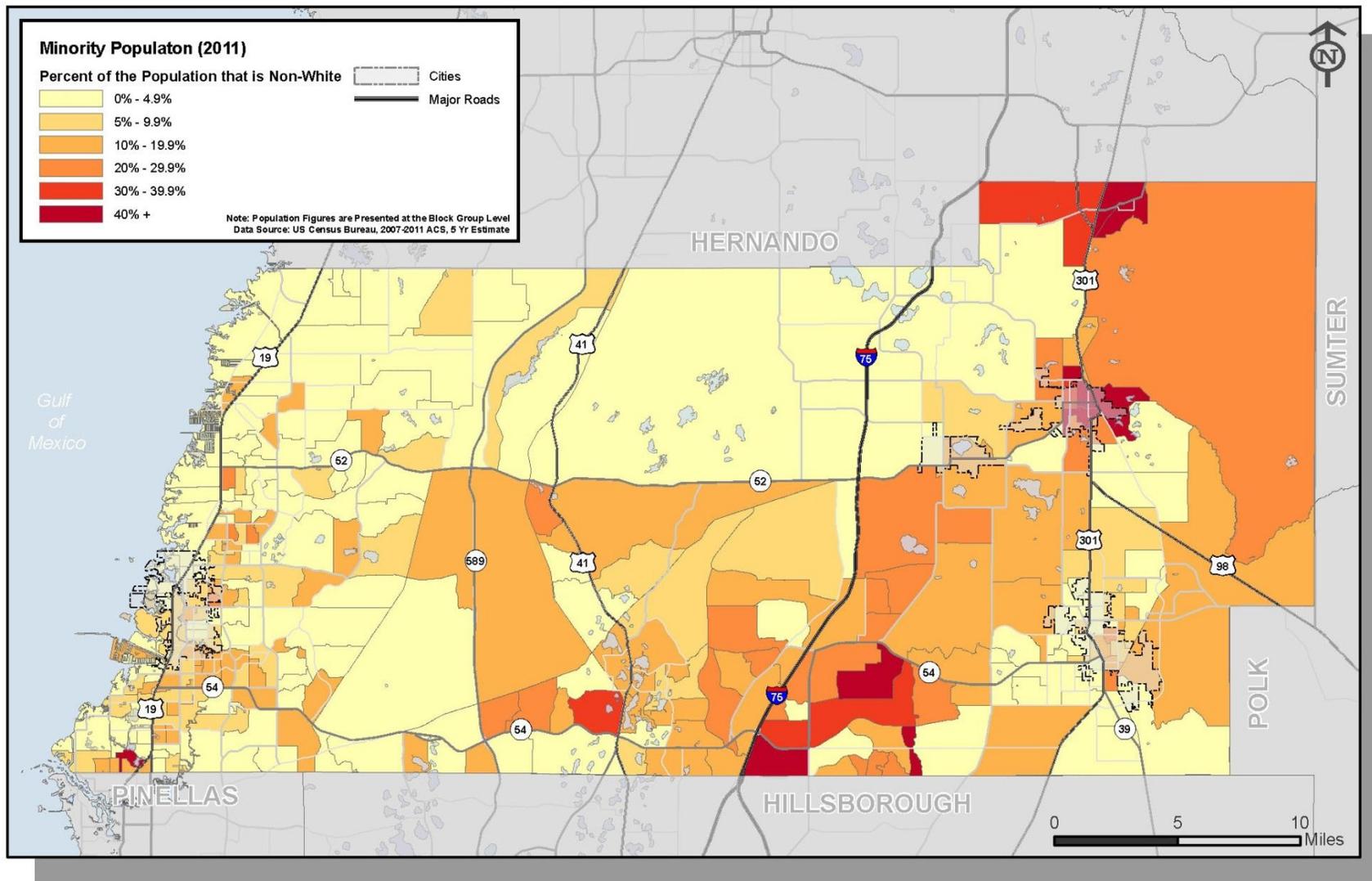


Figure 5-2: Minority Population in Pasco County

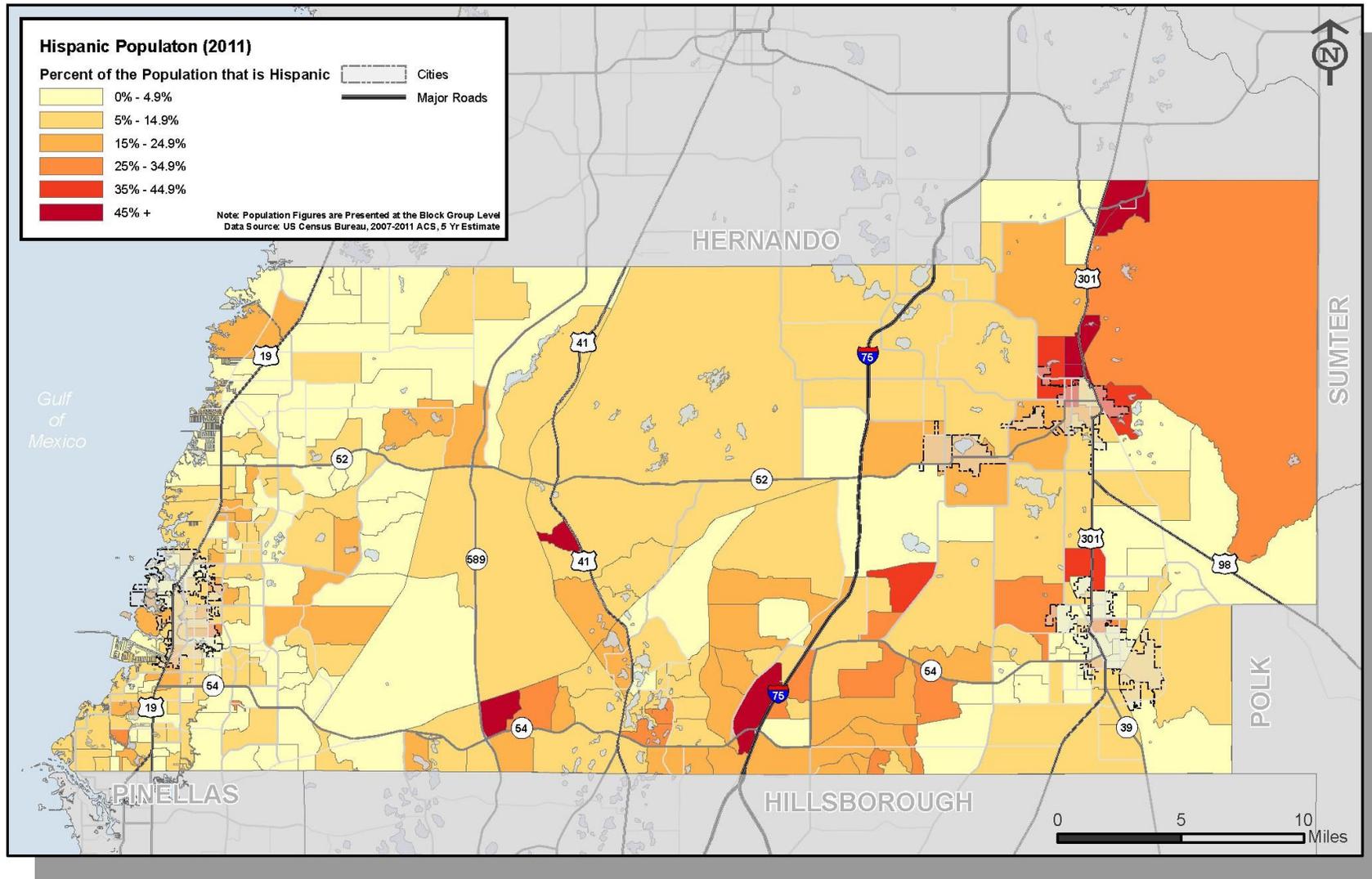


Figure 5-3: Hispanic Population in Pasco County

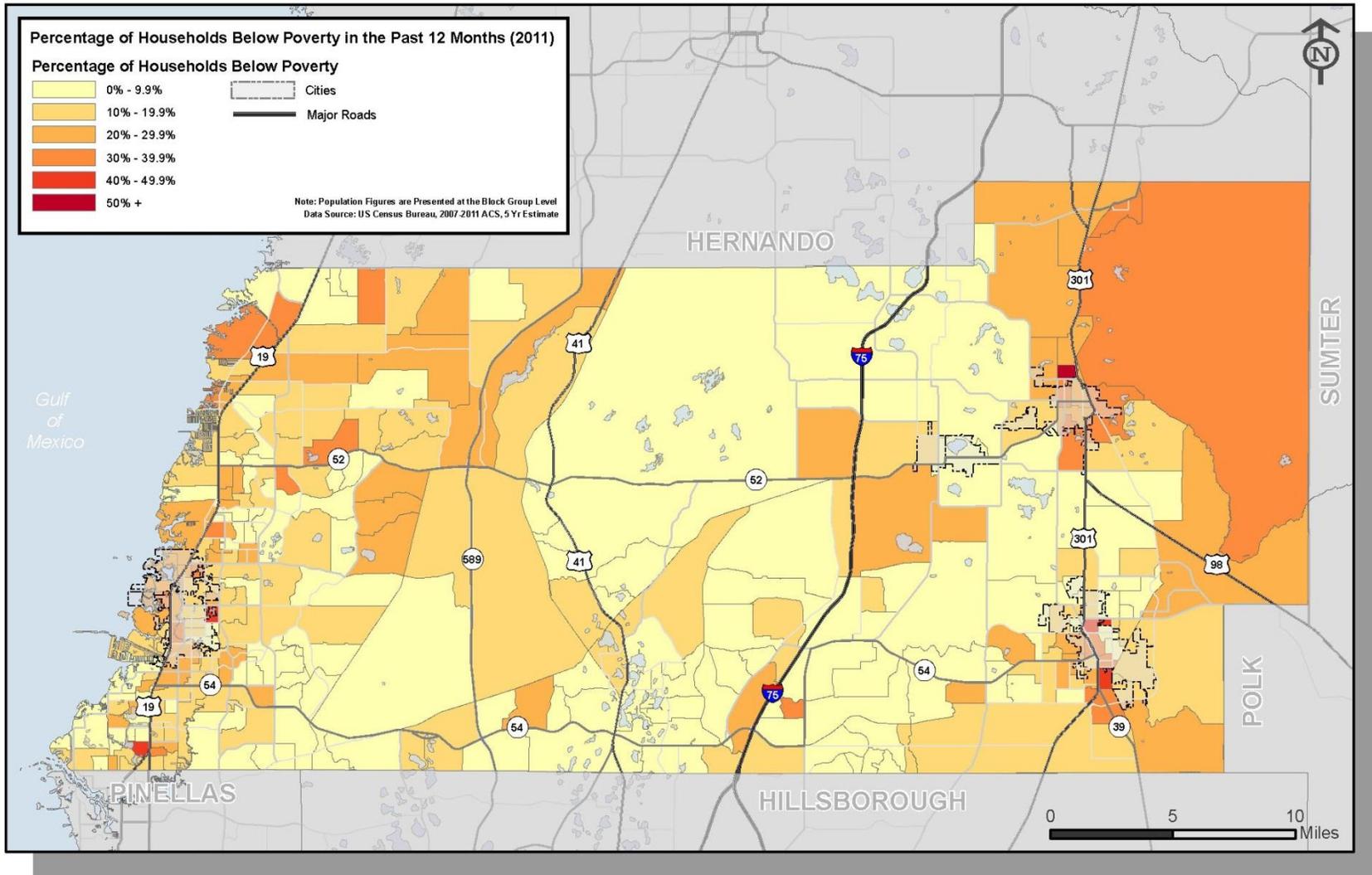


Figure 5-4: Population below Poverty in Pasco County

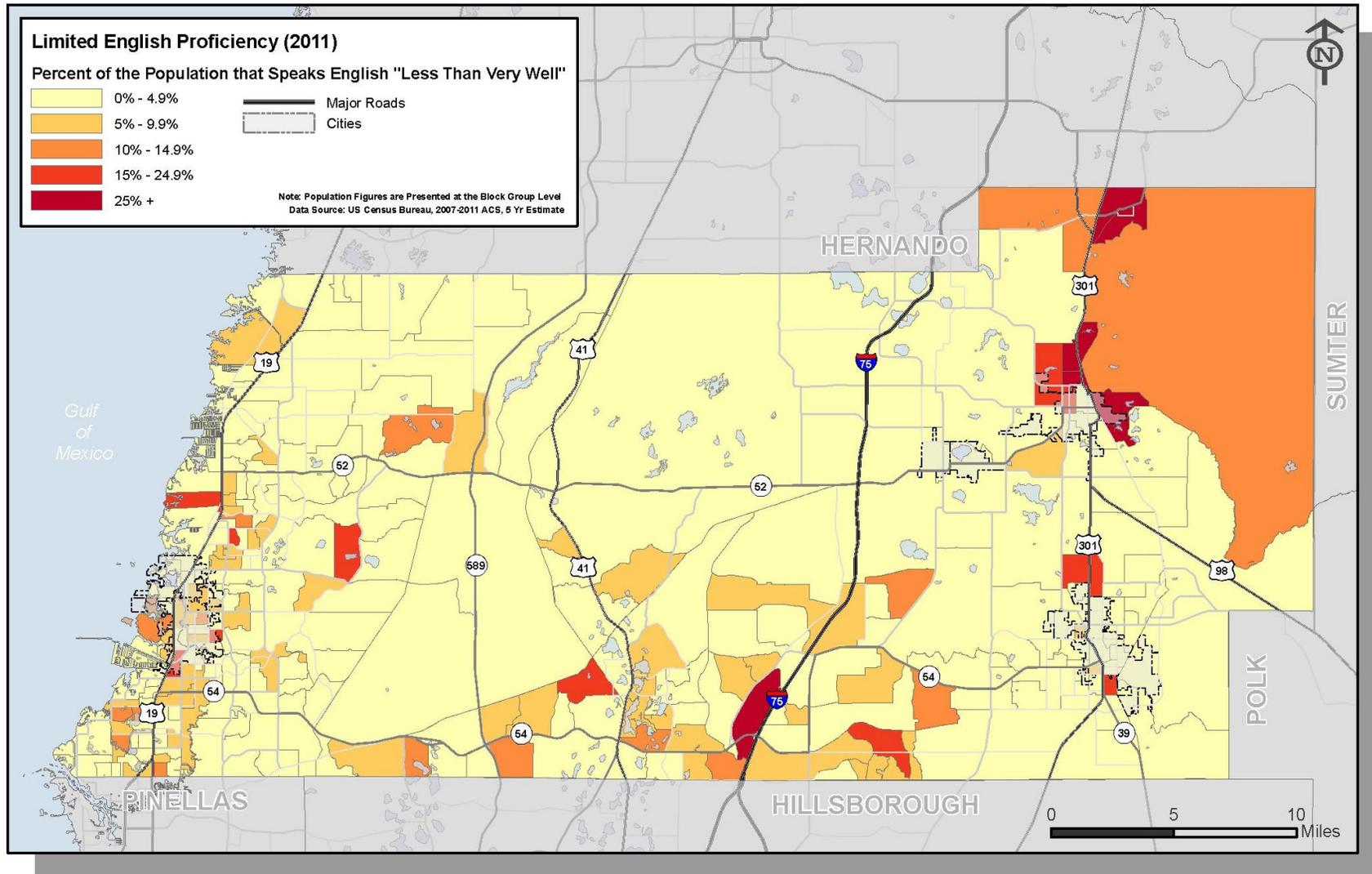


Figure 5-5: LEP Population in Pasco County

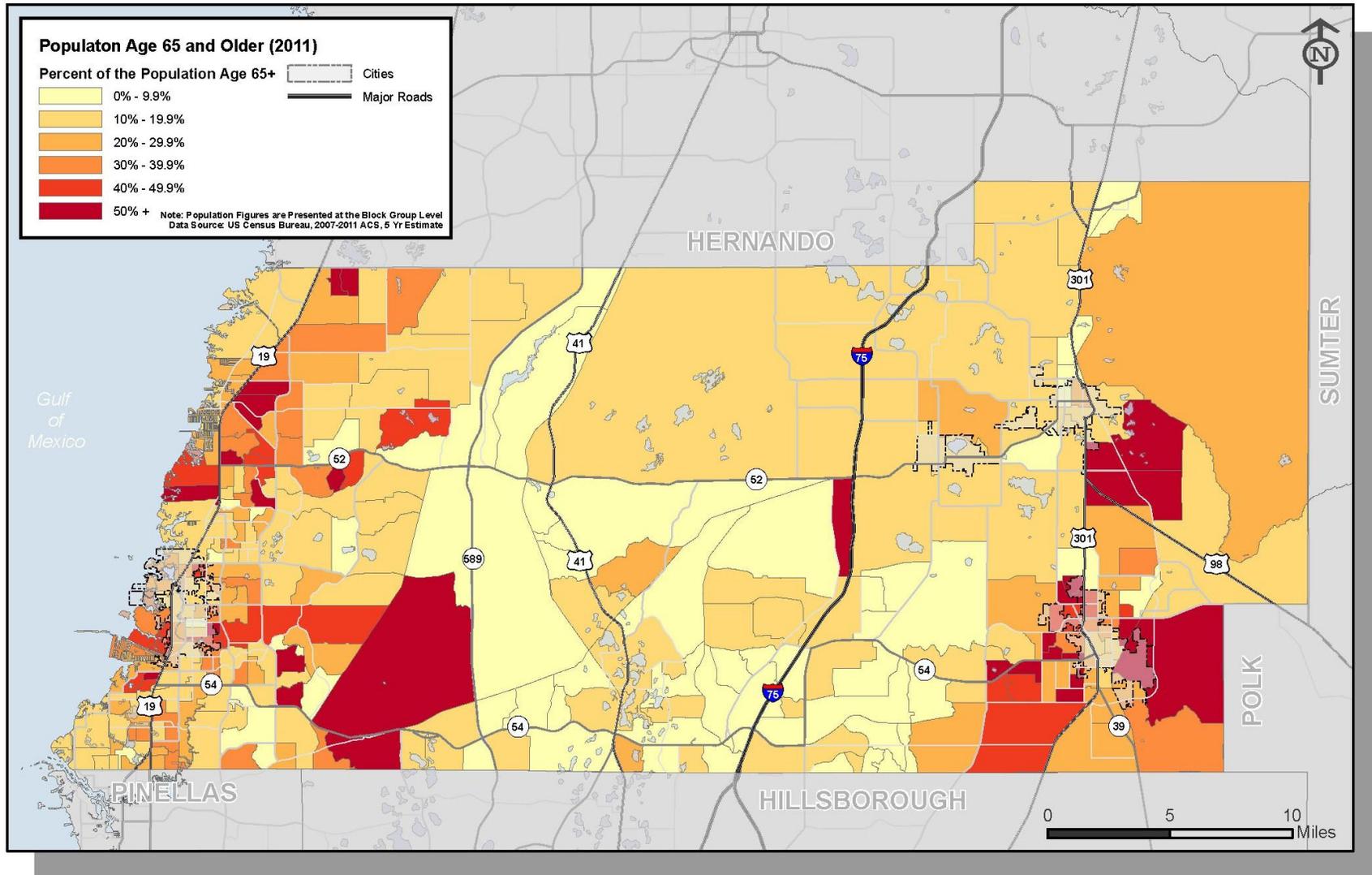


Figure 5-6: Population Age 65 and Over in Pasco County

Minority Groups

Among the populations protected by the federal policies discussed above are members of minority groups. Both Title VI and Executive Order 12898 provide for the protection of the interests of minority groups. In the implementation of these policies, *U.S. Department of Transportation (USDOT) Updated Environmental Justice Order 5610.2(a)* defines minorities as members of Black or African American, American Indian or Alaska Native, Asian, and Native Hawaiian or Other Pacific Islander racial groupings. Additionally, Order 5610.2(a) identifies residents that identify themselves as “Hispanic or Latino” as part of a minority group, regardless of race.

Consistent with the definitions provided in the USDOT Order, Figures 5-2 and 5-3 reflect the racial and ethnic minority populations present within Pasco County.

Low-Income Groups

The second population protected by federal policy is that classified as low-income. Only the Environmental Justice policy protects this group as income is not considered in the non-discrimination clause of Title VI. Again, *USDOT Updated Environmental Justice Order 5610.2(a)* defines the members of this group. Based on the order, low-income means person whose median household income is at or below the Department of Health and Human Services poverty threshold.

Consistent with the definitions in the USDOT order, Figure 5-4 reflects the low-income population present within Pasco County.

Limited English Proficiency

Requirements for the accommodation of LEP stem from the non-discrimination clause contained in Title VI of the *Civil Rights Act of 1964* and *Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency*. Though much of the federal policy allows for flexibility in the assessment of English proficiency, the *Voter Rights Act* codifies a threshold based on the U.S. Census language classification (Speaks English “Less than Very Well”). Figure 5-5 reflects the *Voter Rights Act* threshold in the depiction of LEP populations within Pasco County. In the implementation of LEP programs within the State of Florida, guidance can be taken from Part 1, Chapter 11 of the *Florida Project Development and Environment Manual*. This chapter of the manual directs that if demographic data indicates that 5% or 1,000 people or more speak a language other than English, LEP accommodations should be required.

The Pasco County MPO also has developed a LEP Plan that clarifies the responsibilities of the MPO to include those that are LEP. The LEP Plan is available by contacting MPO Staff by telephone at (727) 847-8140 or emailing mpocomments@pascocountyfl.net. Included in the plan are the strategies for identifying LEP persons, the process for requesting resources in Spanish (the most common language spoken next to English), Title VI discrimination information, and how to file complaints. Title VI Discrimination forms and the LEP Plan are made available at all workshops.

The Pasco County MPO staff will make a reasonable effort to provide some publications in Spanish upon request. The MPO will partner with state and local agencies to provide language translators when requested. Requests for translation services must be made at least seven days in advance.

To reach out to more people, the MPO distributes flyers announcing the dates and locations of upcoming workshops. Flyers are posted in the West Pasco Government Center in New Port Richey, the Historic Pasco County Courthouse in Dade City, agency and other organizations' offices, at libraries around the county, on public transit vehicles, and sent home with public school students in areas of the County that are customarily underserved or underrepresented in the transportation planning process. This strategy has been used primarily during the Long-Range Transportation Plan (LRTP) and TDP update in the past, but may be used during other planning activities in the future.

To engage those with language barriers, MPO Staff coordinates with *Gaceta Latina*, the Spanish publication in Pasco County, to have newspaper articles written about the planning activities and announce upcoming workshops, public hearings, and comment opportunities.

Elderly Population

Particularly in Pasco County, the needs of residents age 65 and over should be considered in transportation planning and public engagement efforts. Figure 5-6 represents the age 65 and over population for Pasco County. The right to non-discrimination of the elderly is protected by the *Age Discrimination Act of 1975*. Implementing policies for the accommodation of elderly individuals in the planning process are outlined in various instructions, among them is Federal Transit Authority (FTA) Circular 9070.1F, which defines "elderly" as including, at a minimum, all persons age 65 years of age and older. Figure 5-6, is based upon the minimum definition of elderly and includes all persons age 65 and over.

Continued Effort

It is of utmost importance to the Pasco County MPO to engage all citizens in the County, including those that are often underrepresented in the transportation planning process. This Section provides the basis for identifying the general location of the traditionally underserved populations and recognizing the need to ensure these groups are incorporated in the outreach efforts by the MPO. As plans and programs are developed, and special projects are conducted, the MPO will consider the information from this Section to reach out to these communities. New and innovated strategies utilized to reach these communities during the LRTP and TDP updates will also be considered each time the MPO looks to improve its public participation process. For example, the MPO's website has been revised to include a language "translator" option that allows the user to select Spanish or another language when reading the home page for the MPO's activities to increase access to LEP populations.

Section 6: MPO's Goal and Objectives

PASCO COUNTY MPO'S GOAL AND OBJECTIVES

Federal Guidance

The goal and objectives listed in this Section are the foundation for the Public Participation Plan (PPP). The overarching goal sets the framework for responding to the federal requirements as stated in 23 Code of Federal Regulations (CFR), Parts 450.210 and 450.316, which require Metropolitan Planning Organizations (MPOs) to provide the general public and other interested parties with reasonable opportunities to comment on the proposed Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP) and outlines the MPO's priorities for transportation projects. In addition, MPOs must prepare a PPP in consultation with the general public and specific "interested parties," use visualization techniques when practicable, employ electronic methods to distribute information to the public, and hold public meetings at convenient times and accessible locations.

The federal guidance sets the stage for the PPP and the MPO Board takes this direct all-encompassing view: "Engage the public in the MPO's transportation planning activities." The objectives that support the Goal follow the directives of the federal legislation and are listed in **Table 6-1**.

Table 6-1: Pasco MPO's Goal and Objectives

GOAL: EFFECTIVELY INVOLVE THE PUBLIC IN THE PASCO COUNTY MPO TRANSPORTATION PLANNING ACTIVITIES	
Objective 1	Promote proactive and early public involvement; provide diverse opportunities for public participation by geographic region and by venue or event location facility to as many people as possible.
Objective 2	Provide easy access to complete information and key decisions in a user-friendly format.
Objective 3	Effectively involve the transportation underserved and underrepresented.
Objective 4	Consider and provide opportunities for public input in transportation decision making.
Objective 5	Continuously monitor and improve the public participation plan.

State Guidance

The State of Florida has adopted several directives that provide guidance for public involvement. Chapter 339.175(16), Florida Statutes (F.S.) requires each MPO to appoint a citizen advisory committee, representing a cross-section of the community (including minorities, the elderly and the disabled), to provide public input to the transportation planning process. Chapter 339.175, F.S., requires public involvement in the development of the LRTP and TIP. Chapter 339.155, F.S., requires that citizens,

public agencies and other known interested parties be given the opportunity to comment on the long-range component of the Florida Transportation Plan and before substantive revisions to the plan. The *Government in the Sunshine Act* [Section 552b of Title 5, United States Code (U.S.C.)], commonly known as “The Sunshine Law,” addresses public access to governmental proceedings at the state and local level. The Sunshine Law requires that meetings of boards or commissions be open to the public, reasonable notice of such meetings be given, and minutes taken and made available to the public in a timely manner.

Guidance on Florida’s requirements for involving the public during the development of the MPO’s plan, programs and projects can be further researched through publications by the FDOT:

- MPO Program Management Handbook:
(<http://www.dot.state.fl.us/planning/policy/metrosupport/mpohandbook/>)
- Public Involvement Handbook:
(http://www.dot.state.fl.us/emo/pubs/public_involvement)

OBJECTIVES AND PERFORMANCE MEASURES

Objective 1

Promote proactive and early public involvement; provide diverse opportunities for public participation by geographic region and by type of facility to as many people as possible.

Performance Measures

- (1.1) Document the number of MPO public workshops, events, presentations, and meetings that are held by the MPO and the attendance at these events as required for the development and adoption of the MPO’s plans and programs. The MPO staff will document these events such that each type of outreach event can be tracked by project by date and location.
- (1.2) Visualization tools, such as a PowerPoint presentation or presentation boards, will be used at public hearings (when appropriate) to enhance the communication process for citizens attending the hearings. A copy of the visualization aide will be available to the public upon request.
- (1.3) A minimum of two public workshops will be held for the LRTP update process and the Access Pasco Transit Development Plan (TDP) FY 2014-2023 update process that are accessible by transit, such as the Historic Dade City Courthouse and the West Pasco Government Center, libraries, or other locations that are reasonably accessible by transit.
- (1.4) A minimum of two public workshops will be held for the LRTP update process and the TDP update process in convenient locations as identified by the MPO staff or key community leaders, with particular attention to serving communities identified as an underserved or minority community.

- (1.5) The MPO will hold meetings and events (other than public workshops) for the LRTP and at locations that are convenient to the community (such as community centers, churches, or schools) as identified by MPO staff and community leaders.
- (1.6) One hundred percent of required newspaper advertisements (see Table 3.1, Public Notice Requirements) will be placed in the two major regional publications (Tampa Bay Times/Pasco Section and the TBO: Tampa Tribune) within the recommended public notification time period for the LRTP, TDP, TIP and Unified Planning Work Program (UPWP).
- (1.7) One hundred percent of all MPO publications supporting the LRTP, TIP and UPWP development or updates, such as an informational flyer or brochures will be placed on the MPO's website.
- (1.8) Continuously review and update, in coordination with County departments, the MPO's mailing list and email lists, with updates and additions based on public engagement events and requests to be added to the list.
- (1.9) Annually review the options and staff requirements for using social media tools such as the MPO's Facebook page to Twitter account as an additional citizen engagement tool where appropriate.
- (1.10) Implement and track the use of at least one current social media tool/technique such as Twitter or Facebook during the development of the LRTP and TDP.

Objective 2

Provide easy access to complete information and key decisions in a user-friendly format.

Performance Measures

- (2.1) Annually review the available options and possible funding for broadcasting public meetings through Pasco County Television with a focus on increasing citizen access (County discontinued this service in fall 2012 due to funding cuts).
- (2.2) A minimum of two MPO newsletters (Pasco Transportation Insight) will be produced per year and linked to the MPO's website.
- (2.3) One hundred percent of all major documents/publications produced by the MPO that invite public comment and review or announce public involvement activities will be made available via the MPO's website (Plans, Programs, newsletters, informational flyers, comment forms, etc.).
- (2.4) One hundred percent of all public hearings will be held where transit is available.
- (2.5) One hundred percent of public hearings will be rotated between the Dade City Historic Courthouse and the Pasco County Government Center to provide access to both the eastern and western portions of the urbanized areas of the County.

- (2.6) Distribute one copy for each major Plan or Program (LRTP, TDP, TIP, UPWP), once adopted, to the Pasco County Library coordinator for placement in each of the library branches throughout the County.
- (2.7) Minimum of one copy of printed MPO materials such as newsletters and informational flyers will be placed, when feasible, in the main lobby of the Pasco County Government Center and the Dade City Historic Courthouse and the Dade City Annex Building for public viewing.
- (2.8) Track the number of special brochures or newsletters produced during key planning activities and document the method used to distribute each tool by project, date, and intended outreach locations.
- (2.9) Document the number of special brochures, newsletter, or informational flyers that are developed and distributed specifically for targeted underserved or underrepresented communities (as identified in Section 5).

Objective 3

Effectively involve the transportation underserved and underrepresented.

Performance Measures

- (3.1) Annually review and update the number and membership of organizations representing the underserved/underrepresented included on mailing list for MPO planning activities, with assistance from the representatives on the Transportation Disadvantaged Local Coordinating Board (LCB).
- (3.2) Annually identify and update the locations for holding public workshops and forums in areas with high concentrations of transportation underserved in coordination with the Transportation Disadvantaged LCB and through other efforts such as the Tri-County Access Plan.
- (3.3) A minimum of two public workshops and/or forums will be held in locations with high concentrations of the transportation underserved for the LRTP and TDP.
- (3.4) Annually demonstrate and communicate the option to use “select language” feature when accessing the MPO’s website at the CAC, TAC, BPAC, and LCB meetings.
- (3.5) Annually coordinate with the LCB in communicating the use of the MPO’s website and the “select language” feature and other information for viewing the MPO’s homepage in other languages to agencies that provide services to the transportation disadvantaged.
- (3.6) Annually identify and communicate with Limited English Proficiency (LEP) media options such as contacts at local newspapers, radio stations, or identify if a community-based websites exist that serve specific LEP or underserved communities in Pasco County.
- (3.7) Develop and distribute Plans/Program development announcements to available Spanish media (newspaper, websites or radio) to reach those with LEP.

- (3.8) Where feasible and appropriate, develop and distribute publications in Spanish and link the publications to the MPO's website.
- (3.9) Annually translate one MPO publication such as a MPO newsletter into Spanish and link the publication to the MPO's website.
- (3.10) Produce and distribute a minimum of one flyer, survey, or informational sheet in Spanish for public outreach during the LRTP and TDP updates.
- (3.11) Maintain the LEP and Title VI link on the MPO's website.
- (3.12) Provide, within a reasonable notice of five to 10 days, a translator for public hearings or major project public workshops, as requested.
- (3.13) Provide, upon request and when feasible, a translated version of materials in Spanish, or provide a meeting opportunity for the LEP citizen to work with an interpreter to respond to questions about the document.

Objective 4

Consider and provide opportunities for public input in transportation decision making.

Performance Measures

- (4.1) Develop and implement a general comment card for the MPO that will be linked through the County Commission's portion of the County's website and document comments by issue or project for use during Plan/Program development.
- (4.2) Maintain an email link on the MPO's website for comments or concerns and document comments submitted by the public for use during Plan/Program development.
- (4.3) Document all comment cards collected during workshops and other events and track by project, date, and location for use with Plan/Program development.
- (4.4) Implement comment cards for use at public workshops, meetings and other events that enhance the ability to identify who attended the event, particularly if a specific audience needs to be reached and/or document any follow-up responses required of the MPO staff.
- (4.5) Document the final analysis of a minimum of one major outreach event during LRTP and TDP development to show if the original contact method (mailing list or other contact methods) was successful in reaching traditionally underserved populations (as identified in Section 5).
- (4.6) Document the responses to comment cards, surveys, and other public input for consideration and use when analyzing if underserved or LEP communities were reached, particularly during the LRTP and TDP process.
- (4.7) Summarize and document for reporting to the MPO Board the types of responses that are collected during an outreach event, with a focus on reporting a "summary" of consensus of comments during Plan/Program development.

- (4.8) Continue to document and incorporate all comments received during Plan/Program development. All major documents will include the number of total comments received and where feasible, a summary of the types of comments received, and by what method the MPO staff responded to the comments.

Objective 5

Continuously monitor and improve the PPP.

Performance Measures

- (5.1) Continuously explore new ideas and public input strategies and tools used to improve the public participation process, and incorporate into the PPP as part of the evaluation and update process.
- (5.2) Evaluate the PPP every two to three years.
- (5.3) Update the PPP at least every three to five years based on the evaluation of performance measures; changes to federal rules and regulations concerning public involvement; and particularly prior to major updates of plans and programs such as the LRTP and TDP.

**APPENDIX A
TRANSPORTATION ACRONYMS AND DEFINITIONS
AND
FEDERAL AND STATE REQUIREMENTS**

APPENDIX A-1

TRANSPORTATION ACRONYMS AND DEFINITIONS

3C: Continuing, Cooperative, and Comprehensive: The 3C planning process is a requirement included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) or its successors, and the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) joint planning regulations (23 Code of Federal Regulations (CFR), Part 450, and 49 CFR, Part 613). This process considers all modes of transportation when developing plans, programs, and operations for consistency and supports the transportation planning objectives of the metropolitan area.

ADA: Americans with Disabilities Act of 1990: A Federal law that requires public facilities, including transportation services, to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

AG: Agency: An official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the State or of a city; town; municipality; County; other local governing body; or a private, nonprofit transportation service-providing entity.

BACS: Bay Area Commuter Services: Now known as Tampa Bay Area Regional Transportation Authority (TBARTA) Commuter Assistance Program.

BCC: Pasco County Board of County Commissioners: The BCC is the legislative and policy-making body of the County government. The five members of the BCC are elected countywide from all districts. The BCC appoints the County Administrator and the County Attorney and confirms the appointment of department heads. They establish policy and make all budget decisions with regard to appropriation of funds to County departments, divisions, and some constitutional officers.

BPAC: Bicycle and Pedestrian Advisory Committee: A subcommittee formed by the MPO governing board to advise, address, and promote bicycle and pedestrian policies, programs, and plans as an alternative means of transportation.

CAC: Citizens Advisory Committee: An advisory committee utilized by most metropolitan planning organizations for citizen input into the transportation planning process.

CCC: West Central Florida MPOs Chairs Coordinating Committee: The goal of the CCC is to prioritize and find ways to address the challenging transportation needs of West Central Florida on a regional, long-range basis. Issues, such as mobility, access to jobs, goods movement, emergency evacuation, and growth management, are some of the concerns addressed. The CCC achieves these goals through the support and cooperation of its member agencies, partner entities, and advisory committees. It is composed of chairmen from the six-member MPOs, FDOT district secretaries (One and Seven), and the regional planning councils on a nonvoting capacity.

CFR: Code of Federal Regulations: Compilation of the rules of the Executive Department and agencies of the Federal government.

CIP: Capital Improvement Program: A multiyear schedule of capital improvement projects, including priorities and cost estimates, budgeted to fit the financial resources of the community. This plan is updated annually and is part of the County's Comprehensive Plan, currently for a five-year period.

CMP: Congestion Management Process: A federally-mandated program which provides for the effective management of new and existing transportation facilities through development and implementation of operational and travel-demand-management strategies and by providing information to decision-makers on system performance and the effectiveness of implemented strategies. Although major capital investments are still needed to meet the growing travel demand, the CMP also develops lower-cost strategies that complement capital-investment recommendations. The result is more efficient and effective transportation systems, increased mobility, and a leveraging of resources. Prior to SAFETEA-LU, CMP was referred to as the Mobility Management System (MMS) in Pasco County.

CMS: Congestion Management System: A systemic process required under ISTEA to provide information on transportation system performance and identify alternative strategies to alleviate congestion and enhance mobility of persons and goods; the process must be developed in Transportation Movement Areas (TMAs) and in use by October 1, 1997; the use of CMS in non-TMAs is left to the discretion of State and local officials in Florida; MPO will take the lead for the CMS in urbanized areas and the FDOT will take the lead elsewhere.

CST: Construction: The act of building or constructing a project.

CTC: Community Transportation Coordinator: The person responsible for arranging transportation for people who are elderly or low-income, or who have a disability who, because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202. This individual is appointed by a transportation entity competitively procured or recommended by the appropriate official planning agency, local coordinating board, and approved by the Commission to ensure that safe, quality-coordinated transportation services are provided or arranged in a cost-effective manner to serve the transportation disadvantaged in a designated service area.

CTD: Commission For Transportation Disadvantaged: Created in 1987, under Section 20.23, Florida Statutes, to serve as a citizen's oversight board for the Florida Department of Transportation. The Commission is assigned to the Department for administrative and fiscal purposes. It functions independently of the control and direction of the Department. Composed of nine Commissioners appointed by the Governor and confirmed by the Florida Senate for four-year terms, the Commission is required to meet at least four times per year. The function is to review major transportation policy initiatives or revisions submitted by the Department pursuant to law, to recommend transportation

policy to the Governor and Legislature, to serve as an oversight body for the Department of Transportation, and to serve in the selection of the Secretary of Transportation.

EEO: Equal Employment Opportunity: Title VI of the Civil Rights Act of 1964 was the first federal law designed to protect U.S. employees from employment discrimination based upon that employee's (or applicant's) race, color, religion, sex, or national origin (Public Law 88-352, July 2, 1964, 78 Stat. 253, 42 U.S.C. Sec. 2000e et. seq.) The Title also established the U.S. Equal Employment Opportunity Commission to assist in the protection of U.S. employees from discrimination.

EO: Executive Order: An order or directive issued by the head of the executive branch at some level of government. The term *executive order* is most commonly applied to orders issued by the President, who is the head of the Executive Branch of the Federal Government. Executive orders may also be issued at the state level by a state's governor or at the local level by the city's mayor.

EST: Environmental Screening Tool: This allows resource and regulatory agencies and the public to comment on potential impacts of candidate transportation projects during the development stage of the project.

ETDM: Efficient Transportation Decision Making: An FDOT initiative to improve and streamline the environmental review and permitting process by involving resource protection agencies and concerned communities from the first step of planning. Agency interaction continues throughout the life of the project, leading to better quality decisions and an improved linkage of transportation decisions with social, land use, and ecosystem preservation decisions.

FAA: Federal Aviation Administration: Provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of U.S. aerospace safety. As the leading authority in the international aerospace community, the FAA is responsive to the dynamic nature of customer needs, economic conditions, and environment concerns.

F.A.C.: Florida Administrative Code: A set of administrative codes regulating the State of Florida.

FAW: Florida Administrative Weekly: The publication in Florida where proposed rules, workshops, hearings, and final rules are advertised for public notice.

FD: Federal Funds: Funds distributed from the Federal government for transportation projects which includes Federal expenditures or obligation for the following categories: grants, salaries and wages, procurement contracts, direct payments for individuals, other direct payments, direct loans, guaranteed or insured loans, and insurance. Dollar amounts can represent either actual expenditures or obligations. The FHWA is the largest single source of funding for shared-use paths, trails, and related projects in the U.S. Until 1991, Federal highway funds could be used only for highway projects or specific independent bicycle transportation facilities. Now, bicycle and recreational trails, pedestrian projects and programs are eligible for nearly all major Federal highway funding programs.

FDOT: Florida Department of Transportation: A State governmental agency responsible for transportation issues and planning in Florida.

FHWA: Federal Highway Administration: A division of the USDOT responsible for administration of Federal highway transportation programs.

FS: Florida Statutes: The laws governing the State of Florida.

FTA: Federal Transit Administration: A division of the USDOT responsible for transit/multimodal planning and federal programs.

FY: Fiscal Year: A budget year that runs from July 1 through June 30 for the State of Florida, and from October 1 through September 30 for the Federal and County Governments.

GTB: Greenway, Trails, and Blueways Plan: A master plan developed by Pasco County that will protect open space that is managed for conservation and/or recreation. The focus when forming this plan is to utilize the natural land or water features, like ridges or rivers, or human landscape features, like abandoned railroad corridors or canals; and linking natural reserves, parks, and cultural and historic sites with each other and, in some cases, with populated areas. GTB not only protect environmentally sensitive lands and wildlife, but also can provide people with access to outdoor recreation and enjoyment close to home; i.e., walking, bicycling, hiking, canoeing, etc.

ISTEA: Intermodal Surface Transportation Efficiency Act of 1991: The Federal Transportation Bill which governs transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation. ISTEA was replaced in 2005 with the new Federal legislation called SAFETEA-LU (see Page 92).

Joint CAC: Joint Citizens Advisory Committee: A subcommittee of the West Central Florida MPOs Chairs Coordinating Committee, the Joint Citizens Advisory Committee, provides input and citizens' perspectives on matters being considered by the CCC. The Joint CAC, whose members are drawn from the CACs of the member MPOs, meet quarterly to discuss transportation issues such as intercounty commuting, major roadway projects, passenger transit service, freight mobility, and development of a system of multiuse trails, etc.

JPA: Joint Participation Agreement: A legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.

LCB: Local Coordinating Board for the Transportation Disadvantaged: An advisory board, which provides information, advice, and direction to the CTC. Serves in an advisory capacity over the TD program in Pasco County. The purpose of the LCB is to identify local service needs and to provide information, advice, and direction to the CTC. The CTC is responsible for arranging transportation for people who are elderly, low-income, or who have a disability. The membership is comprised of agencies and citizens. The PCLCB rotates meetings in different areas of Pasco County (New Port Richey, Land O' Lakes, and Dade City) on a quarterly basis.

LEP: Limited English Proficiency: Individuals who do not speak English as their primary language and who have limited ability to read, speak, write, or understand English can be limited English proficient. These individuals may be entitled language assistance with respect to a particular type of service, benefit, or encounter.

LF: Local Funds: Any funds other than State or Federal that are applied to the planning program are considered local funds.

LG: Local Government: An elected and/or appointed public body existing to coordinate, govern, plan, fund, and administer public services within a designated, limited geographic area of the State. Their Staff Services Agreement with Pasco County to provide certain provisions to the "host agency" (County), such as professional, technical, or administrative support, that is deemed necessary to implement programs, such as the Local Government Comprehensive Plan.

LRTP: Long-Range Transportation Plan: A document resulting from a regional or Statewide process of collaboration and consensus on a region or State transportation system. This document serves as the defining vision for the region or State's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

MAP-21: The 2012 Moving Ahead for Progress to the 21st Century Act (MAP-21) extended the funding authorization for federal surface transportation programs for highways, highway safety, and transit through 2014.

MMS: Mobility Management System: MMS in Pasco County is now known as Congestion Management Process. See CMP.

MMT: Multimodal Transportation: MMT covers all modes of transportation, including vehicle, mass transit, rail, aviation, bicycle, and pedestrian activity.

MOE: Measure of effectiveness: A criterion used to assess changes in the transportation system behavior, capability, or operational environment that is tied to measuring the attainment of an end state, achievement of an objective, or creation of an effect. The focus is on the results or consequences of task execution and provides information that guides decisions to take additional or alternate actions.

MPO: Metropolitan Planning Organization: A Federally funded and mandated organizational entity designated by Federal law (23 U.S.C., Section 134-135) as provided in 23 U.S.C., Section 104(f)(3), that has the lead responsibility for developing transportation plans and programs for urbanized areas with a population over 50,000 and also serves as the created to ensure that existing and future expenditures of governmental funds for transportation projects and programs based on a continuing, cooperative, and comprehensive (3-C) planning process. Transparency through public access to participation in planning process and electronic publication of plans is now required.

MPOAC: MPO Advisory Council: Created by the 1984 Florida Legislature pursuant to Section 339.175(11), Florida Statutes. The MPOAC was created with the primary purpose and duty to assist the

Florida MPOs by serving as the principal forum for collective policy discussion pursuant to law, to serve as a clearinghouse for review and comment on the Florida Transportation Plan, and on other issues required to comply with Federal or State law in carrying out urbanized transportation planning processes.

PCATS: Pasco County Area Transportation Study: Refers to Pasco County as the area for which the MPO is responsible.

PCPT: Pasco County Public Transportation: The Pasco County agency that contracts with operators to provide passenger transportation service operating on established schedules along designated routes or lines with specific stops and designed to move relatively large numbers of people at one time. Passenger transportation service operating on an on-demand basis, where there are flex-routes that are determined by the passenger's traveling needs.

PEAs: Planning Emphasis Areas: The FTA and the FHWA identify planning emphasis areas annually to promote priority themes for consideration, as appropriate, in statewide and metropolitan UPWPs proposed for FTA and FHWA funding. For FY 2008, the FTA and the FHWA have identified nine key planning themes: (1) support the economic vitality of the metropolitan area, (2) increase safety, (3) increase security, (4) increase accessibility and mobility options for people and freight, (5) Protect the environment, conserve energy, and improve quality of life, (6) enhance integration and connectivity of the transportation system, (7) promote efficiency, and (8) emphasize preservation of the existing transportation system.

PGM: Planning and Growth Management: A full-service department that oversees, conducts, and manages the growth of Pasco County by preparing and ensuring the implementation and consistency of the Comprehensive Plan by enforcing the various land development codes and ordinances. PGM includes the implementation of relevant Florida Statutes and Florida Administrative Code into long-range planning, achieving the objectives identified by the Board of County Commissioners through coordination with the State, Tampa Bay Regional Planning Council, and other interested parties.

PIP: Public Involvement Plan: The PIP specifically addresses the Long-Range Transportation Plan. It supports the PPP's goals, but provides detailed information on how the public can be involved in the LRTP's planning activities, such as providing information in regard to specific dates of public workshops, public hearings, and committee meetings and other public involvement activities.

PL: Planning Funds: Funds that are provided through each Federal highway act. The distribution of PL funds is accomplished through a formula developed by the FDOT in consultation with the MPOs, and must be approved by the FHWA.

PPP: Public Participation Plan: The Pasco County PPP was originally adopted in 2004 following the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). In 1998, ISTEA was succeeded by the Transportation Equity Act for the 21st Century (TEA-21), which was subsequently succeeded by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) on August 10, 2005. A continued strong Federal emphasis on public

participation resulted from the 1991 ISTEA, requiring that the public participation plans of the metropolitan planning process "shall be developed in consultation with all interested parties and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan." Metropolitan public participation or involvement processes shall be coordinated with Statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.

PT: Public Transit: The transporting of people by conveyances or systems of conveyances traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be governmental or privately owned. Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation," "mass transit," "transit," and "paratransit."

RLRTP: Regional Long-Range Transportation Plan: Planning that addresses issues such as transportation, environment, social, and economic concerns that are looked at on a larger basis than municipality by municipality. Planning on a regional level can be very beneficial as it allows cities, towns, and districts to pool resources, and tools that will be beneficial for the region as a whole.

RPC: Regional Planning Council: A planning and public policy agency. Activities include responding to statutory requirements and to identify the long-term challenges and opportunities facing and assisting the region's leaders in developing and implementing creative strategies that result in more prosperous and equitable communities, a healthier and cleaner environment, and a more vibrant economy.

RR: Railroad: A track consisting of steel rails usually fastened to wood or concrete ties designed to carry a locomotive and its cars or anything similar.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users: Was enacted August 10, 2005, as Federal Public Law No. 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-09. This replaces the Federal legislation called ISTEA.

SB: Senate Bill: The principal vehicle employed by lawmakers for introducing their proposals (for example, enacting or repealing laws) in the Senate. The bills are designated S.1, S.2, and so on, depending on the order in which they are introduced; they address either matters of general interest (public bills) or narrow interest (private bills).

SR: State Road: Roads maintained by the FDOT or a toll authority are referred to officially as State Roads, abbreviated SR. SRs are always numbered; in general, the numbers follow a grid. Odd numbered roads run north-south, and even numbered roads run east-west. One- and two-digit numbers run in order from 2 in the north to 94 in the south, and A1A (formerly 1) in the east to 97 in the west (99 used to exist but is now a County road). The major cross-State roads end in 0 and 5.

TAC: Technical Advisory Committee: An advisory committee of most MPOs that consists of professional and technical planners, engineers, and other appropriate disciplines. Their function is to provide advice on plans or actions relating to transportation issues.

TAG: Technical Advisory Group: The technical advisory group for FDOT's Urban Corridor Program (Transit).

TBARTA: Tampa Bay Area Regional Transportation Authority: A regional multi-county transportation planners organization which was created by the State Legislature on July 1, 2007. The purpose of the agency is "to plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage multimodal systems in Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Pasco, and Sarasota Counties." This agency coordinates its efforts with the FDOT and the various MPOs/TPOs to plan for assist in the implementation of transportation infrastructure in the Tampa Bay area.

TBRPC: Tampa Bay Regional Planning Council: An organization that promotes communication, coordination, and collaboration among local governments, MPOs, and other local regional authorities on a broad range of regional issues, including transportation and land use planning.

TCAP: Tri-County Access Plan: Pasco, Pinellas, and Hillsborough County partnered together to develop a coordinated public transit-human services transportation plan that stemmed from a new Federal legislation requirement for all urbanized areas. The plan identifies the transportation needs of older adults, persons with disabilities, and individuals with lower incomes; inventories existing transportation services available for these groups; identifies gaps and overlaps in existing services; develops strategies to address the gaps and overlaps; and utilizes the JARC, NF, and Elderly Individuals and Individuals with Disabilities Programs.

TD: Transportation Disadvantaged: People, including children as defined in Section 411.202, Florida Statutes, who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high- risk or at-risk as defined in s. 411.202.

TDP: Transit Development Plan: A short-term, 10-year plan (updated every five years) that identifies the intended development of transit, including equipment purchase, system management, and operations.

TDSP: Transportation Disadvantaged Service Plan: A five-year implementation plan with annual updates developed by the CTC and the planning agency which contains the provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the local coordinating board.

TE: Transportation Enhancement: Federal funds provided to the states for safe bicycle and pedestrian facilities, scenic routes, beautification, restoring historic buildings, renovating streetscapes, or providing transportation to museums and visitors centers, etc., under 23 U.S.C. 101(a) and 133(b)(8).

TEA-21: Transportation Equity Act of the 21st Century: An act of the U.S. Congress authorizing Federal programs established in the ISTEA of 1991 were continued in TEA-21.

TIP: Transportation Improvement Program: A priority list of transportation projects developed by an MPO that is to be carried out within the five-year period following its adoption; it must include documentation of Federal and State funding sources for each project and be consistent with adopted local comprehensive plans. The TIP is designed to implement the goals and objectives of the Long-Range Transportation Plan (LRTP).

TMA: Transportation Management Area: A special designation given to all urbanized areas with a population of over 200,000 (or other area when requested by the Governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; and requires being identified in 23 CFR 450.300-336.

TP: Transportation Plan: The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area, in accordance with 23 U.S.C. 134, 23 U.S.C. 135, and 49 U.S.C. 5303. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

UPWP: Unified Planning Work Program: An annual planning work program developed by the MPO that identifies all transportation activities and the associated budget to be undertaken in the metropolitan area.

U.S.C.: United States Code: Contains a consolidation and codification of all general and permanent laws of the United States of America.

USDOT: United States Department of Transportation: A department in the United States government whose mission it is to serve the Country by ensuring a fast, safe, efficient, accessible, and convenient transportation system, while enhancing quality of life today and in the future through its planning process.

WCFAQCC: West Central Florida Air Quality Coordinating Committee: Was formed to provide a continuing forum for the many public and private agencies of the region that deal with air quality. The membership of this group includes representatives of air-quality County programs, planning councils, and MPOs in the region, including Hillsborough, Pasco, Polk, Pinellas, Sarasota, and Manatee Counties, Statewide agencies and private industry, as well as agencies within the FDOT, District Seven.

WPTFS: West Pasco Trail Feasibility Study: A study to examine potential corridors and trailhead locations to address future greenways and trail projects in West Pasco County. This study focuses on West Pasco County, including the cities of Port Richey and New Port Richey, for inclusion in the County's Greenways/Trails/Blueways Plan and the MPO's LRTP.

APPENDIX A-2

FEDERAL AND STATE REQUIREMENTS

Every urbanized area with a population of more than 50,000 persons must have a designated Metropolitan Planning Organization to address transportation planning in order to qualify for federal highway or transit assistance [23 CFR 450.310(a)]. The United States Department of Transportation (USDOT) relies on the MPO to ensure that highway and transit projects that use federal funds are products of a credible planning process and meet local priorities. Within an MPO area, USDOT will not approve federal funding for urban highway and transit projects unless they are in the MPO's plan. The Pasco County MPO's plans and programs are reviewed by the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), which are both under the umbrella of the USDOT.

Federal History and Requirements

With the Federal-Aid Highway Act of 1962, Congress passed legislation making urban transportation planning a condition for receipt of federal highway funds in urban areas. This legislation encouraged "a *Continuing, Comprehensive* transportation planning process carried on *Cooperatively* by the states and local communities," thus, the "3-C" planning process evolved. Historically, transportation planning had been voluntarily conducted by state and local agencies in the United States; however, not until the Federal-Aid Highway Act of 1962 was the process of urban transportation planning federally mandated in the US. This mandate required transportation projects in urbanized areas with populations of 50,000 or more to be based on an urban transportation planning process. This 1962 Act was significant since it expanded the planning process beyond the scale of the city, to the larger metropolitan or regional level. It also required planning coordination and cooperation between the state and local jurisdictions.

It was not until the passage of the Federal-Aid Highway Act of 1973 that federal law required urbanized areas of populations of 50,000 and more to have a designated MPO to be part of and facilitate the transportation planning process. This legislation provided the federal backing and funding to establish a more formal planning organization which would meet or carryout the federal mandate.

MPOs represent local governments and work in coordination with state departments of transportation and other major transportation service providers to conduct the regional transportation planning process for urbanized areas. In order to receive federal transportation funding for projects in an urbanized area, these projects must emerge from the planning process undertaken by the relevant MPO and state department of transportation (US Government Accountability Office (GAO), 2009). Although MPOs carry out the federally mandated transportation planning process and its core membership is dictated by law, the organizational structure and staff arrangements are determined by agreement between local officials and the state. Of the 381 identified MPOs in the United States, 52% of these organizations represent populations less than 200,000; 36% represent areas with populations less than 1 million but greater than 200,000; and the remaining 11% of these MPOs represent populations over 1 million persons (GAO, 2009). The 11% of MPOs representing the largest population areas of over 1 million persons actually represents approximately 49% of the country (Government Accounting Office (GAO), 2009).

All MPOs have the same basic requirements which include the production of a long-range transportation plan (LRTP) covering at least a 20-year horizon, production of short-range Transportation Improvement Program (TIP) covering a 4-5 year period, an annual statement of planning priorities and activities known as the Unified Planning Work Program (UPWP), and a Public Participation Plan (PPP). An area's transportation goals and visions are determined by the MPO board which can include representatives from member jurisdictions, transportation operators, area-wide stakeholders and the general public. MPOs must develop their plans and programs in cooperation with their respective state departments of transportation, local transit providers, land-use entities, environmental resource agencies as well as with tribal governments, airports, Amtrak, or any freight rail entities (Government Accounting Office GAO, 2009).

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) greatly strengthened the MPO's responsibilities by placing the MPO in a primary role for the programming of transportation projects to be carried out in any given year. The MPO was also given the responsibility to involve the public in this process through expanded citizen participation efforts.

When ISTEA expired in 1998, the Transportation Equity Act for the 21st Century (TEA-21) took its place, emphasizing public involvement as well. It was replaced by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU), signed in 2005, which increased the Public Participation Plan requirements. Since the MPO is made up of agencies responsible for carrying out transportation programs in the MPO area, the process allows for input from all agencies within the MPO area to be engaged in the process. The rule states that "public participation plans" shall be developed in consultation with "interested parties" and expands the definition to include representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, freight shippers and providers of freight transportation services. SAFETEA-LU also required that MPOs provide adequate, timely public notices; employ visualization techniques; make information available in electronic formats; and hold meetings at convenient and accessible locations and times.

Additionally based on SAFETEA-LU, MPOs are required to:

- Open the PPP document(s) to a public comment period of a minimum of 45 calendar days before the public involvement process is initially adopted or revised.
- Provide timely information about transportation issues and processes to citizens, affected public agencies, transportation agency employees, other interested parties, freight shippers, private providers of transportation, and the segment of the community affected by transportation plans, programs, and projects including, but not limited to, central city and other local jurisdictions.
- Provide reasonable public access to technical and policy information used in the development of plans, Transportation Improvement Programs (TIPs), and open public meetings where matters related to the Federal-aid highway and transit programs are being considered.
- Require adequate public notice of public involvement activities and time for public review and comment at key decision points including, but not limited to, approval of plans and TIPs.

- Demonstrate explicit consideration and response to public comments received during the planning and program development processes.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households in an effort to be inclusive and to ensure that the requirements of Title VI and Environmental Justice have been met during the planning and project process.
- When significant written and oral comments are received on the draft LRTP or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the United States Environmental Protection Agency's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP.
- If the final LRTP or TIP differs significantly from the one which was made available for public comment by MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available.
- Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in ensuring that the process provides full and open access to all.
- These procedures will be reviewed by the FHWA and the FTA during certification reviews for Transportation Management Areas, and as otherwise necessary for all MPOs, to ensure that full and open access is provided to the MPO decision-making processes.
- The PPP shall be coordinated with Statewide and regional public involvement plans wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.
- The MPO public involvement process must also abide by Title VI of the Civil Rights Act of 1964, and related federal and state nondiscrimination regulations. Therefore, the MPO does not exclude anyone on the basis of race, sex, color, national origin, religion, age, physical condition, family, or income status.

MAP-21

The 2012 Moving Ahead for Progress to the 21st Century Act (MAP-21) extended the funding authorization for federal surface transportation programs for highways, highway safety, and transit through 2014. MAP-21 requires the Metropolitan Planning Organizations (MPOs) to provide for consideration of projects and strategies that will serve to implement six (6) transportation planning factors as follows:

- **Strengthens America's Highways**
MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways - the National Highway Performance Program.

- **Establishes a Performance-Based Program**
Under MAP-21, performance management will transform Federal Highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal Highway programs, and improving transportation investment decision-making through performance-based planning and programming.
- **Creates Jobs and Supports Economic Growth**
MAP-21 authorizes federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21 enhances innovative financing and encourages private sector investment through funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. It also includes a number of provisions designed to improve freight movement in support of national goals.
- **Supports the Department of Transportation's (DOT) Aggressive Safety Agenda**
MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continues to build on other aggressive safety efforts, including the Department's fight against distracted driving and its push to improve transit and motor carrier safety.
- **Streamlines Federal Highway Transportation Programs**
The complex array of existing programs is simplified, substantially consolidating the program structure into a smaller number of broader core programs. Many smaller programs are eliminated, including most discretionary programs, with the eligibilities generally continuing under core programs.
- **Accelerates Project Delivery and Promotes Innovation**
MAP-21 incorporates a host of changes aimed at ensuring the timely delivery of transportation projects. Changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

State Requirements

The state requirements for public involvement are outlined in Chapter 339.175, Florida Statutes (F.S.), requiring that citizens, public agencies, and other known interested parties be given the opportunity to comment during development of the LRTP and TIP.

Additional requirements for public access to governmental proceedings are addressed in Chapter 286, F.S., commonly referred to as "The Sunshine Law." This law requires meetings of boards and commissions be open to the public, reasonable notice of such meetings is given, and minutes taken and made available to the public in a timely manner.

As of year 2013, 26 MPOs exist in Florida serving a wide range of population sizes. There are also 12 Transportation Management Areas (TMAs). A TMA is an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated

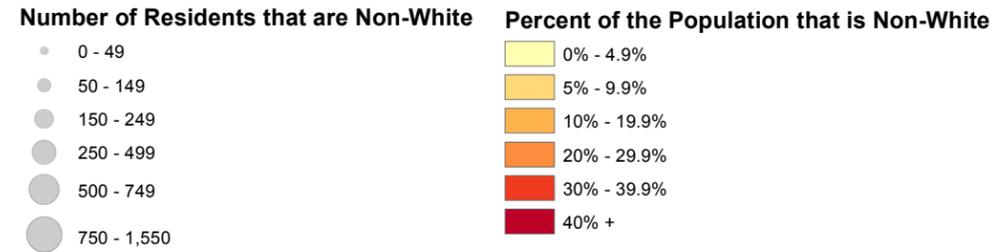
by the Secretary of Transportation [23 C.F.R. 450.104]. The Pasco MPO is part of the TMA that includes the Hillsborough and Pinellas County MPOs.

The Florida Department of Transportation, Office of Policy Planning coordinates with the MPOs to publish an *MPO Program Management Handbook*, which is used to provide guidance on state and federal legislation. The handbook is available at the following website: <http://www.dot.state.fl.us/planning/policy/metrosupport/mpohandbook/>. The handbook lists all applicable legislation on how an MPO is formed; how its membership is apportioned in metropolitan areas; the establishment of transportation planning boundaries, areas, and designations; and requirements for cooperative agreements between the FDOT and the MPOs. A summary of federal and state regulations is provided below:

- 23 U.S.C. 134(d) and (e); 49 U.S.C. 5303(d)(e) (United States Code); 23 C.F.R. 450.310 (Code of Federal Regulations) and 339.175(2), F.S.(Florida Statutes); describe the requirements for the designation and re-designation of MPOs.
- 23 U.S.C. 134(d)(2); 23 C.F.R. 450.310(d); 49 U.S.C. 5303(d)(2); and 339.175 (3) and (4) F.S.; 339.176 F.S.; describe voting membership and membership apportionment of the MPOs.
- 23 U.S.C. 134(e); 49 U.S.C. 5303(e); 23 C.F.R. 450.312; and 339.175(2)(c)(d) F.S.; outline the requirements and process for the establishment of transportation planning boundaries of an MPO.
- 23 C.F.R. 450.314; and 339.175(2)(b) and (10) F.S., describe the types of agreements necessary to implement the metropolitan transportation planning process.
- 339.175(6)(d) and (e), F.S., specify the establishment of MPO technical and citizens advisory committees.
- Establishes Census Based Urban Areas: Qualifying Urban Areas for the 2010 Census; Notice, Bureau of the Census, Department of Commerce, Federal Register March 27, 2012, pages 18625-18669.

APPENDIX B
DEMOGRAPHIC MAPS TO SUPPORT
CHAPTER 5: ENGAGING THE TRADITIONALLY UNDERSERVED

Figure B-1: Number and Percent of Minority Residents (2011)



Note: Population Figures are Presented at the Block Group Level
Data Source: US Census Bureau, 2007-2011 ACS, 5 Yr Estimate

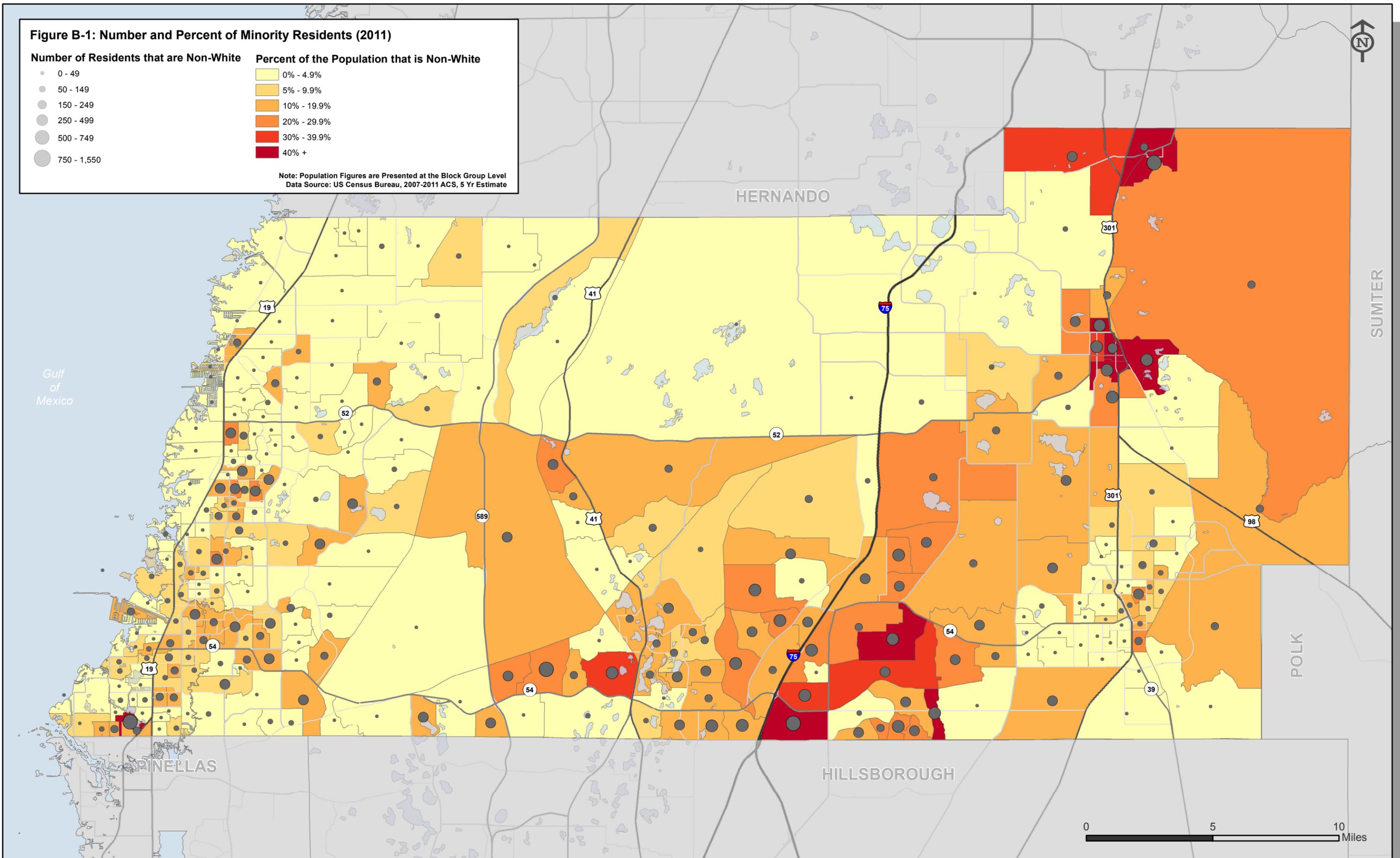
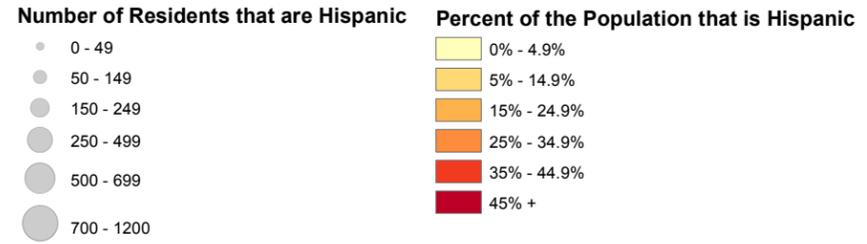


Figure B-2: Number and Percent of Hispanic Residents (2011)



Note: Population Figures are Presented at the Block Group Level
 Data Source: US Census Bureau, 2007-2011 ACS, 5 Yr Estimate

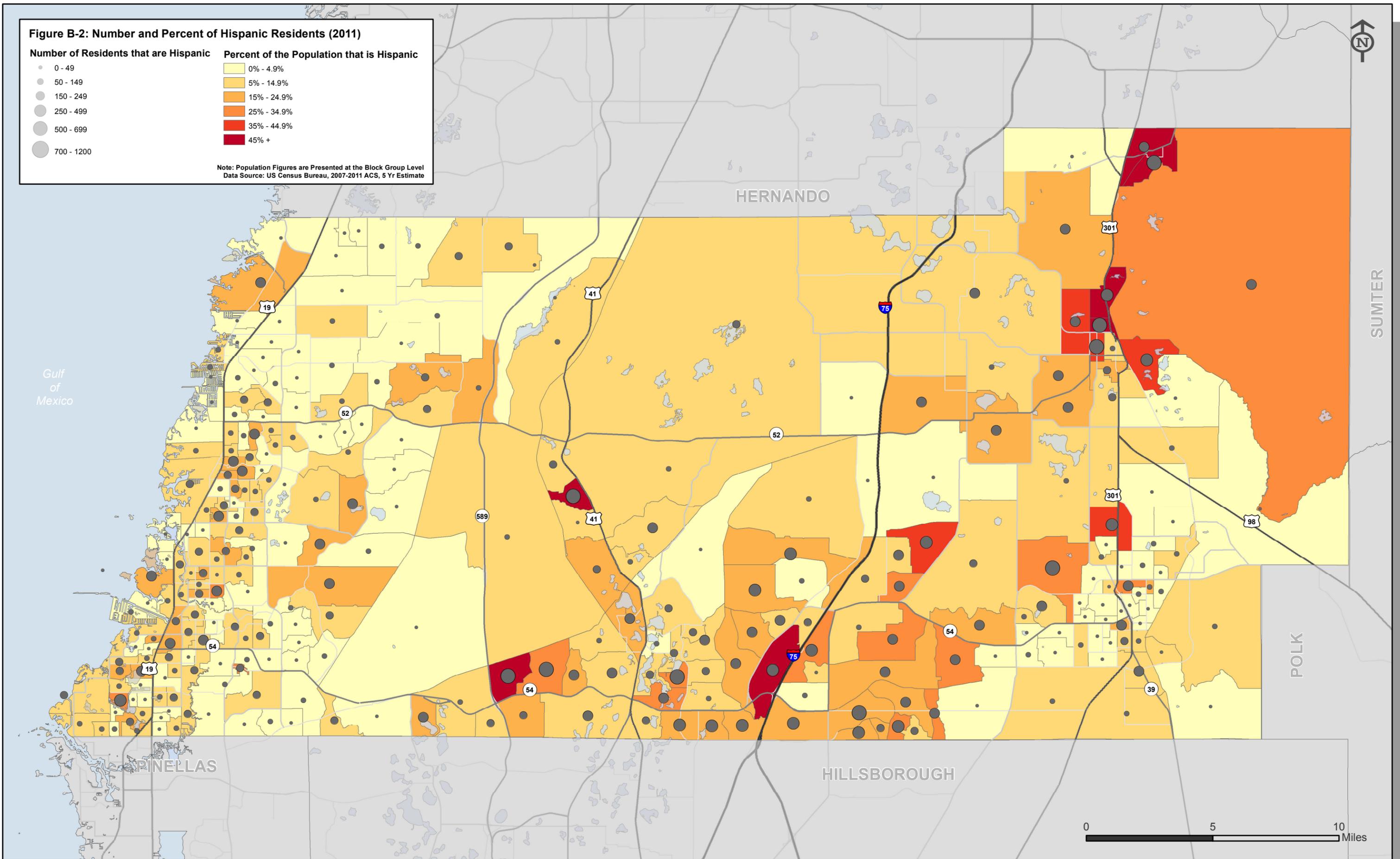
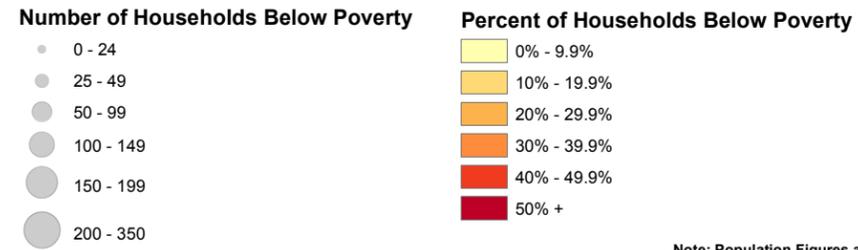


Figure B-3: Number and Percent of Households Below Poverty in the Past 12 Months (2011)



Note: Population Figures are Presented at the Block Group Level
Data Source: US Census Bureau, 2007-2011 ACS, 5 Yr Estimate

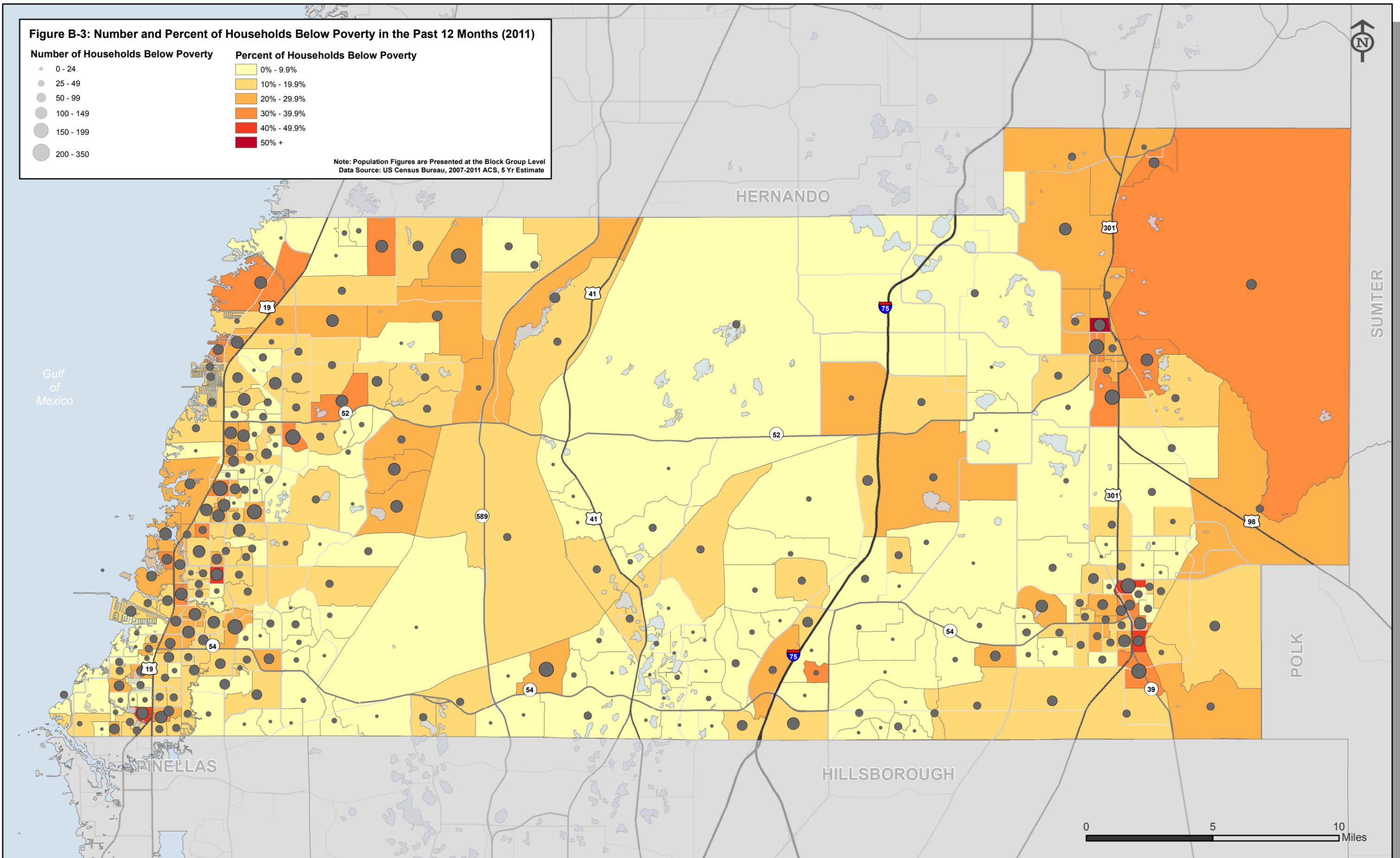


Figure B-4: Number and Percent of Residents that Speak English "Less Than Very Well" (2011)

Number of Residents that Speak English "Less Than Very Well"

- 0 - 24
- 25 - 49
- 50 - 99
- 100 - 249
- 250 - 499
- 500 - 700

Percent of the Population that Speaks English "Less Than Very Well"

- 0% - 4.9%
- 5% - 9.9%
- 10% - 14.9%
- 15% - 24.9%
- 25% +

Note: Population Figures are Presented at the Block Group Level
Data Source: US Census Bureau, 2007-2011 ACS, 5 Yr Estimate

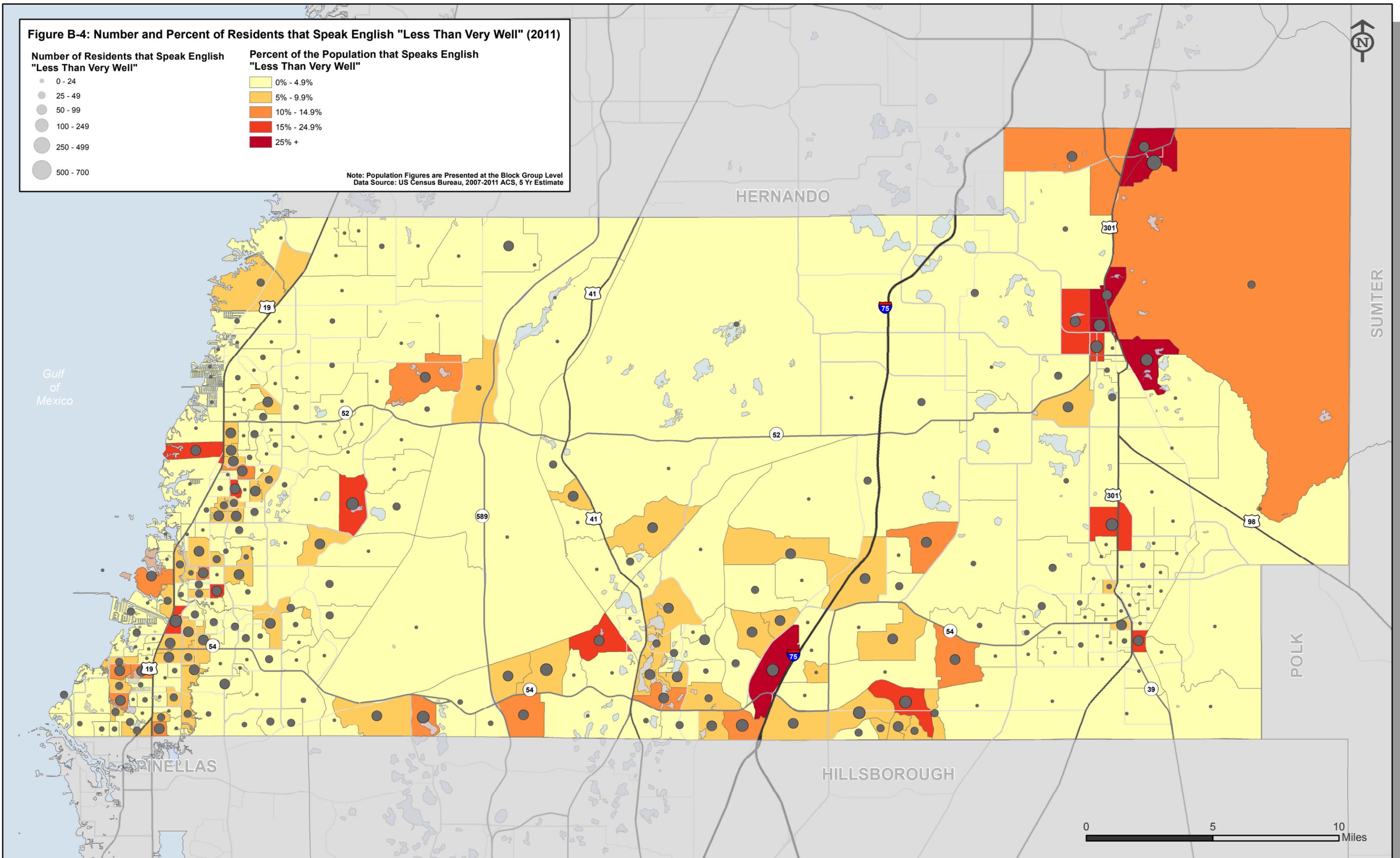


Figure B-5: Number and Percent of Residents Age 65+ (2011)

Number of Residents Age 65+	Percent of the Population Age 65+
0 - 99	0% - 9.9%
100 - 249	10% - 19.9%
250 - 499	20% - 29.9%
500 - 749	30% - 39.9%
750 - 999	40% - 49.9%
1000 - 1500	50% +

Note: Population Figures are Presented at the Block Group Level
 Data Source: US Census Bureau, 2007-2011 ACS, 5 Yr Estimate

