

FINAL Public Participation Plan Update for 2018



Pasco County
Metropolitan Planning
Organization (MPO)
Public Participation Plan—
Update for 2018 Adopted: May 10, 2018
Amendment Adopted: October 13, 2022



PUBLIC PARTICIPATION PLAN
2018 MAJOR UPDATE, Adopted May 10, 2018
Approved Minor Modifications June 10, 2020

Approved Amendments to PPP on October 13, 2022

The Citizens Advisory Committee, the Technical Advisory Committee, and the Bicycle and Pedestrian Advisory Committee reviewed the Draft Amendments prior to MPO Board consideration. Comments received on the Draft PPP were incorporated into the Final PPP and presented to the MPO Board on October 13, 2022, for final review and adoption.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration (U.S. Department of Transportation) under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104[f]), of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the 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 of 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's Title VI Specialist by email or by calling (727) 847-8140 if you have any discrimination complaints.



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Pasco County MPO Board Members as of September 2022

The Honorable Lance Smith (MPO Chair) Councilmember, City of Zephyrhills
The Honorable Matt Murphy (MPO Vice-Chair) Councilmember, City of New Port Richey
The Honorable Scott Black Councilmember, City of Dade City
The Honorable Scott Tremblay Mayor, City of Port Richey
The Honorable Ron Oakley County Commissioner, District 1
The Honorable Seth Weightman County Commissioner, District 2
The Honorable Kathryn Starkey County Commissioner, District 3
The Honorable Gary Bradford County Commissioner, District 4
The Honorable Jack Mariano County Commissioner, District 5
Mr. David Gwynn, P.E. (non-voting advisory) FDOT, District Seven Secretary

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.

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The Public Participation Plan adopted in May 2018 (45-day comment period February 22 to April 12) included comments incorporated throughout development as numerous presentations were made to the MPO's Committees and public comment was addressed. Minor modifications to the PPP have occurred in 2021 and 2022 and included the required 45-day public comment period.

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Section 1 Getting Started

ABOUT THE PASCO METROPOLITAN PLANNING ORGANIZATION

Section 1: No amendments to Section 1 in 2022 except to update photos.

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 Pasco MPO come from two

federal grants administered through the Florida Department of Transportation (FDOT), District Seven. Statewide and metropolitan planning processes are governed by federal law and applicable state and local laws, specifically if federal highway or transit funds are used for transportation investments.

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). Federal legislation, including *Moving Ahead for Progress in the 21st Century Act* (MAP-21) enacted in 2012 and *Fixing America's Surface Transportation Act* (FAST Act) signed into law in 2015, supported 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**.

FDOT D7 Fall 2021

Crossing guard assists students in crosswalk near the new Starkey Ranch School (K-8) in Pasco County.

Pasco MPO focuses on safety at new Starkey Ranch School

The Pasco County Metropolitan Planning Organization (MPO) assisted the Pasco County Sheriff's Crossing Guard Division during the opening week of the new Starkey Ranch School (K-8). With a current enrollment of 1,200 students and 1,400 anticipated by next year, this new school offers a great opportunity for a large number of students to walk and bike using the network of multiuse paths that connect the school to hundreds of homes and a multifamily complex.

The MPO provided volunteers to educate parents and students on suggested safe routes and tips for the crossing roads and roundabouts located close to the school. Using input from the county sheriff's office, the MPO designed and placed over 50 directional arrow signs to reinforce safe routes and remind drivers to slow down. The arrow signs developed by the MPO have been approved by the sheriff's office for use with other schools across the county.

As the week progressed, more families left their vehicles at home and enjoyed the time savings of avoiding having to wait in the congested car line to drop off students. The MPO is planning walking school bus and other training activities later in the year to reinforce safety, especially as more students choose to walk and bike throughout the year. The MPO thanks the many agencies that supported several weeks of coordination, including site visits to walk the community and develop

engagement strategies. Partners included the District School Board of Pasco County, the Pasco Community Traffic Safety Team, the Pasco County Traffic Operations Division, AECOM, and Tindale Oliver.

(Below) MPO staff show off directional signs developed to help students identify safe routes and remind drivers to slow down.

Mobility Week
OCT. 29 - NOV. 5, 2021

Do You Love To Ride?

Join us for a fun, free statewide challenge and help inspire more people to ride bikes! The *Love to Ride Florida* challenge kicks off on Friday, October 29 and continues to Tuesday, November 30, 2021.

Individuals, social groups and workplaces can all participate in a competition for the top spots on statewide leaderboards. Earn points every time you ride and for each person you encourage to join the challenge.

Register before October 29 to be eligible to win an early bird prize!

www.MobilityWeekFL.com

Education ••• Enforcement ••• Emergency Services ••• Engineering

A Guide to the Transportation Planning Process

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 public input during the transportation planning process. The MPO staff is responsible for coordinating public input

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)

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 adopted plans and programs. The MPO acts as the liaison between the local communities and the USDOT to ensure the development of transportation plans that represent local needs and desires.



The FDOT provides guidelines to MPOs across Florida as outlined in the FDOT's *MPO Program Management Handbook*. As defined by federal and state transportation regulation, the primary functions of the Pasco County MPO are as follows:

- Prepare and adopt a Public Participation Plan (PPP), which describes how the MPO involves the public and stakeholder communities in transportation planning. The MPO also must periodically evaluate its public involvement process.
- Direct the preparation of, adopt, and maintain the long-range and short-range projects and strategies of the Long-Range Transportation Plan (LRTP) 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.

MPO Program Management Handbook

Florida Department of Transportation

Office of Policy Planning

Revised: January 29, 2021

The purpose of the MPO Program Management Handbook, hereafter referred to as the Handbook, is to provide guidance to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) staff for carrying out their metropolitan transportation planning responsibilities. The Handbook presents procedures, policies, and timelines for the purpose of developing MPO planning and programming products that are required by Federal and State laws, as well as the related administrative requirements MPOs and FDOT must meet.

The Handbook is developed and maintained by FDOT staff in the Office of Policy Planning (OPP) and is a living document. The OPP will update the Handbook, as necessary, to reflect changes to State or Federal legislation, regulation, or policy. This version of the Handbook, in concert with the MPOs, was finalized on June 6, 2017, and was revised by OPP on April 26, 2018, October 26, 2018, March 8, 2019, July 22, 2019, November 6, 2019, February 21, 2020, July 10, 2020, October 30, 2020, and January 29, 2021. New chapters have been added to address public involvement, compliance, performance management, and other planning topics and products.

Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report and a certification review closeout presentation to the Metropolitan Planning Organization (MPO) governing board.

As a part of the TMA certification review process, FHWA and FTA utilize a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The Tampa Bay TMA is comprised of three MPOs: Hillsborough (MPO), Forward Pinellas (MPO), and the Pasco County (MPO). The Federal Review Team conducted site visit reviews of the Hillsborough MPO on January 21, 2021, Pasco County MPO on January 26, 2021, and Forward Pinellas MPO on January 28, 2021. Since the last certification review in 2017, the Federal Review Team recognizes fourteen (14) noteworthy practices, identifies three (3) corrective actions, and offers six (6) recommendations the MPO should consider for improving their planning processes. More information related to these findings can be found in the Findings/Conclusions section of this report. The Hillsborough MPO report begins on page 1, Forward Pinellas MPO begins on page 28, and Pasco County MPO begins on page 88.

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Tampa Bay TMA, comprised by the Hillsborough MPO, Forward Pinellas MPO, and Pasco County MPO, substantially meets the federal planning requirements in 23 CFR 450 Subpart C, subject to the Pasco County MPO satisfactorily addressing the corrective actions specified in this report. The MPO is encouraged to provide the FHWA and FTA with evidence of satisfactory completion of the corrective actions in accordance with the noted deadlines. This certification will remain in effect until **June 2025**.

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 (Forward Pinellas) and Hillsborough 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 2021, and public comment was invited from January 26, 2021 to February 26, 2021 including a LIVE! Virtual WebEx Meeting open to the public on January 26, 2021. As part of the Tampa Bay TMA, the Pasco MPO was certified in June 2021 and MPO Certification will remain in effect

through June 2025. *“The FHWA and the FTA jointly certify that the planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 CFR 450, Subpart C.”*

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 the purpose of a PPP is to provide ample opportunities to ensure the public participation is facilitated.



The PPP encourages interaction with citizens at locations where residents naturally gather. For example, a new facility located generally in the middle of Pasco County opened in 2021: Starkey Ranch K-8 School, Library and Theater Complex, shown here. The campus includes a Library and meeting rooms are available for free to the Pasco MPO for Committee meetings, Pasco County Traffic Safety meetings, workshops, and other events.

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. 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 (FS), Chapter 339.155 includes a listing of how the state and federal government define an interested party.



Interested parties:

- 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

The Pasco MPO held a unique outreach event in August 2017 at the San Antonio Recreation Complex from 6 a.m. to 2 p.m. on both a Saturday and a Sunday to be available when the cycling clubs and local residents were more likely to use the complex. The Dade City/San Antonio area is a popular cycling location with over 100 miles of beautiful scenery and varied elevations. The outreach from this event provided valuable citizen input to County and State roadway improvements based on extensive citizen input.

In carrying out the guidelines in the PPP, the MPO holds public meetings at accessible locations and times; employs visualization techniques to describe transportation plans and programs; and makes public information available in an electronically-accessible format (such as the MPO’s website) 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, familial

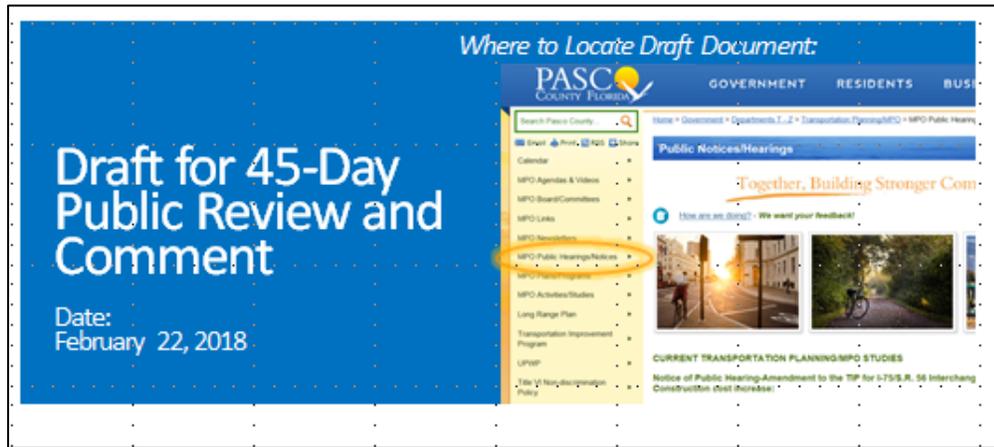


and income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the MPO’s planning process.

ORGANIZATION OF THE PPP

The Pasco County MPO is responsible for conducting many required activities that support the transportation planning process.

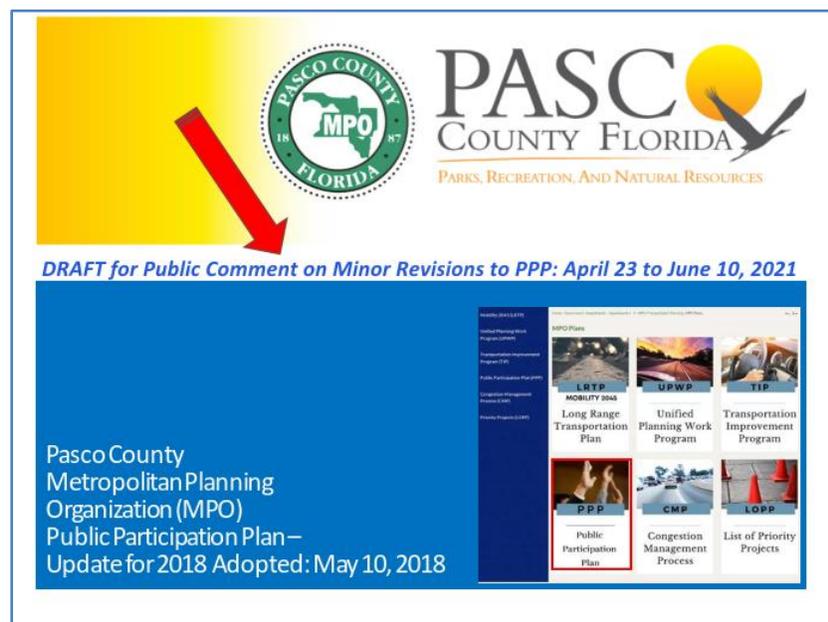
Citizen participation is encouraged and incorporated into each of the plans and programs the MPO develops. Committees such as the Citizens Advisory Committee (CAC) and the Bicycle/Pedestrian Advisory Committee (BPAC) are chaired and conducted through citizen participation.



Any updates to the PPP process are noticed to the public for the required 45-day comment period. The MPO's Committee provide input the PPP process, as well.

For example, the Draft PPP to 2018 was developed through CAC, TAC and BPAC participation from July 2017 to February 2018. The Draft PPP to 2018 was also advertised for public comment based on the required 45-day comment period prior to adoption. All comments were incorporated into the Final PPP to 2018.

To reflect the need for virtual and hybrid meetings during the pandemic, the MPO noticed the public regarding an amendment to the PPP in 2021. The amendment process in 2022 also includes a 45-day public comment period.



Section 2 Pasco County MPO Functions

PLANS AND PROGRAMS CONDUCTED BY THE MPO

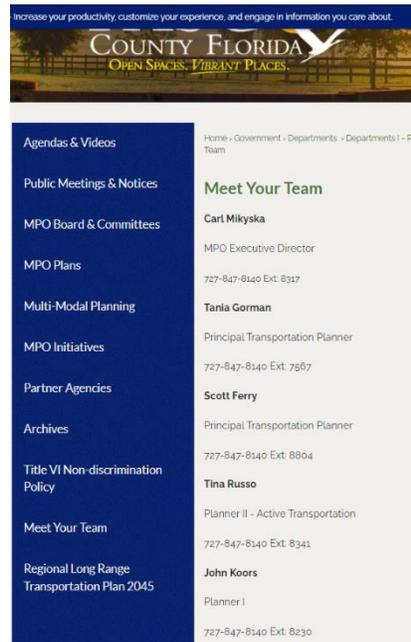
Section 2 is not amended, except to include screen shots of new information on the Pasco MPO's website. Minor modifications to the text in this Section 2 are indicated with a box highlighting the change where it appears in the text.

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 through several types of events and locations for outreach. Public outreach is also accomplished through participation of the MPO's Advisory Committees such as the Citizen Advisory Committee (CAC).



Information about the functions of the MPO is available to the public through the MPO's website: www.pascompo.net.



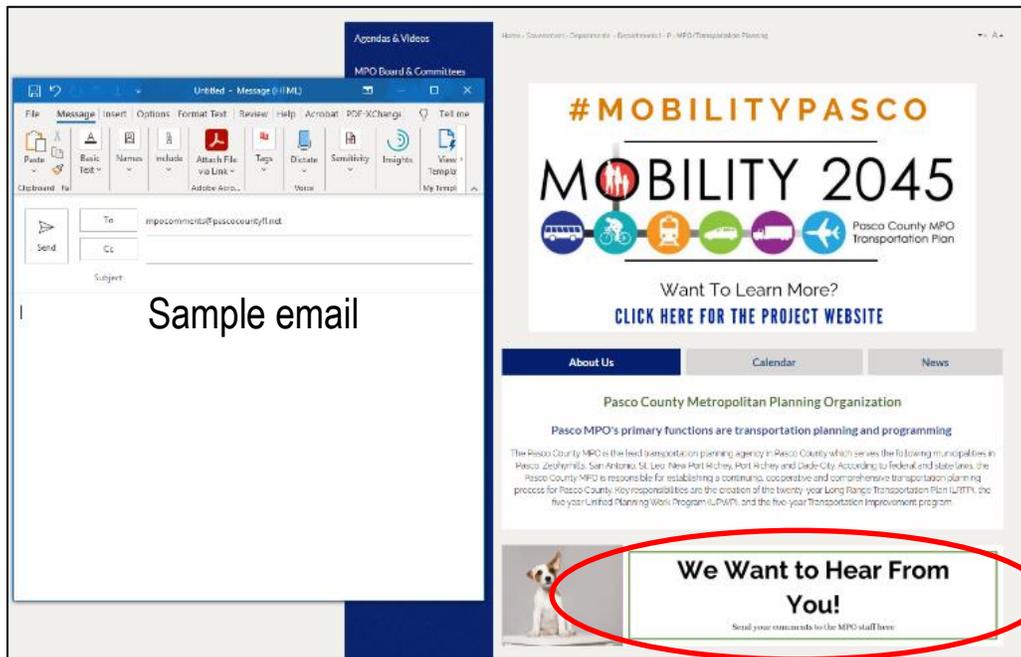
Meet Your Team – Pasco MPO's website provides contacts for staff, a description of the MPO's responsibilities, information on the MPO's participation with local and regional partners (Sun Coast Transportation Planning Alliance), and a calendar of meetings, events



and agendas.

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Citizens can also contact the MPO directly by calling (727) 847-8140, TTY: 800.955.8771 or sending an email with the Comments/Questions link on the website.



As shown in the Florida Department of Transportation's (FDOT) *MPO Program Management Handbook*, the MPO must consider several factors and engage many partners when developing plans and programs and assessing the multimodal transportation needs of the public.

Shown here, the FDOT D7 Safety Office and the Pasco MPO participate in a Vision Zero presentation conducted at the Starkey Ranch Library Complex. The event was attended by the MPO and several Pasco County Departments, as well as the Pasco County Sheriff's Office and School Board.



Public Participation Plan

Section 6 of this document details the MPO's 2018 public participation Goal and supporting objectives and performance measures. The overarching goal is listed below. **Objective 5 from the 2014 PPP document required the PPP to be updated at least every 3 to 5 years. The next major update will be conducted by 2023.**

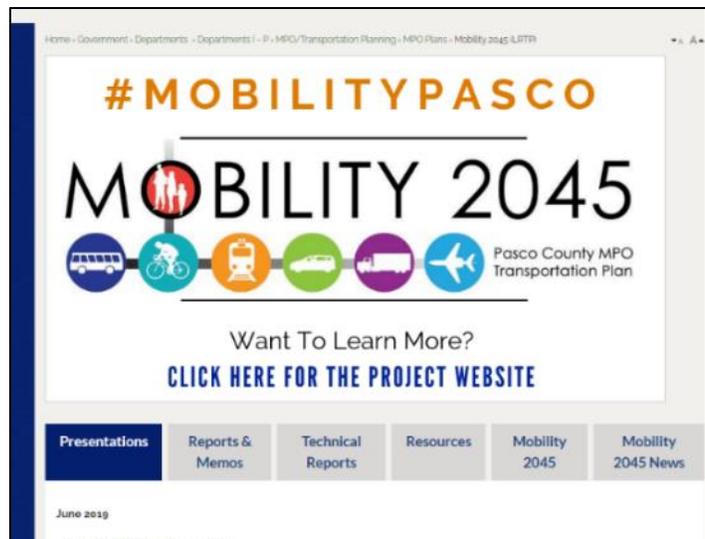
PPP Goal: Effectively involve the public in the Pasco County MPO's transportation planning activities.

2014 PPP Objective 5: Continuously monitor and improve the PPP. The MPO Performance Measures supporting Objective 5 are listed:

- (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 Transit Development Plan (TDP).

Long Range Transportation Plan

The 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 to 25 years. The LRTP includes both long-range and short-range actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand (23 CFR 450.324(a)(b)).



The LRTP is reviewed and updated at least every five years with the next cycle to be adopted in 2024 in air quality attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use trends and conditions (23 CFR 450.324(d)).

The LRTP is a required function of the MPO and is reviewed by the FDOT, FHWA, and the FTA, as the primary funding sources for the Pasco MPO comes from two federal grants administered through the FDOT, District Seven. The LRTP starts with identifying a list of needed improvements without concern for

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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.

The MPO Board adopted MOBILITY 2045 in 2019 and this Plan stays in effect until the next update is adopted no later than December 2024. The MOBILITY 2045 is a comprehensive, multimodal “blueprint” aimed at meeting the transportation needs of Pasco County and the incorporated cities/towns of Dade City, New Port Richey, Port Richey, San Antonio, Zephyrhills, and St. Leo. MOBILITY 2045 was developed consistent with the Comprehensive Plans of Pasco County and the six incorporated cities, which identify the goals, objectives,



Pasco Metropolitan Planning Organization

Pasco County is one of the fastest growing counties in the state and is located at the north end of the Tampa Bay metro area. By 2045, it's projected that the population will grow to 785,428 people with a workforce of 266,516. A significant contributor to the Tampa Bay economic workforce, a full 45% of Pasco County's workforce commutes into Pinellas and Hillsborough Counties, accounting for many of the transportation needs of the region.

Projects of Regional Significance:

- SR 52 widening from US 41 to Bellamy Brothers Boulevard
- SR 52 extension (Clinton Avenue) to US 98
- US 41 and SR 54 Intersection
- I-75 & Overpass Road Interchange
- I-75 & SR 56 Divergent Diamond Interchange
- US 301 widening from Kossik Road to SR 56
- Suncoast Trail Overpass at SR 54
- Withlacoochee State Trail Extension
- Orange Belt Trail
- Suncoast Parkway II

The intersection of US 41 and SR 54 is a strategic point in the Tampa Bay Region that links Pasco County with the surrounding area, serving north-south traffic along US 41 with access to Tampa, Land O' Lakes, and Brooksville, and east-west traffic along SR 54/56. With connections along major state routes such as the Suncoast Parkway and I-75 along SR 54/56, this intersection will receive significant improvements to increase capacity and reduce traffic congestion as population and employment continues to grow.

AT-A-GLANCE

Pasco 2019 Population
• 527,122

Pasco 2045 Population
• Low 719,000
• High 859,663

Projected Jobs 2045
• 255,653

Road Miles Totals
• 3,300

Multi-use Trail Miles
• 114





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and policies that guide future growth. As a multimodal transportation plan, MOBILITY 2045 considered not only needed road improvements, but also public transportation, bicycle, pedestrian, freight, and other transportation projects. The MOBILITY 2045 relied heavily on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan.

Example of Mobility 2045 Public Outreach at Local Library

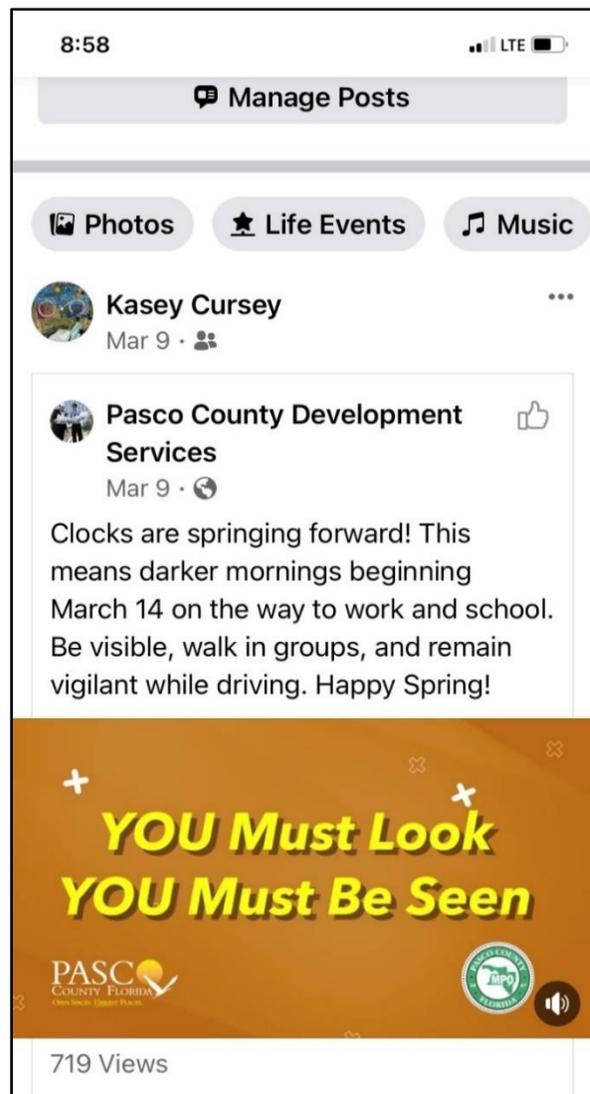
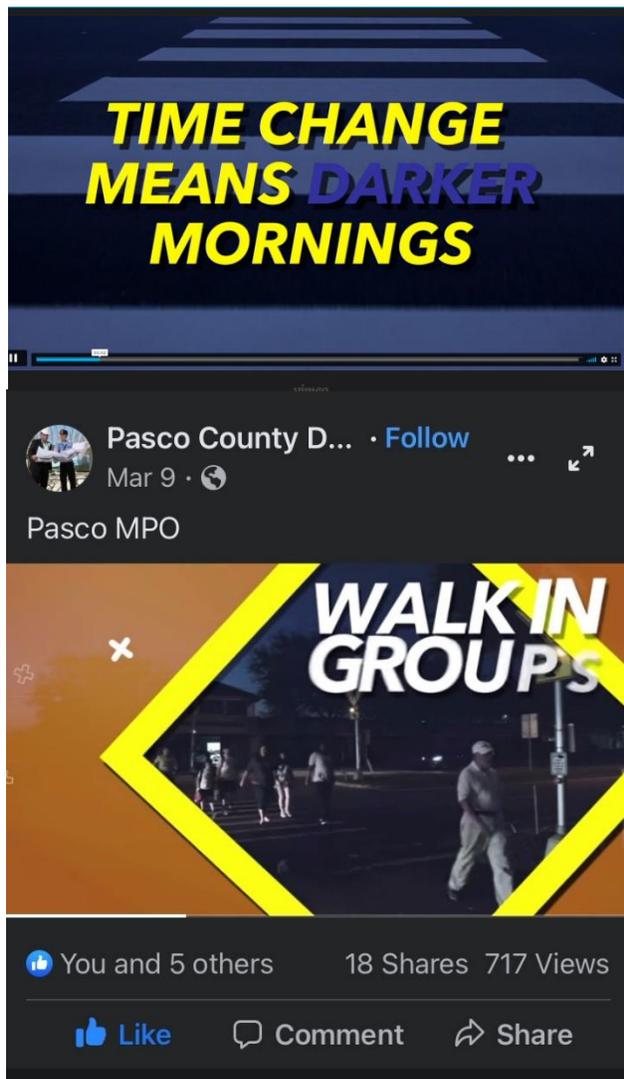


Participation in the 2045 LRTP

An LRTP requires extensive public outreach, including local municipal partners. A Public Involvement Plan (PIP) specific to the LRTP was created to guide the process. The LRTP project PIP did not require adoption, as PIPs are created for many of the MPO’s projects. *Note:* The PPP is recognized as the overarching adopted outreach plan for the MPO, and PIPs are developed specifically for larger MPO projects.

Social Media Supporting LRTP

The Pasco MPO continues to conduct outreach on several social media platforms. The MPO produced a video on “Time Changes” for 2020 and 2021 posted and shared with several transportation partners.



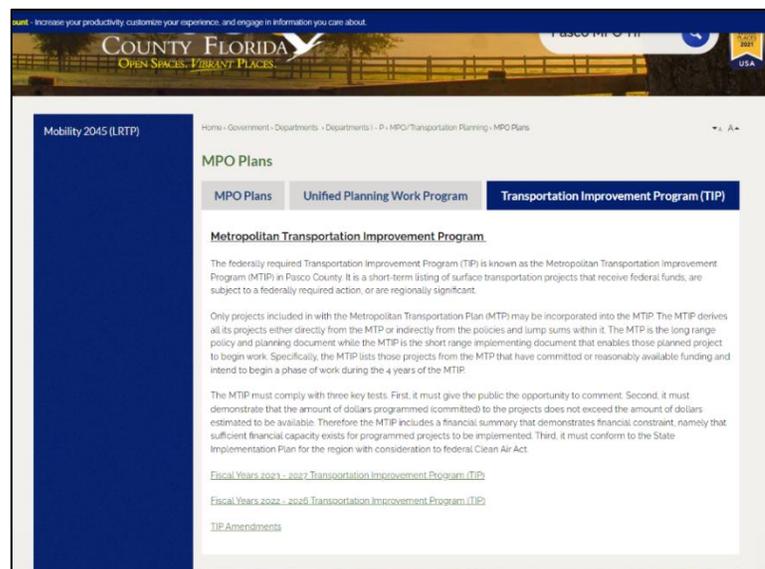
Transportation Improvement Program

The Transportation Improvement Program (TIP) is used as a short-term transportation planning document and is updated annually. An MPO's TIP reflects the short-term transportation investment priorities established in the MPO's current LRTP. It includes surface transportation projects within the boundaries of the MPO that receive federal funds. Federal law requires the TIP to cover a period of no less than four years, and to be updated at least every four years. If the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational (23 CFR 450.326(a)). However, Section 339.175(8)(a), Florida Statutes (FS), requires that MPOs develop an annual TIP that identifies projects to be carried out over the next five years.

The schedule for the development of the Pasco MPO's TIP must be compatible with the schedule for the development of FDOT's Five-Year Work Program (Section 339.175(8)(c)(1), FS). Since the five-year work program is adopted annually, the TIP covers five years instead of four. This fifth year is considered "illustrative" for planning purposes. The Pasco MPO's TIP is included in the Statewide Transportation Improvement Plan (STIP).



The Pasco County TIP contains the list of the priority transportation improvements that are funded in the upcoming five years and covers the needs specific to Pasco County (locally and regionally). Public comment is solicited during the development and adoption of the Pasco MPO's TIP and any amendments to the TIP, if necessary. The MPO places a public announcement soliciting comments on the Pasco MPO's Website, as shown in this MPO screen shot. Public comment is encouraged at the MPO Committees and Board meetings on the draft TIP document. The MPO's Committees including the CAC are presented with the draft TIP during development, and all TIP amendments if required.



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 timeframe. 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 STIP) for consideration as part of the statewide funding allocation process.

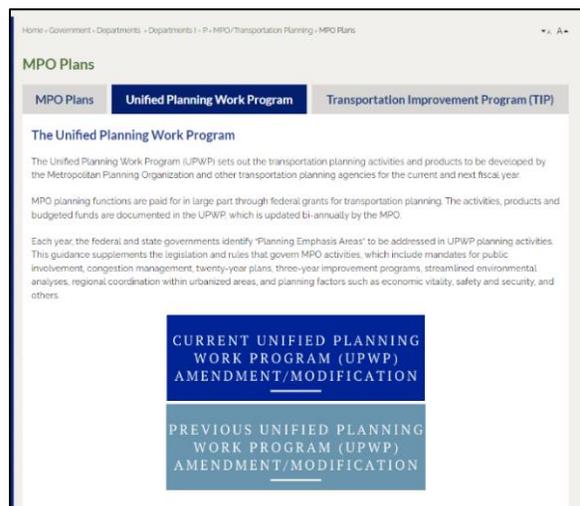
The FDOT Work Program also has a public review and comment period in December, which leads to a public hearing held by the FDOT and approval of a Final FDOT Five-Year Work Program and a Final MPO TIP LOPP which moves forward into the MPO's next year TIP. The LOPP is adopted in June/July of the following year and is 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.

Final TIP Development

Following adoption of the LOPP, the MPO develops the draft TIP document, which is produced and taken to the MPO Board the following year between March/April and approved during June/July. The MPO provides the Draft TIP on the MPO's website for comment prior to adoption. The final document must be submitted to the FDOT by July 15th. Public involvement is encouraged throughout the process. The MPO is also responsible for developing a Congestion Management Process (CMP) Plan 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

Each Florida MPO, in cooperation with the state and public transportation operator(s), must develop a Unified Planning Work Program (UPWP) that includes a discussion of the planning priorities for the MPO's planning area (23 CFR 450.308(c)). The UPWP identifies work proposed for the two-year period, including the second year of the two-year period. In Florida, the MPOs are currently on a two-year UPWP schedule. The FDOT provides all Florida MPOs with a UPWP balance sheet indicating available federal and state funding for each MPO in Florida. The MPOs use this FDOT balance sheet, which includes the first year of the two-year allocation and, for illustrative purposes, the anticipated year two allocation of funding that is available to develop the draft UPWP.

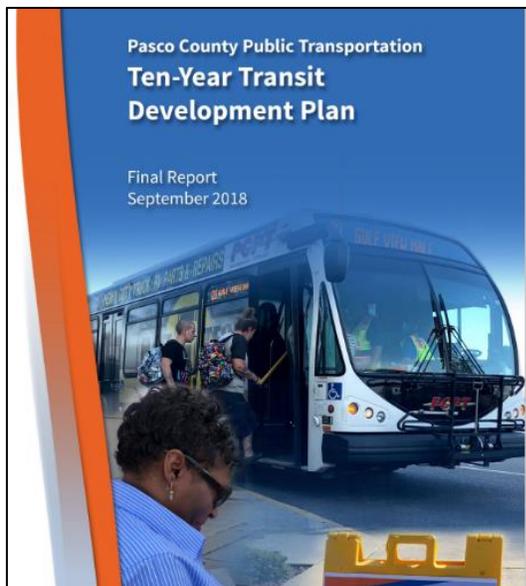


A Guide to the Transportation Planning Process

The Pasco MPO's UPWP is developed on a bi-annual basis to define the planning activities and estimated budget for tasks to be undertaken by the Pasco MPO staff. The UPWP is amended every other year and must be approved by the MPO's Advisory Committees, the Pasco MPO Board, as well as FDOT, FTA, and FHWA. The Pasco MPO develops and adopts the tasks for the first year, and includes an estimated budget for the following year, which may be amended as necessary after adoption. Public comment is solicited during the development and adoption of the Pasco MPO's UPWP. The MPO's website provides the draft UPWP document for comment prior to adoption. The website provides language translation to browse the site, with a website example shown here *in Spanish*.

Transit Development Plan

The Pasco County BOCC provides fixed-route and paratransit services through GOPasco, the County's transit agency. See the GOPasco website to view links to fares, routes and schedules, Title VI and American with Disabilities Act (ADA) options.



GOPasco develops the Transit Development Plan (TDP), a 10-year strategic transit plan (updated every five years), which addresses the needs and objectives of the residents of Pasco County.

The MPO supports the TDP by providing planning coordination, data development, and participating in outreach.



OUR ADDRESS

8620 Galen Wilson Boulevard
Port Richey, FL 34668
(727) 834-3322
info@gopasco.com



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- Transportation Disadvantaged
- Advertise on Buses and Benches
- Title VI

Tweets from @RideGOPASCO



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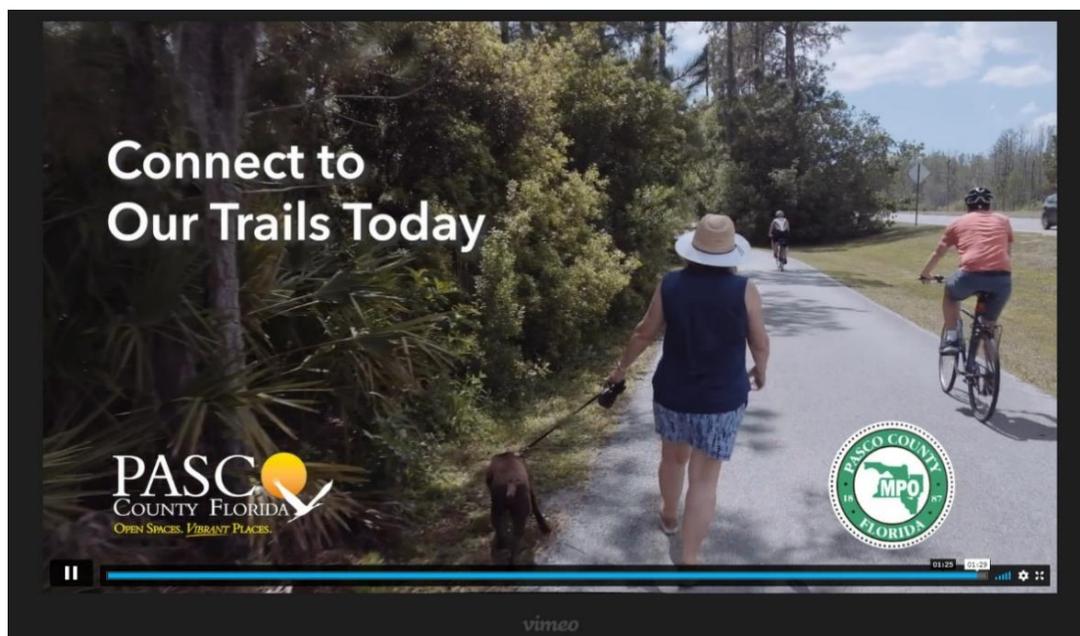
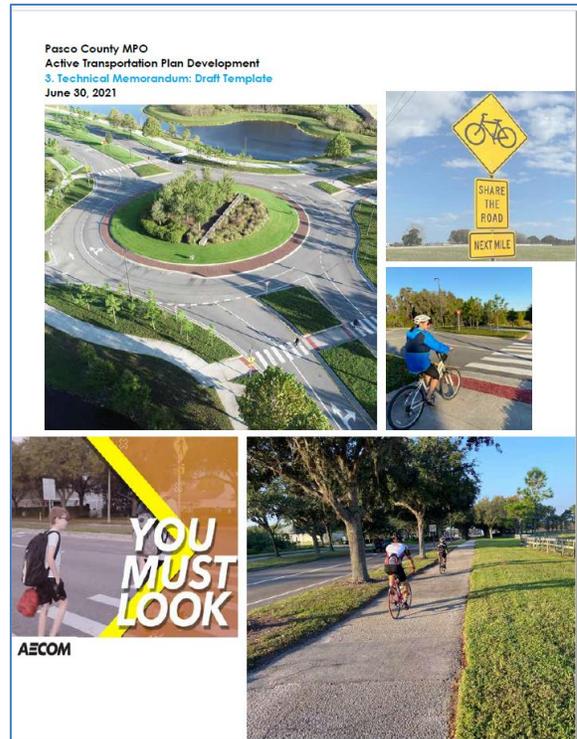
Active Transportation Plan

The MPO initiated its first Active Transportation Plan in 2021, with Phase 1 focused on an inventory of existing bicycle and pedestrian facilities. The inventory along with updated maps were provided to the MPO Board and MPO Committees for review and input.



The next phase of the Active Transportation Plan will be part of the LRTP development and adoption process. Throughout the year, the Pasco MPO supports community outreach to promote bicycle and pedestrian facilities (which will be included in the LRTP) through bicycling classes such as Traffic Safety 101 in coordination with FDOT and USF/CUTR.

Pasco County has over 165 miles of paved trails and more to under construction over the next five years. The Connect to Our Trails Today Video spot produced by the Pasco MPO was aired on the Pasco Television and sent out through multiple media platforms..



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 as they are developed and public participation is invited through project announcements, social media postings, committee reviews, and links on the MPO's website.

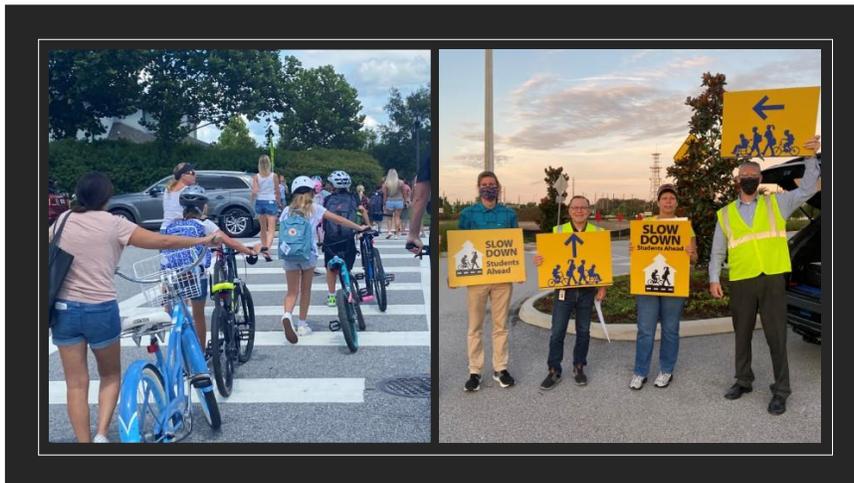
Vision Zero Outreach, Phases 1 and 2

The Pasco MPO conducts extensive community outreach, enjoying every chance to participate in local events to remind citizens to drive, bike and walk safely.

An example of a special project is the Starkey Ranch K-8 School opening in Fall 2021, with over 1,200 students and hundreds of new bikers and walkers.

The MPO worked with the School Safety Team and the Pasco Sheriff's Office to engage students and parents the first week of school. The MPO designed and distributed directional signs for the safest paths to school and organized volunteers positioned at traffic crossings to engage the parents and new students.

The MPO continues to use social media platforms to remind citizens about safety.



A Guide to the Transportation Planning Process

The NE Pasco “The Hills” Multimodal Safety Study was initiated in January 2017 and focused on multimodal safety issues for over 60 miles of rural roadway in San Antonio and surrounding areas, including Dade City. The study area included numerous hills that are attractive to runners and cyclists. The cycling clubs plan rides on weekends and some weeknights that include over 100 riders in a day. The MPO held outreach events, shown here, to collect data from users of the roadway system with a focus on safety concerns. Comments were gathered from local citizens visiting the county park and runners and cycling clubs. The outreach event was conducted over a two-day period; over 150 persons participated.



The Withlacoochee State Trail Connector Study was initiated in 2016 and focuses on identifying a preferred route to connect the future northern extension of the Hardy Trail in Dade City to the Owensboro Junction Trailhead of the Withlacoochee State Trail, approximately six miles.

The study is being conducted such that the preferred route will be consistent with the Pasco County 2040 LRTP and potential linkages to the PCPT bus routes.



Public outreach for the project is scheduled to conclude in February 2018 and the recommended alternative will be presented to the MPO Board in May 2018. The outreach included three workshops in Dade City and public outreach at the Dade City Farmer’s Market. The MPO advertised the project through public notices in the paper, email blasts, a link to the County’s website, and the Dade City website.

The Wesley Chapel Roadway Connections Study was initiated by the Pasco MPO in January 2017 to evaluate the pros and cons of three potential roadway connections in the Wesley Chapel area: Mansfield Boulevard and Kinnan Street, Meadow Pointe Boulevard and Meadow Pointe Boulevard Extension, and Wyndfields Boulevard and Wyndfields Boulevard Extension.

A Guide to the Transportation Planning Process

Engaging the public is an integral part of the Wesley Chapel Roadway Connections Study. To kick off the project, an open-house style public information meeting was held on April 18, 2017 to gather public comments. A second public meeting will be conducted in April 2018 to present the Draft Study Report results along with a 30-day comment period to allow input from the public on the findings. An online opinion poll will be conducted to enable the public to vote (yes or no) on the proposed connections. The results of the Final Study Report and all public involvement efforts will be presented to the MPO Board and the BOCC.






FOR IMMEDIATE RELEASE
March 27, 2017

Contact: Ali Atefi, P.E.
Metropolitan Planning Organization
Office: 727.847.8140
aatefi@pascocountyfl.net

Wesley Chapel Roadways Connections Study
—Open House public meeting set for April 18, 2017—

WESLEY CHAPEL, FL. — The Pasco County Metropolitan Planning Organization (MPO) is holding an open-house style public information meeting for anyone interested in the [Wesley Chapel Roadways Connections Study](#). The purpose of the open house is to gather public comments and other information that will be useful in conducting the study.

The study will evaluate the pros and cons of three potential roadway connectors in the Wesley Chapel area and help develop a Transportation Improvement Plan if and when these connections are constructed. Pasco County has not made any decisions regarding these connections.

The three Pasco County connectors the MPO is studying are:

- Mansfield Boulevard and Kinnam Street
- Meadow Pointe Boulevard and Meadow Pointe Boulevard extension
- Wyndfields Boulevard and Wyndfields Boulevard extension

Click [HERE](#) to see a map of the study area — including the potential locations of the connectors.

WHAT: Wesley Chapel Roadways Connection Study Open House

WHERE: Pasco-Hernando State College
2727 Mansfield Boulevard
Wesley Chapel, FL

WHEN: Tuesday, April 18, 2017
5:30 p.m. – 7:30 p.m. (Summary at 6:00 p.m.)

The open house will include a brief MPO summary at 6:00 p.m., followed by an opportunity to review the study area map. Representatives from Pasco County Planning and Development, the MPO and the consulting team will be available to take comments, address any issues and answer questions.

This is the first public meeting being held in conjunction with this project. Drop in any time between 5:30 and 7:30 p.m.

For more information about transportation planning in Pasco County, visit the MPO website at: www.pascocompo.net

1 of 1
"Pasco County—Florida's Premier County"

The 54/56 Vision. The MPO began studying potential highway and transit improvements on the SR 54/56 corridor from U.S. 19 to Bruce B. Downs Boulevard in 2014 with a stakeholder steering committee. The MPO provided all material for this vision process on the MPO's website. Materials for both Phase 1, conducted previously in 2014/2015, and Phase 2, currently underway, are on the 54/56 Special Project public outreach page. Phase 2 includes a continued stakeholder outreach team to evaluate alternatives resulting from the process.



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The 2nd Task Force Meeting for Phase 2 was held on Thursday August 24, 2017 at 5:30 PM. The agenda and presentation information have been added to the [Task Force page](#).

Status of Vision 54/56 Study (February 8, 2017)

Phase 2 of the Pasco County MPO Vision 54/56 Study is proceeding based on the Task Force Recommendations and subsequent direction from the MPO Board at the conclusion of Phase 1. However, due to funding constraints, the Phase 2 study was delayed but is now anticipated to kick off sometime in March 2017 now that partial funding is available to move the analysis forward.

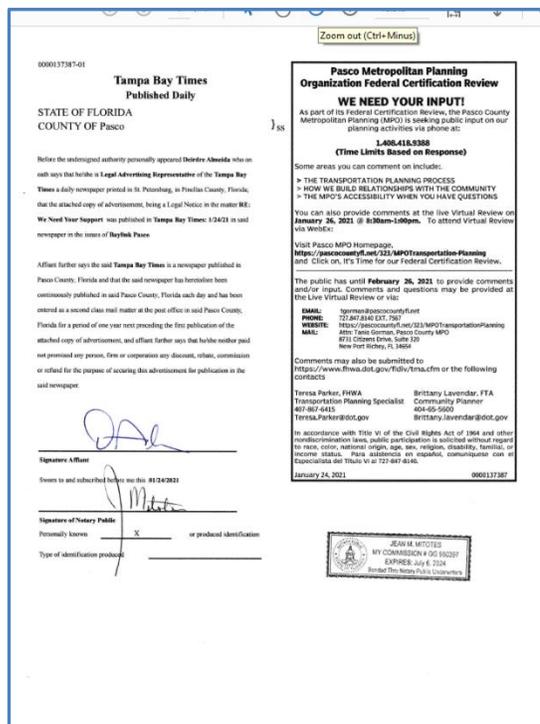
The Phase 2 approach includes a 2-step analysis where:

- **Step 1** will focus on the application of the most important criteria to support analysis of 6 major highway and transit alternatives, 5 complementary alternatives, and 1 do-nothing alternative from Phase 1 with the objective being to narrow the number of alternatives to 3 or 4 major highway and transit alternatives plus a do-nothing alternative before moving forward to the next step and

Quadrennial Certification

The Pasco County MPO participates in a quadrennial certification process as part of the Tampa Bay TMA along with Forward Pinellas (Pinellas County MPO) and the Hillsborough County MPO. 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 PPP.

The Tampa Bay TMA was part of a quadrennial review in early 2021. Pasco County received the certification approval through June 2025. ***“The FHWA and the FTA jointly certify that the planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 CFR 450, Subpart C.”***



MPO BOARD AND COMMITTEES

The MPO is required to have an MPO Board; a Technical Advisory Committee/Congestion Management Process (TAC/CMP) and a Citizens Advisory Committee (CAC). The MPO also supports a Bicycle/Pedestrian Advisory Committee (BPAC).

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.

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- MPO Initiatives
- Partner Agencies
- Archives
- Title VI Non-discrimination Policy
- Meet Your Team
- Regional Long Range Transportation Plan 2045

MPO Board & Committees





MPO Board Members	MPO ByLaws	Bicycle/Pedestrian Advisory ByLaws	Citizens Advisory ByLaws	Technical Advisory ByLaws	Transportation Disadvantaged Board
MPO Board Members					
Name	Position	Address	Phone & Fax Number		
Lance Smith	MPO Chairman City Council Member City of Zephyrhills	3328 8th St Zephyrhills, FL 33540	Ph: (813) 780-0000 Fk: (813) 780-0005		
Scott Black	Commissioner, City of Dade City	14022 Fifth Street Dade City, FL 33525	Ph: (352) 567-2260		
Christina Filanovick	County Commissioner, District 4 Pasco County Board of County Commissioners	West Pasco Government Ctr 8731 Citizens Drive, Suite 150 New Port Richey, FL 34654	Ph: (727) 847-8100 Fk: (727) 847-8969		
Kathryn Starkey	County Commissioner, District 3 Pasco County Board of County Commissioners	West Pasco Government Ctr 8731 Citizens Drive, Suite 150 New Port Richey, FL 34654	Ph: (727) 847-8100 Fk: (727) 847-8969		
Jack Mariano	County Commissioner, District 6 Pasco County Board of County Commissioners	West Pasco Government Ctr 8731 Citizens Drive, Suite 150 New Port Richey, FL 34654	Ph: (727) 847-8100 Fk: (727) 847-8969		
Mick Moore	County Commissioner,	Pasco County Historic	Ph: (352) 521-4111		

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Please refer to the Pasco MPO's website for a current listing of MPO Board members: [MPO Board & Committees | Pasco County, FL - Official Website \(pascocountyfl.net\)](#)

Attending MPO Board Meetings

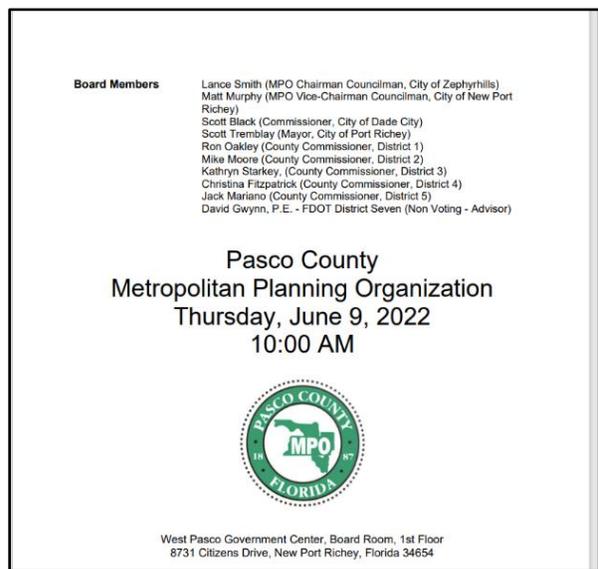
As of September 2022, MPO Board meetings are held in-person. Meetings currently rotate locations across the County. Check the MPO's website for locations, times, and agendas. The MPO Board provides time for public comment at every meeting. The public may also provide written comments using the Pasco County MPO's website comment form, contacting the MPO directly and of course, attending in person. The MPO's Advisory Committees also provide time for public comment.

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 GOPasco, the local transit provider.

Agendas for MPO Board meetings and Committee meetings are provided on the MPO's website. An example of an Agenda packet is provided from June 2022.

Citizens Advisory Committee

The MPO supports a CAC comprised of residents who represent a broad spectrum of backgrounds and interest in the transportation system.



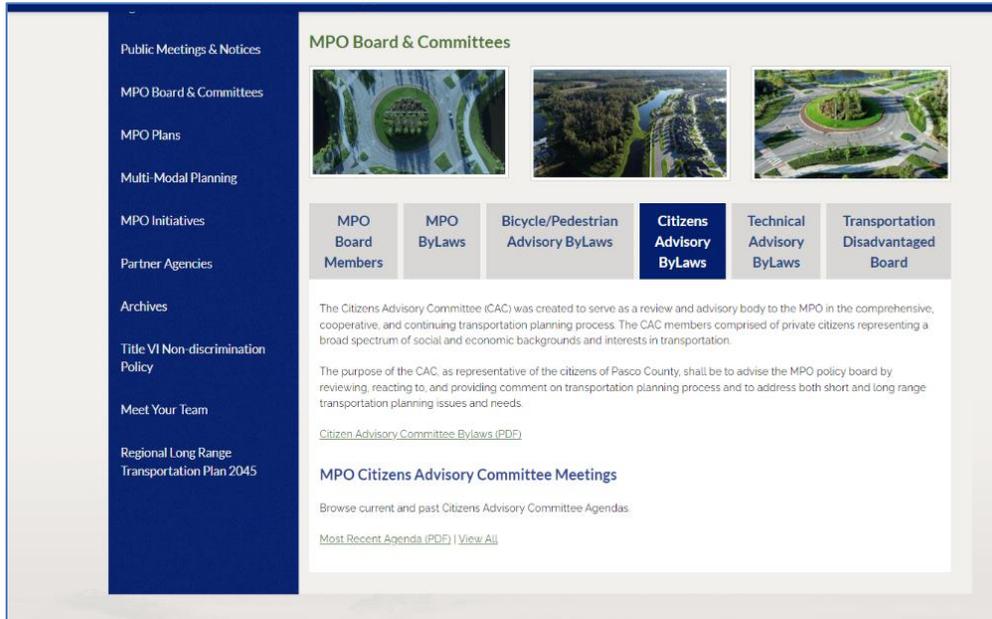
As of September 2022, the Citizens Advisory Committee meetings are held in person and rotate across the County to increase participation. Please see the County's website for meeting locations, time, and agendas. The public may provide comments by attending the CAC meetings, providing a comment on the MPO's website, or contacting the MPO directly. The County's website provides a link to an application to participate on the CAC.

The CAC reviews all of the MPO's plans and programs and provides a citizen's perspective relating overall community needs and values to planning goals for transportation decisions. 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

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in several ways including applicants on file; citizens referred by other CAC, TAC, or MPO Board members; or general solicitation through the local news media.

The agenda for the CAC is advertised on the Pasco County website prior to the meeting date. Minutes and attendance are provided upon request and are kept in hard copy at the MPO office.



The CAC provides recommendations to the MPO Board based several aspects of outreach:

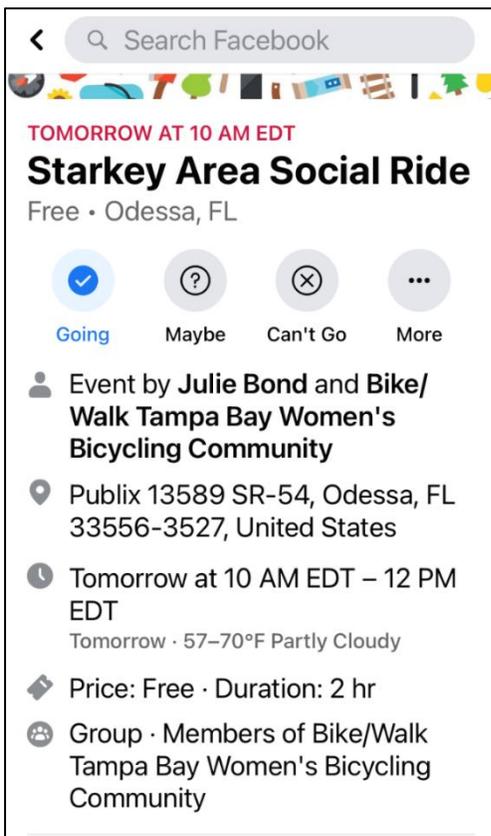
- Promote better public outreach using general information about the transportation planning process;
- Relate overall community needs and values relative to planning goals to future land use and transportation decisions;
- Evaluate and propose solutions and alternatives on the transportation planning activities;
- Identify existing transportation problem areas of general citizen concern;
- Review and comment on the TIP, UPWP, PPP and LRTP; and
- Provide recommendations to the MPO Board through CAC meetings.

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.

As of September 2022, the Bicycle/Pedestrian Advisory Committee (BPAC) meetings are held in person and rotate across the County to increase participation. Please see the County's website for meeting locations, time and agendas. The public may provide comments by attending the BPAC meetings, providing a comment on the MPO's website or contacting the MPO directly. The County's website provides a link to an application to participate on the BPAC .

Bicycle/Pedestrian Advisory Committee

The MPO's Bicycle/Pedestrian Advisory Committee reviews plans, programs and special studies to promote safety, security, education, and enforcement of laws pertaining to both pedestrians and bicycles. The BPAC is responsible for recommendations to the MPO Board on matters concerning developing and implementing a comprehensive bikeway and pedestrian system, which is a part of the MPO's LRTP.



The screenshot shows a Facebook event page for "Starkey Area Social Ride". At the top, it says "TOMORROW AT 10 AM EDT". The event title is "Starkey Area Social Ride" and it is listed as "Free · Odessa, FL". There are four buttons for response: "Going" (checked), "Maybe", "Can't Go", and "More". The event is organized by "Julie Bond and Bike/Walk Tampa Bay Women's Bicycling Community". The location is "Publix 13589 SR-54, Odessa, FL 33556-3527, United States". The time is "Tomorrow at 10 AM EDT – 12 PM EDT" with weather "Tomorrow · 57–70°F Partly Cloudy". The price is "Free" and duration is "2 hr". The group is "Members of Bike/Walk Tampa Bay Women's Bicycling Community".

The BPAC meeting locations, times and agenda are provided on the MPO's Website. The BPAC participates on a Tri-County Regional BPAC with Hillsborough and Pinellas BPACs. The Pasco BPAC is very active in community outreach and participating in events with our local partners. Numerous events are organized and attended by BPAC members to promote over 165 miles of Pasco Trails.

The Pasco MPO hosts and participates in numerous social activities to promote the trails in Pasco County.



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Technical Advisory Committee/Congestion Management Process

As of September 2022, the Technical Advisory Committee meetings are held in person, and rotate across the County to increase accessibility for the technical staff from the MPO, Pasco County, participating cities in Pasco and other professional staff. Please see the County's website for meeting locations, time, and agendas.

The TAC/CMP is an advisory group made up of professional and technical representatives including planners, engineers, and other disciplines. Please see the MPO's website for TAC/CMP meeting locations, times, and agendas. The TAC/CMP reviews technical matters and makes recommendation concerning transportation plans and programs to the MPO Board.

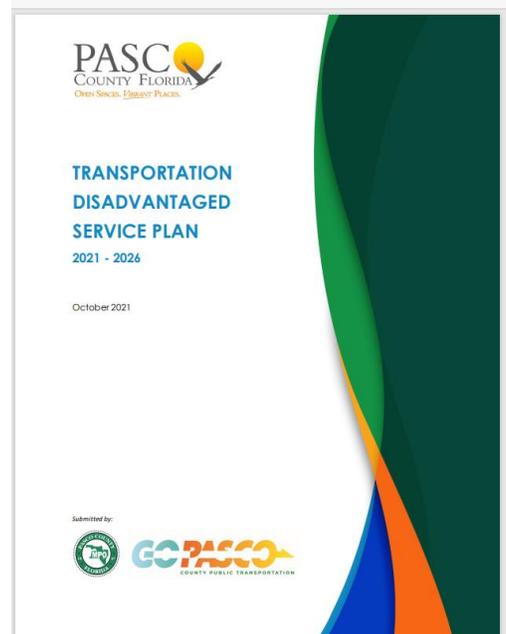
The CMP Task Force was created in 1996 to function under the TAC to help produce an operational congestion management plan for Pasco County. The CMP involves developing and monitoring performance measures that address the level of service for roadways, safety/crashes, public transportation, goods/freight 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.

As of September 2022, the Local Coordinating Board meetings rotate across the County to increase participation. Please see the County's website for meeting locations, time, and agendas.

Local Coordinating Board

The Pasco County Transportation Disadvantaged Local Coordinating Board (LCB) is part of the network of organizations that serve as an advisory board and the Pasco LCB aids in the planning, reviewing, and approving the Pasco County Transportation Disadvantaged Service Plan (TDSP). The TDSP outlines how the Community Transportation Coordinator (CTC) (for Pasco GoPasco) will address the mobility needs of Pasco County through the provision of demand-response public transportation.

The Pasco MPO (non-voting) is responsible for conducting the Pasco County LCB. The MPO as the LCB provides input in the development of the TDSP, but PCPT is responsible for adopting the document.



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The Pasco County LCB 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 Pasco County LCB identifies local service needs and provides information, advice, and direction to the MPO and PCPT. 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.

In Pasco County, the LCB meets quarterly and meeting dates and agendas can be found on the County's website. One of the four quarterly LCB meetings a year is also advertised as a meeting inviting public comment. Each of the three MPOs in the Tampa Bay TMA support an LCB and they coordinate on regional needs. Those interested in serving on the LCB may contact the Pasco County MPO at (727) 847-8140 for more information.

Tri-County Access Plan

The Tri-County Access Plan (adopted 2009) is a function conducted by the Pasco MPO and is linked to the MPO's website. The 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 the Pinellas County and Hillsborough County MPOs.

LEP and Title VI

The LEP and Title VI links are on the MPO's website and are shown with these screen captures. An example of the Title VI on the website notification in Spanish is provided.

The MPO includes within the text of all public notices the option for a translator. The Title VI contact is also in the notice and on the website.



Regional Coordination

The MPO Board recognizes the importance of regional coordination and the Pasco County MPO participates on regional committees/ authorities including the TMA Leadership Group and the Sun Coast Transportation Planning Alliance (SCTPA). The website address for both the TMP and SCTPA invite public input: [TMA Leadership Group – Sun Coast TPA](#)



Additional attendees include state, regional and local transportation, and transit agencies. The SunCoast Transportation Leadership rotates locations and meetings are held every other month with notification by email and on the MPO's websites. The outreach for the regional L RTP will be conducted using on-line surveys and each MPO is contributing funding to the regional effort.

The Tampa Bay Area Regional Transit Authority (TBARTA) is a regional transit planning agency that coordinates its Master Planning through support from the local MPOs. The SCTPA is supported through TBARTA with representation from seven West Documents developed in coordination with the Sun Coast Transportation Planning Alliance that impact Pasco County are linked on the MPO's website.



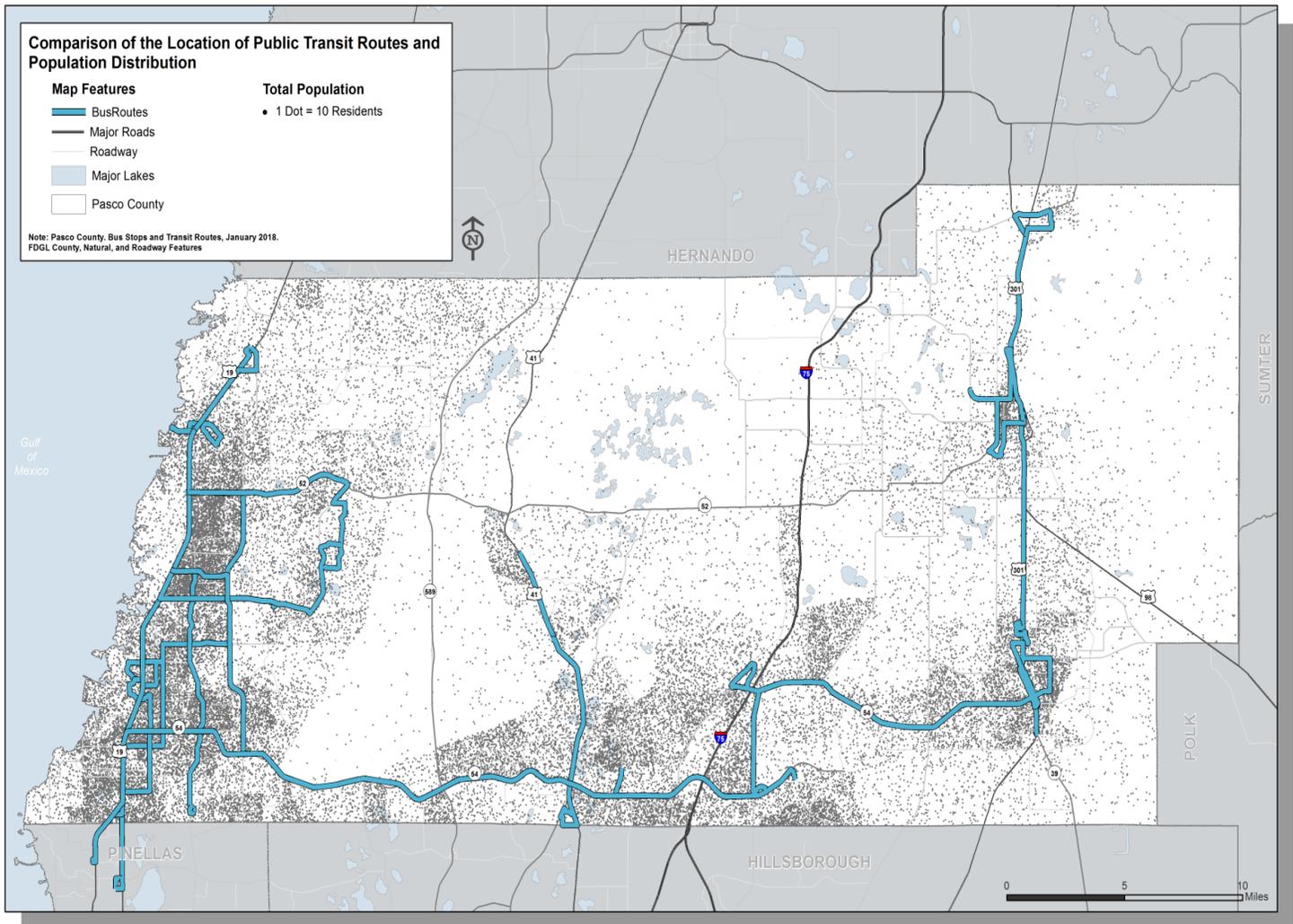
Table 2-1 provides the schedule for MPO Board and committee meetings and the addresses for each potential location are provided in bold following the table. **Figure 2-1** provides a sample of the existing transit route system that is reviewed when selecting meeting locations to enhance public access.

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 the month at 10:00 a.m. Check website for dates and agendas.	Locations alternate between the West Pasco Government Center and the Historic Pasco County Courthouse in Dade City, which are both served by transit.
CAC	Check website for dates, times, and agendas.	Locations rotate across County, check website.
BPAC	Check website for dates, times, and agendas.	Locations rotate across County, check website.
TAC	Technical staff, accepts public comment. Check website for dates, times, and agendas.	Locations rotate across the county, check website.
LCB	Quarterly, 10:00 a.m. Check website for dates and agendas.	Locations rotate between the Historic Pasco County Courthouse and West Pasco Government Center.
TMA Leadership Group, Sun Coast Transportation Planning Alliance	Every other month, locations rotated within Tampa Bay area. Check Pasco MPO’s website or TMA Leadership Group, Sun Coast Transportation Planning Alliance.	Locations rotated among facilities in the Tampa Bay area.
TBARTA	Meets quarterly and meetings are posted on the MPO’s website or TBARTA website.	Location is generally at TBARTA facilities.

Transit routes (as of 2018) are shown on **Figure 2-1**. MPO Board and Committees Meeting locations are planned to occur near a transit route as much as possible. Please check the MPO’s Website or GOPasco for the meeting if you wish to attend. If unsure regarding available transit routes and schedule, you can call for help with planning your trip.

Figure 2-1: Population Density in Pasco County with Transit Route Overlay, January 2018



Section 3 Public Notification Guidelines

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 (FS). This law 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 a commission provide reasonable notice of all such public meetings. In keeping with the Sunshine Law and federal MPO requirements, the Pasco MPO follows the guidelines for inviting public review and comment.

PUBLIC NOTIFICATIONS

As of March 2022, the Florida Legislature approved, statewide, the use of county websites as the primary location to notice the public regarding development, review, and approval of government functions. Due to costs and limited citizen distribution, MPOs across Florida are eliminating the requirement for hard copy newspaper advertising. The Pasco County MPO's website has been a source for notification for all MPO and Committee functions for many years. However, starting in January 2023, the Pasco MPO will no longer use hard copy newspaper distribution as one of the tools to notify the public of MPO activities. **The Pasco MPO will continue to use all other means such as the County website, social media, press releases, email, and other appropriate methods to invite public participation.**

Public Review, Comment Periods, and Notification Tools

Table 3-1 outlines the MPO's guidelines for review, comment periods and public notification tools for these documents: Public Participation Plan (PPP), List of Priority Projects (LOPP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Long Range Transportation Plan (LRTP), Active Transportation Plan (ATP), Transportation Disadvantaged Local Coordination Board (LCB), Transportation Management Area (TMA) Annual and Quadrennial Certification. For development of the PPP, federal legislation requires that an MPO must provide 45 days for citizen comment prior to adoption. The recommended 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 FDOT, FHWA and FTA.

Table 3-2 outlines the public notice guidelines for plans, programs and certifications for adoption/updates, amendments, and modifications.

Table 3-1: MPO Guidelines for Review, Comment Periods, and Public Notification Tools

Plan/Program/Certification	Adopt/Amend/Modify	CAC	TAC	BPAC	LCB	Draft Document Notification on Pasco MPO Website	MPO Board Meeting Notification of Adoption on MPO Website	Required Agency Review	Open Comment Period Guidelines	Notification Tools
Public Participation Plan (PPP)										
Draft PPP	Notification of Draft required for public comment	X	X	X	n/a	X	n/a	MPO/Committees	45-day open comment period required	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
Update/Adopt PPP	Update every 3 to 5 years	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA, FAA	Completed upon adoption	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
PPP Amendment	Necessary to revise process due to changes to MPO actions, Plans or Programs. Draft includes 45-day comment period	X	X	X	n/a	X	n/a	MPO/Committees	45-day open comment period required	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA, FAA	Completed upon approval	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
Modification	Minor updates to clarify public participation process such as notification platforms, use of public involvement tools, public process descriptions, social media platforms	n/a	n/a	n/a	n/a	n/a	n/a	MPO/Committees	Not required	MPO/Pasco County Website
List of Priority Projects (LOPP)										
Draft LOPP	Annually Draft by May	X	X	X	X	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
Update/Adopt LOPP	Annually Adopt by June	X	X	X	X	X	X	FDOT	Completed upon adoption	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
LOPP Amendment	If necessary due to a change in project funding or scheduling, the MPO will present the amendment to MPO Board and Committees for review and comment	X	X	X	X	X	n/a	FDOT	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	X	n/a	X	FDOT	Completed once approved	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	No changes to project priorities, text clarification only	n/a	n/a	n/a	n/a	n/a	n/a	FDOT	Not required	MPO/Pasco County Website
Transportation Improvement Program (TIP)										
Draft TIP	Annually Draft by May	X	X	X	n/a	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Update/Adopt TIP	Update/Adopt June	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Completed upon adoption	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
TIP Amendment	A TIP amendment is necessary when one or more of the following criteria are met: adds new individual projects, adversely impacts financial constraint, results in major scope changes, deletes an individually listed project from the TIP, and/or results in a cost increase greater than 20% and \$2 million	X	X	X	n/a	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	X	n/a	X	FDOT, FHWA, FTA	Completed upon approval	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms

Table 3-1: MPO Guidelines for Review, Comment Periods, and Public Notification Tools (Continued)

Plan/Program/Certification	Adopt/Amend/Modify	CAC	TAC	BPAC	LCB	Draft Document Notification on Pasco MPO Website	MPO Board Meeting Notification of Adoption on MPO Website	Required Agency Review	Open Comment Period Guidelines	Notification Tools
Modification	A TIP administrative modification is a minor revision that includes minor changes to project/phase costs (less than \$2 M), 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)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	MPO/Pasco County Website
Unified Planning Work Program (UPWP)										
Draft UPWP	Two-year cycle for adoption. Reviewed for Draft changes as part of first-year review and any changes to second-year are presented as a Draft Program.	X	X	X	n/a	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Adopt Every 2 Years, Update Every Other Year	Two-year cycle for adoption. Next MPO UPWP two-year adoption in 2024. Update for mid-year review in Year 2023.	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Completed upon adoption	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
UPWP Amendment	Approved by FDOT, FHWA and FTA. 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	X	X	X	n/a	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Completed upon approval	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	Requires a notification of the change to FDOT, FHWA, FTA, but does not require approval by the MPO Board	n/a	n/a	n/a	n/a	n/a	n/a	FDOT, FHWA, FTA	n/a	MPO/Pasco County Website
Long Range Transportation Plan (LRTP)										
Draft LRTP/Draft PIP	Public Involvement Plan (PIP) and Draft of LRTP provided to MPO Board and Committees during LRTP process	X	X	X	X	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Update/Adopt LRTP	Updated every 5 years. Year 2024 is the required adoption for the Pasco MPO's 2050 LRTP	X	X	X	X	n/a	X	FDOT, FHWA, FTA	Completed upon adoption	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
LRTP Amendment	Major revision may occur at any time but does not require a new 20-year horizon. Amendment is necessary when one or more of the following criteria are met: a request to delete or add projects that include major changes to project costs, a change to project phases or initiation dates, and/or a change to design concepts and/or scopes for existing projects	X	X	X	X	X	n/a	FDOT, FHWA, FTA	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Completed upon approval	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	Modifications may include 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)	n/a	n/a	n/a	n/a	n/a	n/a	FDOT	n/a	MPO/Pasco County Website

Table 3-1: MPO Guidelines for Review, Comment Periods, and Public Notification Tools (Continued)

Plan/Program/Certification	Adopt/Amend/Modify	CAC	TAC	BPAC	LCB	Draft Document Notification on Pasco MPO Website	MPO Board Meeting Notification of Adoption on MPO Website	Required Agency Review	Open Comment Period Guidelines	Notification Tools
Active Transportation Plan (ATP)										
Draft ATP	Draft ATP may be developed as part of the LRTP	X	X	X	X	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Update/Adopt ATP	The Pasco MPO conducted an inventory of facilities in 2021 and presented the inventory and maps to the MPO and Committees. The next ATP phase may include development as part of LRTP	X	X	X	X	n/a	X	FDOT, FHWA	Completed upon adoption	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
ATP Amendment	All amendments to the ATP will be conducted to meet similar LRTP amendment requirements	X	X	X	X	n/a	X	FDOT, FHWA	Aligned with LRTP amendment process	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	All modifications to the ATP will be conducted to meet similar LRTP requirements	n/a	n/a	n/a	n/a	n/a	n/a	FDOT	n/a	MPO/Pasco County Website
Transportation Disadvantaged Service Plan (TDSP)										
Update/Amend/Adopt TDSP	Annually Update (considered an amendment), with the 5th year update considered the Major Adoption					Reviewed by Transportation Disadvantaged Local Coordinating Board	X	Commission for Transportation Disadvantaged (CTD)	Public meeting is noticed	MPO/Pasco County Website
Transportation Management Area (TMA) Annual FDOT Joint MPO Certification										
Annual FDOT Certification	FDOT Certification process for the Tampa Bay TMA, includes Pasco, Pinellas, and Hillsborough MPOs. Conducted annually, ends approximately in May	X	X	X	n/a	n/a	X	FDOT	Pasco MPO Agenda packet on MPO website	n/a
Transportation Management Area (TMA) Federal Quadrennial Certification										
Quadrennial Certification Review	Certification process part of the Tampa Bay TMA and includes Pasco, Pinellas, and Hillsborough MPOs. Conducted every four years, generally ends in June	X	X	X	n/a	X	n/a	MPO/Committees	30-day open comment period during review based on FHWA/FTA schedule	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Certification Approval	Every 4 years, most recent approval by FHWA/FTA in 2021 and approves the TMA MPOs through June 2025	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Open comment period completed based on FHWA/FTA schedule	MPO/Pasco County Website, Agenda Distribution, Social Media Platforms

Table 3-2: Public Notice Guidelines for Plans, Programs, and TMA Certifications

Plan, Program, TMA Certification	Public Comment Period	Notification Guidelines
Draft Document Review/Adoption		
Public Participation Plan (PPP)	45 Days, Required by FHWA/FTA	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
List of Priority Projects (LOPP) for Transportation Improvement Program	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Transportation Improvement Program (TIP)	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Unified Planning Work Program (UPWP)	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Long Range Transportation Plan (LRTP)	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Active Transportation Plan (ATP), Part of LRTP	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Transportation Disadvantaged Service Plan (TDSP) - LCB Annual Public Meeting (one of the four quarterly meetings advertised as a public meeting)	Quarterly Public Meeting is Noticed on MPO Website	Not Applicable
Transportation Management Area (TMA) Quadrennial Certification (Federal)	30 days, Comment Period Based on Schedule Assigned by FHWA/FTA	Based on Date Assigned by FHWA/FTA During Review
Amendment		
Public Participation Plan (PPP)	45 Days, Required by FHWA/FTA	Five Days Prior to Approval of Amendment
List of Priority Projects (LOPP) for Transportation Improvement Program	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Transportation Improvement Program (TIP)	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Unified Planning Work Program (UPWP)	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Long Range Transportation Plan (LRTP)	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Active Transportation Plan (ATP), Part of LRTP	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Transportation Disadvantaged Service Plan (TDSP)	Not Applicable	Not Applicable
Transportation Management Area (TMA) Quadrennial Certification (Federal)	Not Applicable	Not Applicable
Modification		
Public Participation Plan (PPP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
List of Priority Projects (LOPP) for Transportation Improvement Program	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Transportation Improvement Program (TIP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Unified Planning Work Program (UPWP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Long Range Transportation Plan (LRTP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Active Transportation Plan (ATP), Part of LRTP	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Transportation Disadvantaged Service Plan (TDSP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Transportation Management Area (TMA) Quadrennial Certification (Federal)	Not Applicable	Not Applicable

Public Notice Guidelines for Plans, Programs, and Certifications

The following information summarizes the revision process for the PPP, UPWP, TIP, ATP and LRTP. Additional information is available through the FDOT's MPO Program Management Handbook.

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 –Amendments and Modifications

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.

A UPWP modification requires a notification of the change to FDOT and FHWA/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.

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. An 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, and
 - 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:

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- 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, and
- 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.

Short Notice/Special Meetings

Periodically, the MPO staff is requested to hold special meetings on short notice to address an item that requires immediate MPO Board action. In such cases, the MPO may need to advertise the public on MPO’s Website in a shorter period of time, 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.

NOTIFICATION TOOLS FOR PUBLIC PARTICIPATION

Table 3-3 provides a cross reference for the types of meetings and the public notification tools utilized by the MPO. The Pasco County’s homepage (<http://pascocountyfl.net/>) and the MPO’s website (www.pascompo.net) are the main website location for all of the MPO’s public notices and events.

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 Meetings	Public Workshops	Regional Participation SCTPA
MPO’s Website – Public Notification for all Plans, Programs, Special Projects	X	X	X	X	X	X
Emails	X	X	X	X	X	X
Social Media	X	X	X	X	X	X

Section 4 Tools and Techniques for PPP

Section 4: No major amendments, except to include more recent examples of the tools the MPO uses for public notification and engagement.

Section 4 outlines the strategies available to the Pasco County Metropolitan Planning Organization (MPO) to engage the public and are often tools coordinated with the County’s Media Relations and Communications Department. The strategies the MPO utilizes will depend on the outreach for each individual project. **Table 4-1** summarizes the activities and tools used by the Pasco MPO. The strategies listed in this Section undergo an evaluation process for effectiveness every three to five years to ensure the process provides full and open access to all interested parties.

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

	All Notifications on MPO Website	PPP	L RTP	TIP		UPWP	ATP	L RTP, TIP, UPWP Amendments	Quad. Cert.
				LOPP Priorities	TIP Document				
Public Participation Tools and Techniques	Formal Public Review & Comment Period	45 days							30 Days
	Comment Forms, On-line Surveys, & Questionnaires		X				X		
	Email, Mail, In Person, or Phone Comments	X	X	X	X	X	X	X	
	Public Workshops, Meetings, Workshops	X	X	X	X	X	X	X	X
	MPO Committees and Board Meetings	X	X	X	X	X	X		X
	MPO’s Website	X	X	X	X	X	X	X	X
	Social Media Networking and Technology	X	X	X	X	X	X	X	X
	Collateral Materials and Visual Aids		X				X		
	Flyers, Fact Sheets, etc.		X	X	X		X		
	Engaging the Community		X				X		
	Public Workshops		X				X		
	Virtual Meetings		X						
	Participation in Regional Groups		X				X		
	Efficient Transportation Decision-Making Process		X						
	Agency Coordination		X	X	X	X	X		X
	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

L RTP – Long-Range Transportation Plan
 UPWP – Unified Planning Work Program
 Quad. Cert. – Quadrennial Certification
 T DSP – Transportation Disadvantaged Service Plan

TIP – Transportation Improvement Program
 ATP – Active Transportation Plan
 FHWA – Federal Highway Administration

SOCIAL MEDIA NETWORKING

The County’s Media Relations and Communications Department provides guidelines on how the County utilizes social media and serves as a team member to the Pasco MPO.

As the MPO conducts a variety of outreach events, the Communications Department provides guidelines on which social networking sites are appropriate. The Pasco MPO, working in coordination with the County Media Relations and Information Technology teams, are using all-new Pasco websites focused on helping citizens and internal County customers quickly find information regarding the County and MPO functions and activities.



New, customer-friendly features include:

- Popular links on homepage with customer-friendly naming conventions;
- Streamlined County Calendar via all-inclusive format; and
- Department Directory for continuity.

MPO’S WEBSITE FEATURES

Information regarding the MPO’s events 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 to keep all interested citizens informed on the activities of the MPO, including schedules and agendas, and the full calendar of events.

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.



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The Pasco MPO's events are clearly shown on the Pasco County Calendar. Examples of social media platforms used by the MPO are listed under Development Services and include Facebook and Instagram.

Pasco County Calendar

General

Public Meetings

Events

Stay Connected

July 2022

Su	M	Tu	W	Th	F	Sa
26	27	28	29	30	1	2
3	4	5	6	7	8	9

Wed, Aug 3

CAC Meeting August 03, 2022
[Read On](#)

Wed, Aug 3

Community Development Review
Committee Meeting
[Read On](#)

Thu, Aug 4

Planning Commission Meeting
[Read On](#)

Thu, Aug 4

CANCELLED- RESTORE Act
Advisory Committee Meeting
[Read On](#)

Media Relations and Communications

Pasco County Government Home

Home - Government - Departments - Departments I - P - Media Relations & Communications - Social Media

Follow Pasco County Government by clicking on the social media icons below:

Many departments within the County maintain a your favorite groups, just click the checkmark to

COMMUNITY	PARKS	LIBRARIES	UTILITIES	
	FACEBOOK	TWITTER	YOUTUBE	INSTAGRAM
GOVERNMENT AFFAIRS		✓		
COMMISSION ON THE STATUS OF WOMEN	✓			
ANIMAL SERVICES	✓	✓	✓	✓
COMMUNITY DEVELOPMENT	✓	✓		
COMMUNITY SERVICES		✓		
COOPERATIVE EXTENSION	✓	✓		
EMERGENCY MANAGEMENT		✓		
GO PASCO	✓	✓		✓
FIRE RESCUE	✓	✓	✓	✓
TOURISM	✓	✓	✓	✓
DEVELOPMENT SERVICES	✓	✓		
SENIOR SERVICES	✓			
HUMAN SERVICES	✓			

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Formal Public Review and Comment Period

Public review and comment are one of the MPO's major responsibilities. The MPO Board, Advisory Committees and MPO staff provide options to collect public input 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. The draft documents are available on the MPO's website (www.pascompo.net).

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. On-line surveys are accessible in many formats are a very useful tool for gathering citizen input.




Wesley Chapel Roadway Connections Comment Form

The Pasco County Metropolitan Planning Organization (MPO) is holding this PUBLIC INFORMATION OPEN HOUSE for the Wesley Chapel Roadways Connections Study. The purpose of the study is to evaluate the positives and negatives of these potential roadway connectors in the Wesley Chapel area and to develop a Transportation Improvement Plan if and when these connections are constructed. Pasco County has not made any decisions regarding these connections. The purpose of the open house is to gather your comments and other information that may be useful in conducting the study.

Please provide all comments by **Friday, May 5th**.

Please provide comments on any or all of the following:

Overall Study Area: (See study area map on this website.)

Mansfield Blvd./Kinnam Street Connection:

Meadow Pointe Blvd./Meadow Pointe Blvd. Extension:

Wyndfields Blvd./Wyndfields Blvd. Extension:

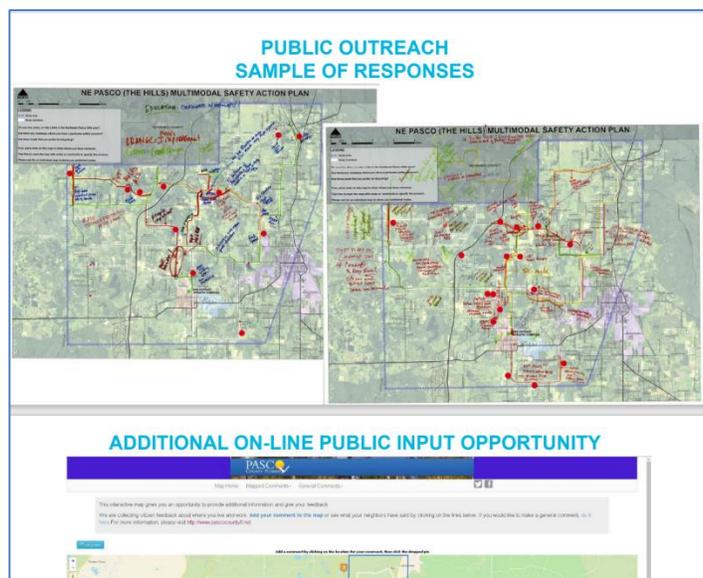
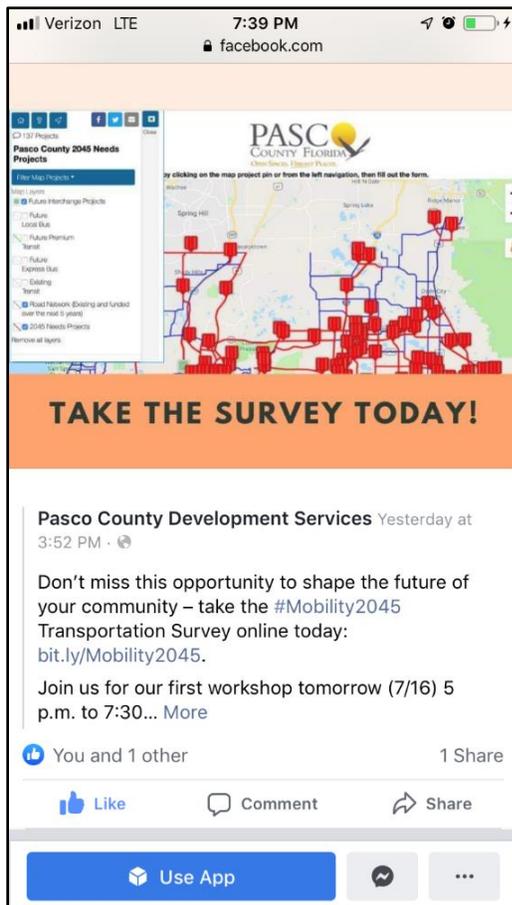
It is helpful to know if you live in the study area. Please provide your address, or at a minimum, your zip code.

Name: _____

Address: _____

City, State, Zip: _____

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.



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An example of a company that offers on-line survey software is MetroQuest. MetroQuest supports MPOs across the country to develop questionnaires that can be completed on a tablet or phone. The screens are customized to the local area and interview citizens on many topics including transportation, transit, and development concerns.

The Pasco MPO coordinates for the 2045 LRTP with the Transportation Management Area (TMA) Leadership Group as part of developing the Tampa Bay Regional LRTP. The TMA has asked each of the three MPOs to contribute to the 2045 Regional LRTP effort and using on-line surveys will be part of the outreach process. The regional logo for the 2045 Regional LRTP effort is provided.



Email, 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.

The Quadrennial Certification process was conducted in 2021 for the Tampa Bay TMA, and Pasco County received the certification approval in 2021. The certification will remain in effect through June 2025. *"The FHWA and the FTA jointly certify that the planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 CFR 450, Subpart C."*

MPO Board and Public Meeting

The MPO holds meetings on a regular basis that cover required action items and details on undergoing Plans and Programs. The MPO requires a role call for any Board Meeting that includes adoption of a Plan or Program or results of a Special Project. Note: An MPO is not required by federal guidelines to hold an official public hearing (which includes a court reporter and minutes filed in the public record) to adopt a plan or program. However, the MPO must hold accessible public meetings and an MPO Board meeting that includes a role call for adoption of plans and programs. The Pasco MPO advertises all meetings and events on the County Website. Any modifications/amendments to the PPP require a 45-day notice of review and comment, also noticed on the MPO's Website.

MPO COMMITTEES

It is the responsibility of the Citizens Advisory Committee (CAC), Technical Advisory Committee/Congestion Management Process (TAC/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 regularly. The LCB meets on a quarterly basis. A portion of the agenda at each meeting is reserved for the public to provide comments.

Citizens Advisory Committee

The CAC is a required function of the MPO and 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. 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/Congestion Management Process

The TAC/CMP is a required function of the MPO and 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 was formed in 2012 and is responsible for recommendations to the MPO Board on 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 staffed by the MPO and 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). Those interested in serving on the LCB may contact PCPT at (727) 834-3233.



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, on-line voting, 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.

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.

Examples of workshops conducted by the MPO include the US 301 Transportation/Land Use Vision project, which included workshops held in both Dade City and Zephyrhills. The Anclote Trail Feasibility Study held two workshops in the study area in the southwest area of Pasco County.

Participation

- Two Workshops - Over 80 Citizens Participated
 - March - Zephyrhills and June - Dade City
- Meeting announcements sent to property owners along US 301 corridor and stakeholders



301 Corridor Vision



The Withlacoochee State Trail Connections Study held three workshops in Dade City. The Wesley Chapel Roadway Connections Study will include two workshops and an on-line survey of residents when the study is complete.

Virtual Town Hall Meetings

The Pasco County MPO has the option to conduct town halls and will partner with different governmental agencies to hold town hall meetings, such as with the

TMA Leadership Group or the Sun Coast Transportation Planning Alliance. With the new options for virtual meetings, the MPO can reach many hundreds of citizens who may not be able to attend a town hall meeting.

Section 5 Engaging the Traditionally Underserved

Section 5: No modifications to Section 5 in 2022.

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, Lacochee, 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 2016 was 488,310. **Table 5-1** shows the demographic makeup of Pasco County, according to the 2016 American Community Survey (ACS) five-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	488,310	-	-	-
Population Over Age 65	109,345	22.4%	19.1%	14.5%
GENDER				
Male	237,641	48.7%	48.9%	49.2%
Female	250,669	51.3%	51.1%	50.8%
RACE				
One Race	476,099	97.5%	97.5%	96.9%
White	431,979	88.5%	75.9%	73.3%
Black or African American	25,064	5.1%	16.1%	12.6%
American Indian or Alaska Native	1,731	0.4%	0.3%	0.8%
Asian	11,622	2.4%	2.6%	5.2%
Native Hawaiian or Other Pacific Islander	291	0.1%	0.1%	0.2%
Some Other Race	5,412	1.1%	2.5%	4.8%
Two or More Races	12,211	2.5%	2.5%	3.1%
Hispanic or Latino (of any race)	65,569	13.4 %	24.1%	17.3%
ECONOMIC CHARACTERISTICS				
Median Household Income	\$46,010	-	\$48,900	\$55,322
Individuals Below Poverty Level	-	13.6%	15.1%	16.1%

Source: U.S. Census Bureau, 2016 ACS, five-year estimate (2011-2016).

Based on the figures reported in the 2016 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 22.4% of Pasco County’s population is age 65+ or older, a figure that is 3.3% greater than the state and 7.9% greater than the national average. Additionally, 88.5% 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 Laccochee, Trilby, Blanton, Trilaccochee, 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.

The 2010 and 2016 ACS five-year estimates were used to develop a population profile for the study area. As displayed in **Table 5-2**, the population of Pasco County increased 7.0% from 2010 to 2016, from 456,514 to 488, 310, respectively.

Table 5-2: Pasco County Population Characteristics, 2010 to Present

Characteristic	2010	2016	% Change
Persons	456,514	488,310	7.0%
Households	184,813	189,292	2.4%
Number of Workers	208,639	211,419	1.3%
Land Area (square miles)	747	747	0.0%
Water Area (square miles)	122	122	0.0%
Person per Household	2.47	2.54	2.8%
Workers per Household	1.13	1.12	-0.8%
Persons per Square Mile of Land Area	611	654	7.0%
Workers per Square Mile of Land Area	279	283	1.3%

Source: 2010 and 2016 ACS.

In addition to the historical data taken from the Census, the *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 mid-range projections show the population of the county will increase to 534,800 by the year 2020 and 719,000 by the year 2045, increases of 9.5% and 47.2%, 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 2000, 2010 and 2016.

Table 5-3: Pasco County Population Trends for Cities and Towns, 2000, 2010, and 2016

Municipality	2000	2010	2016	% Change 2000–10	% Change 2010–16	% Change 2000–16
Dade City	6,188	6,707	6,782	8.4%	1.1%	9.6%
New Port Richey	16,117	15,554	15,503	-3.5%	-0.3%	-3.8%
Port Richey	3,021	2,817	2,731	-6.8%	-3.1%	-9.6%
St. Leo	590	630	1,172	6.8%	86.0%	98.6%
San Antonio	684	1,136	1,129	66.1%	-0.6%	65.1%
Zephyrhills	10,833	13,315	14,454	22.9%	8.6%	33.4%
Unincorporated	307,335	416,355	446,539	35.5%	7.2%	45.3%
Total County	344,765	456,514	488,310	32.4%	7.0%	41.6%

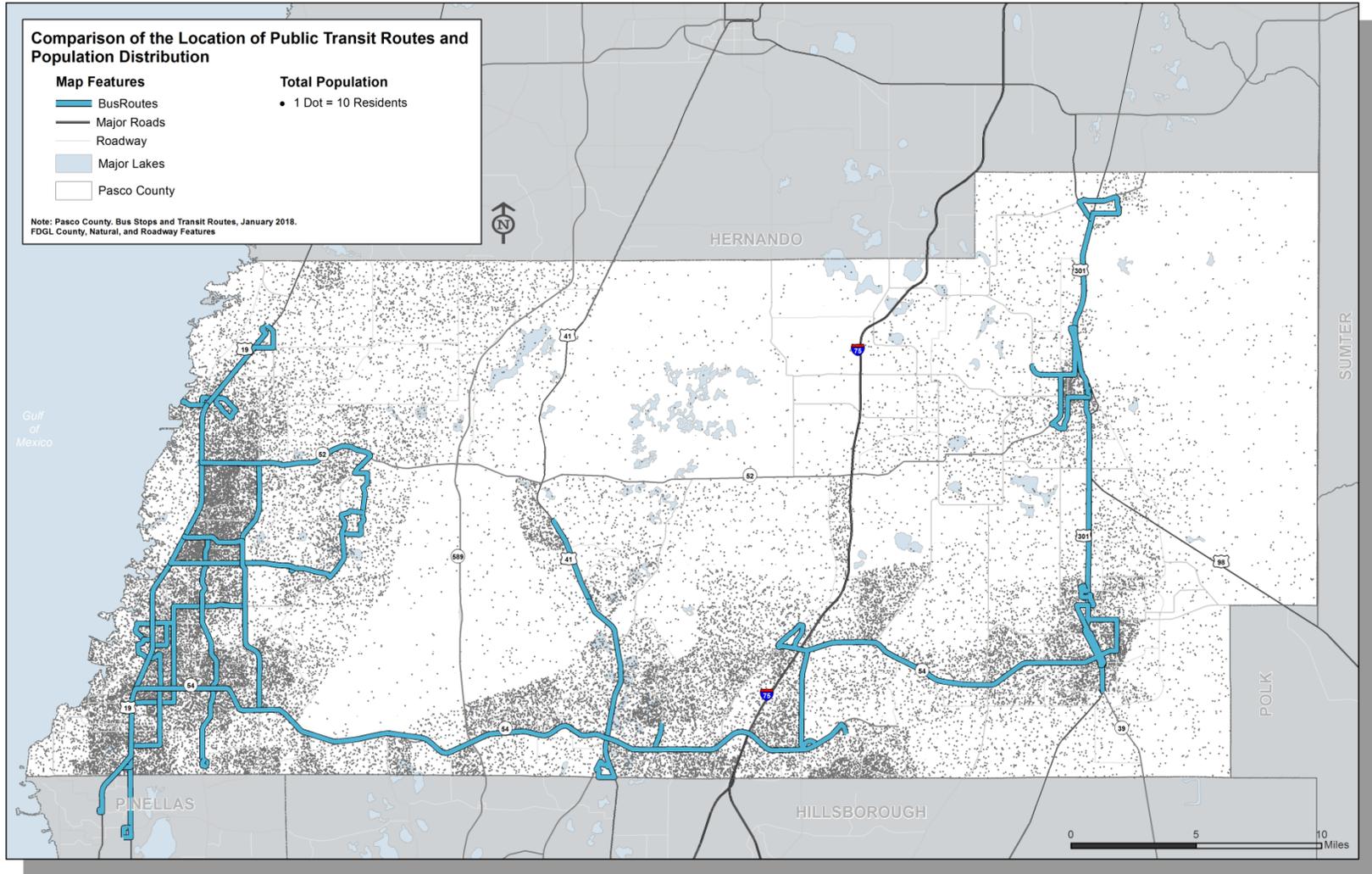
Source: 2000 Census, 2010 and 2016 ACS.

In terms of population growth, the fastest-growing municipality in Pasco County was St. Leo with a near doubling in total population from 2000 to 2016. 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 97%, or 139,204, of Pasco County’s new residents moved into unincorporated areas of the County. **Figure 5-1** illustrates the population density for Pasco County. Figure 5-1 also includes an illustration of the current Pasco County Public Transportation (PCPT) routes. The overlay illustrates that the most densely populated areas of Pasco County are generally within a short distance 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 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
- **Figure 5-7:** Zero Vehicle Households in Pasco County

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.

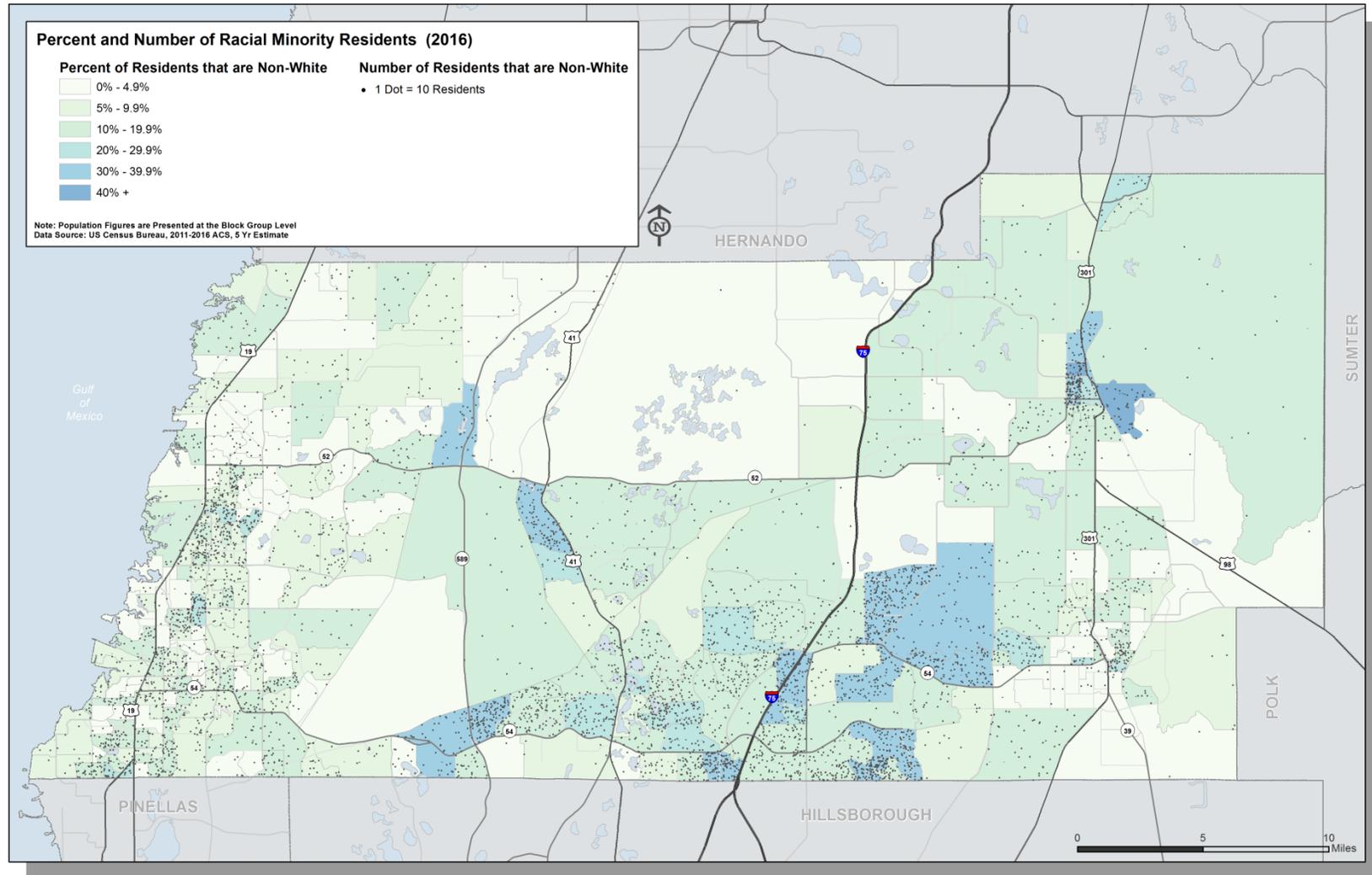


Figure 5-2: Minority Population in Pasco County

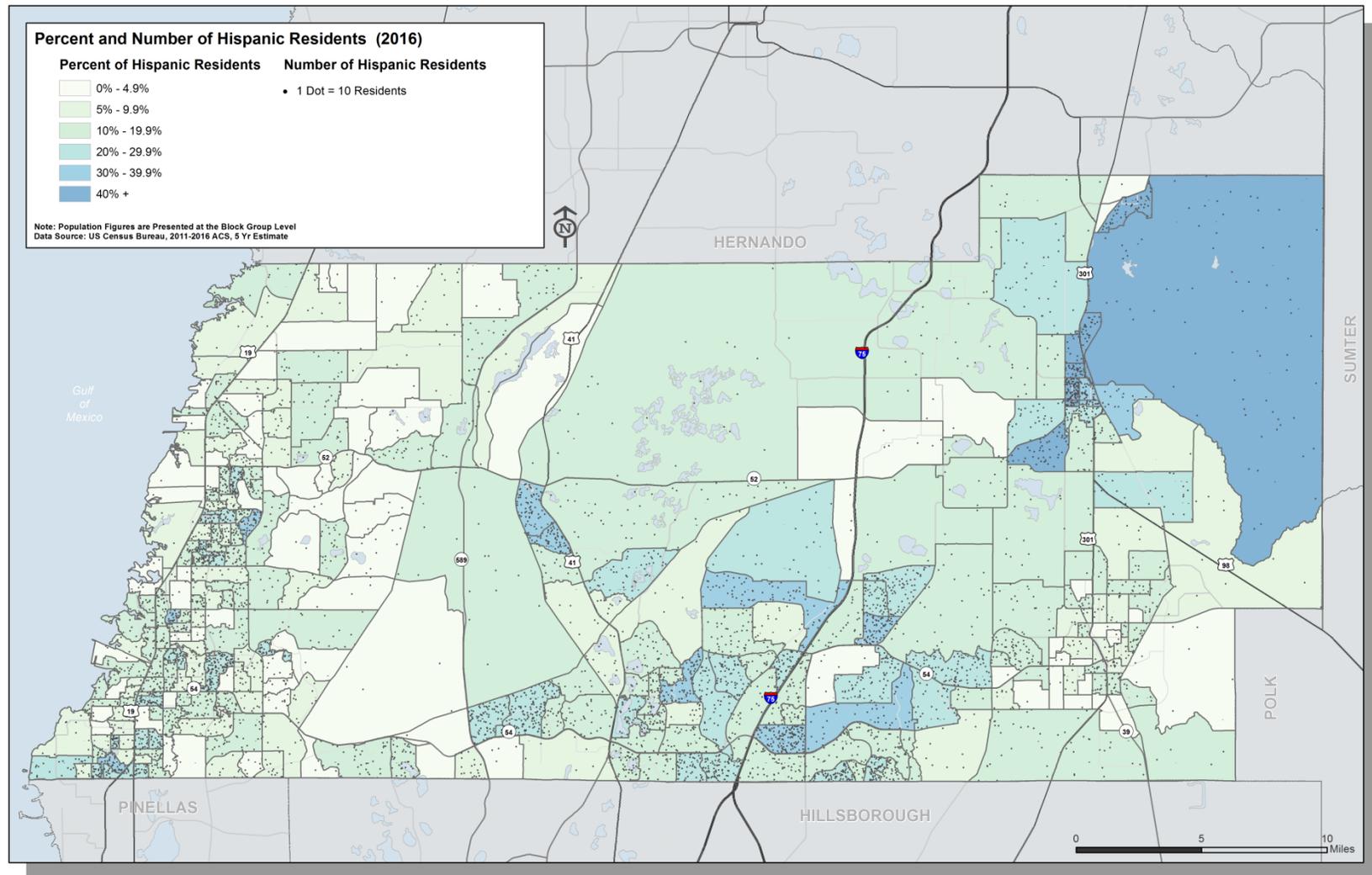


Figure 5-3: Hispanic Population in Pasco County

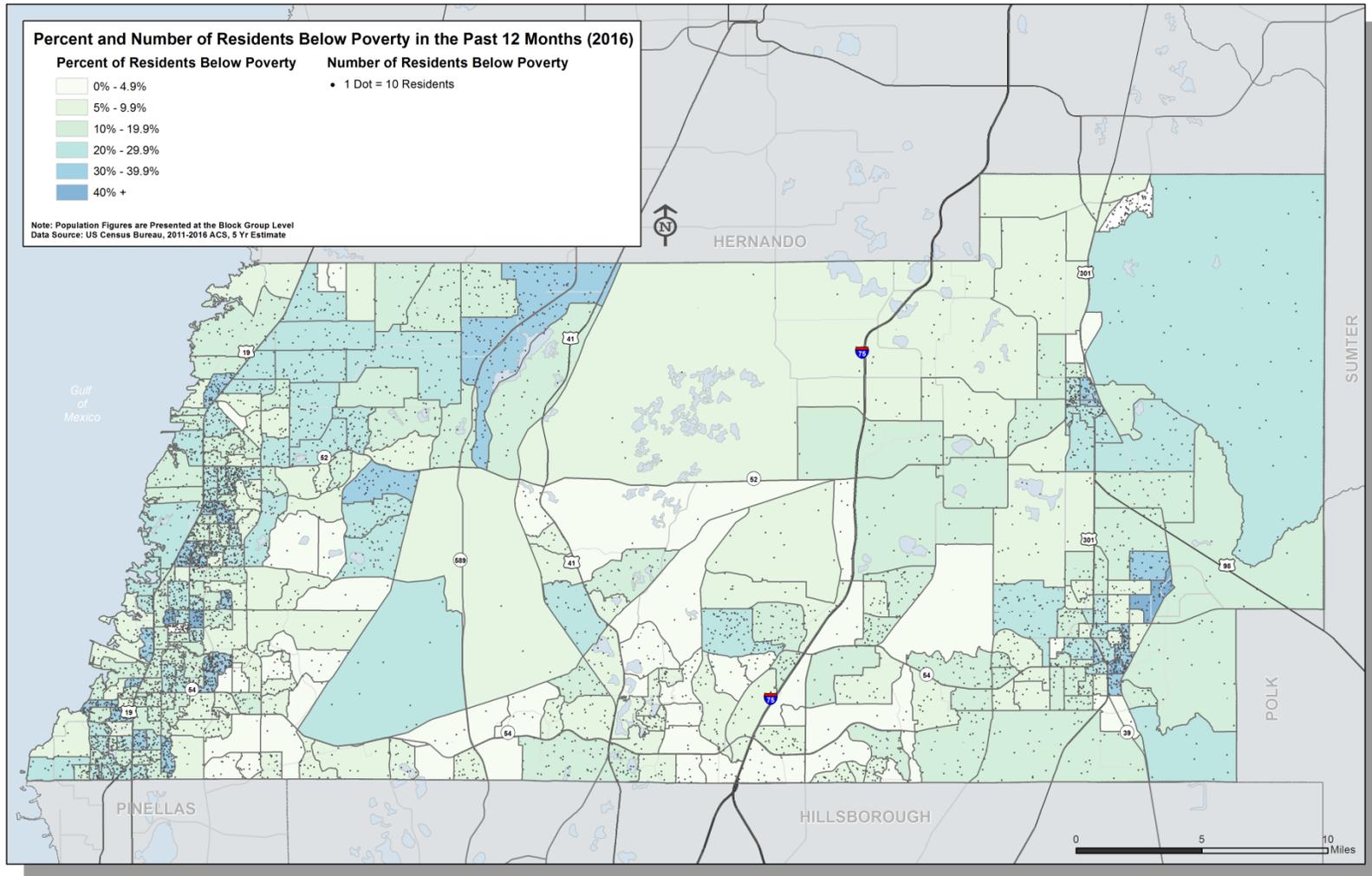


Figure 5-4: Population below Poverty in Pasco County

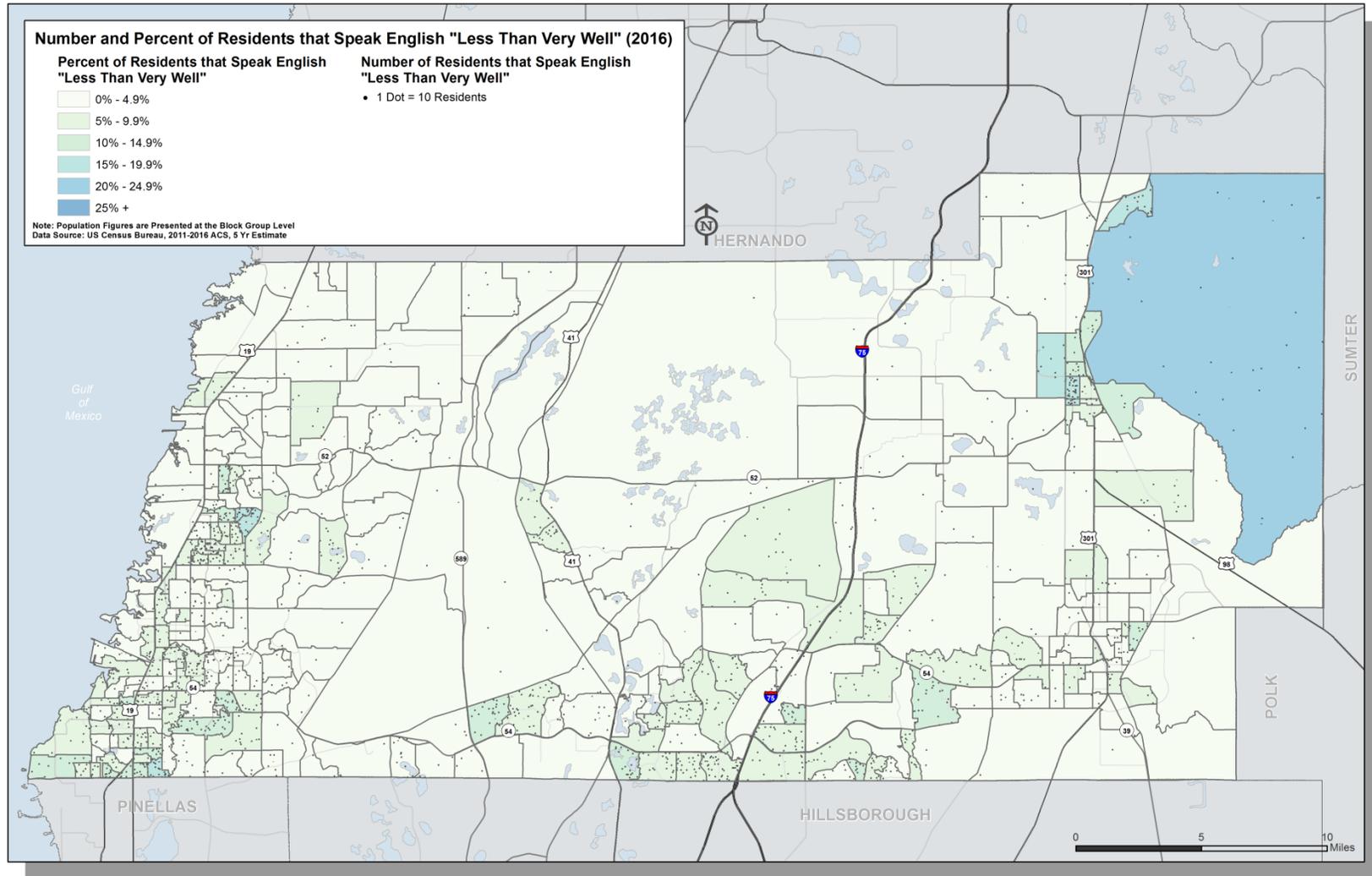


Figure 5-5: LEP Population in Pasco County

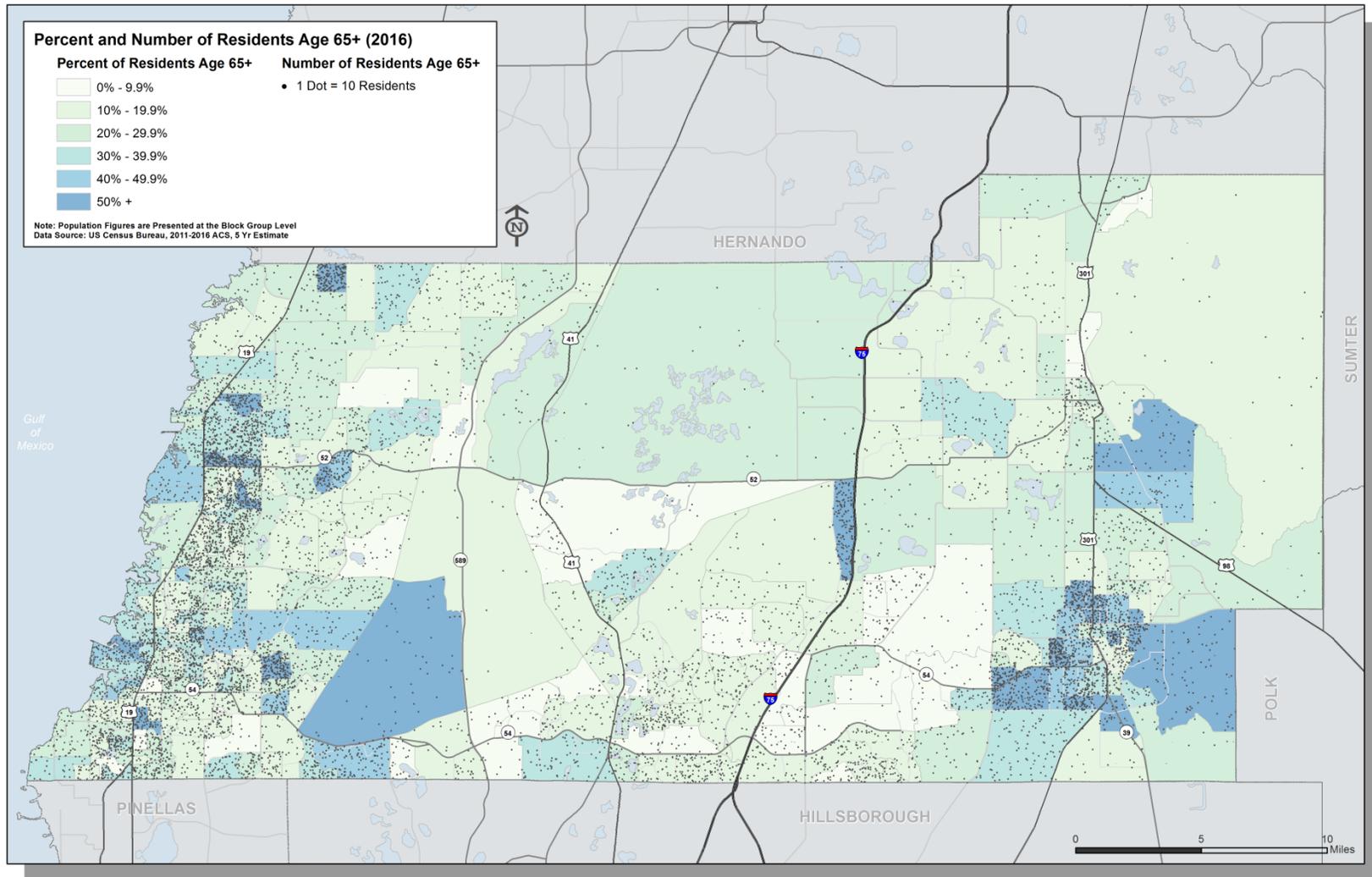


Figure 5-6: Population Age 65 and over in Pasco County

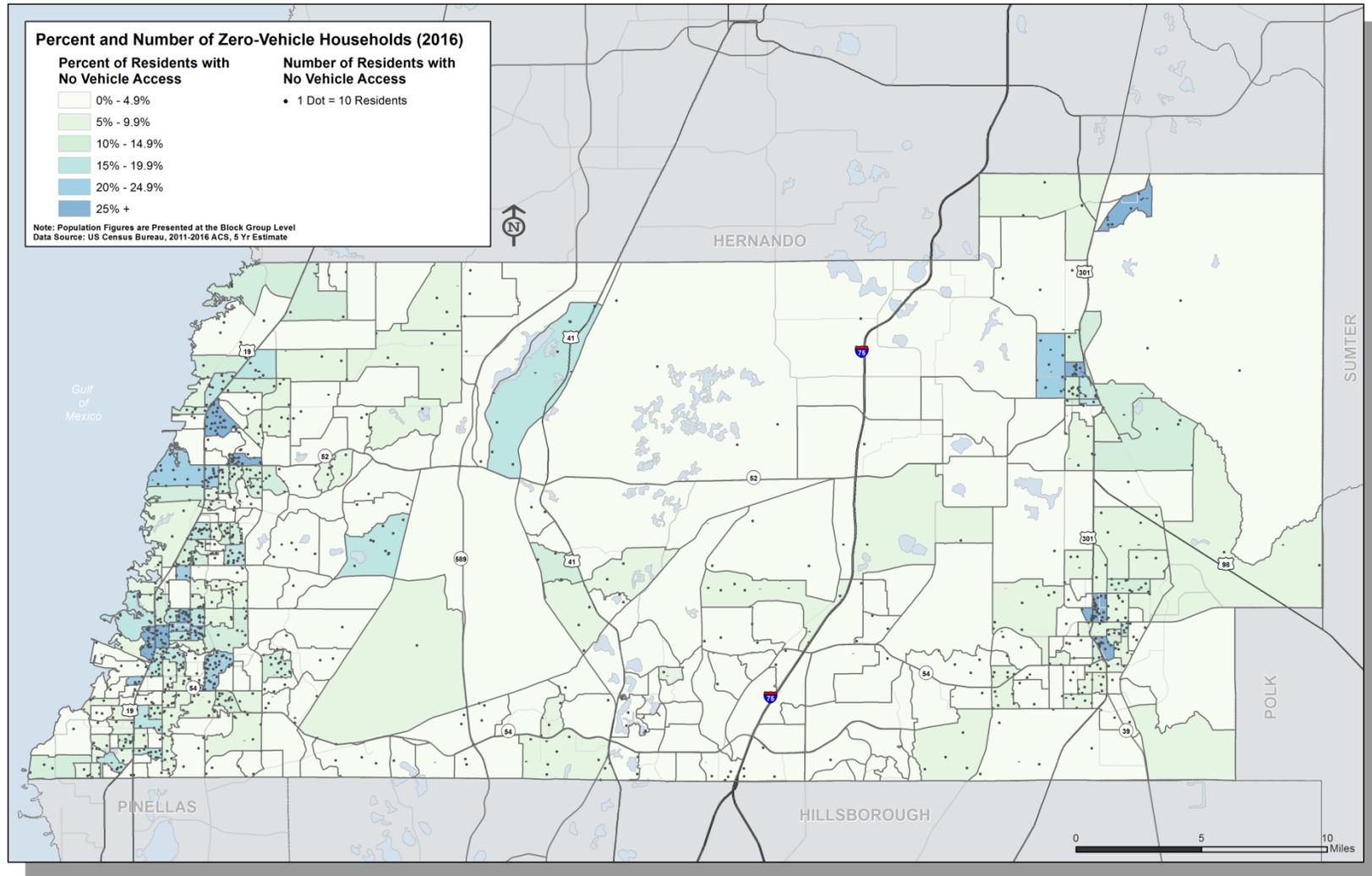


Figure 5-7: Zero Vehicle Households in Pasco County

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.

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.

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

SETTING A PUBLIC PARTICIPATION GOAL

Section 6: Performance modifications to Section 6 in 2022 are highlighted.

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 Unified Planning Work Program (UPWP), proposed Transportation Improvement Program (TIP) and proposed 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’S TRANSPORTATION PLANNING ACTIVITIES	
Objective 1	Promote proactive and early public involvement and provide diverse opportunities for public participation by geographic region 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 PPP.

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. 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 (2017):
http://www.fdot.gov/transit/Documents/FDOT_2017_MPO_Handbook.pdf
- Public Involvement Handbook (2015):
http://www.fdot.gov/environment/pubs/public_involvement/andbook_July2015.pdf

OBJECTIVES AND PERFORMANCE MEASURES

Objective 1

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

Performance Measures

- (1.1) Document the number of public workshops, events, presentations, and meetings that are conducted by the MPO and the attendance at these events as required for the development and adoption of the MPO’s plans and programs and special studies. One hundred percent of all MPO publications supporting the PPP, LRTP, TIP and UPWP development or updates will be placed on the MPO’s website.
- (1.2) Utilize visualization tools and/or simplified infographics at MPO public workshops, meetings to enhance the communication process for citizens. A copy of the visualization aide will be available (when appropriate) to the public upon request and provided by a link to the MPO’s website.
- (1.3) One hundred percent of MPO Board meetings 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.

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- (1.4) One hundred percent of all MPO Board meetings that invite citizen input as part of the adoption of the MPO's plans and programs such as the LRTP, UPWP, TIP, ATP and PPP will be held where transit is available. Hold a minimum of two public workshops for the LRTP update process that are accessible by transit.
- (1.5) Hold a minimum of two public workshops for the LRTP 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 communities such as community centers, churches, or other locations as identified by MPO staff, the LCB and community leaders.
- (1.6) As of January 2023, this performance measure is revised based on the Legislative directive that hard copy advertisements will no longer be a required form of notification due to increasing costs and decreasing circulation. The revision reads: One hundred percent of required public notices (see Tables 3.1 and 3.2, Public Notice Requirements) will be available on the MPO website within the recommended public notification time period for the PPP, LRTP, TIP, ATP and UPWP.
- (1.7) Continuously review and update, in coordination with County's Media Relations and Communications Department and other 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.

Objective 2

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

Performance Measures

- (2.1) As of October 2022, this performance measure is revised to reflect technology available to the MPO as provided by the County. The revision reads: The MPO will continue supporting technology opportunities that increase citizen access to the MPO process including using the Pasco MPO website, MyPasco App, social media tools (as appropriate and if cost effective), and to track the use of all social media tools/techniques used during the development of the LRTP.
- (2.2) 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.
- (2.3) Create and distribute a user-friendly, infographic-style citizen's guide to the MPO planning process document within 12 months of adoption of the PPP in 2018.

Objective 3

Effectively involve the transportation underserved and underrepresented.

Performance Measures

- (3.1) Document the number and type of outreach materials such as special brochures, informational flyers, comment cards or surveys that are developed and distributed specifically for targeted underserved or underrepresented communities (as identified in Section 5) for all events and specifically during the LRTP process.

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- (3.2) Annually review and update the membership of organizations representing the underserved/underrepresented as included on a mailing list for MPO planning activities, with assistance from representatives on the Transportation Disadvantaged LCB.
- (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 (as identified in Section 5) in coordination with the Transportation Disadvantaged LCB and through other efforts such as the Tri-County Access Plan.
- (3.4) Annually identify and communicate with Limited English Proficiency (LEP) media options or identify community-based websites that serve specific LEP or underserved communities in Pasco County and distribute plans/program development announcements to reach those with LEP.
- (3.5) Annually evaluate the need to produce and distribute flyers, announcements, and publications to LEP communities based on American Community Survey data or other County demographic information. Translate MPO materials as determined by the evaluation and in coordination with the LCB.
- (3.6) Produce and distribute a minimum of one flyer, survey, or informational sheet in Spanish for public outreach during the LRTP process. 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 a document or public outreach event, as appropriate.
- (3.7) Maintain the LEP and Title VI link on the MPO's website and provide, within a reasonable notice of five to 10 days, a translator for public meetings or major project public workshops, as requested.

Objective 4

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

Performance Measures

- (4.1) Maintain an email link on the MPO's website for comments, track comments pertaining to the MPO process that originate from the Customer Service app, and document comments submitted by the public for use during plan/program development.
- (4.2) Document all comment cards, comments made on website, comments made on dedicated special study website links, or comments by other methods such as by survey method to track by project, date, and location for use with plan/program development.
- (4.3) 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. All major documents will include the number of total comments received and the method utilized in responding to the comments.

Objective 5

Continuously monitor and improve the PPP.

Performance Measures

- (5.1) Evaluate the performance measures listed in the PPP every three years, and document for use in updating the PPP (refer to measure 5.2).
- (5.2) Update the PPP at least every three to four years based on an 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.

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: 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 non-voting 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, FS, to serve as a citizen's oversight board for the FDOT. The Commission is assigned to the FDOT for administrative and fiscal purposes. It functions independently of the control and direction of the FDOT. 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 FDOT pursuant to law, to recommend transportation policy to the Governor and Legislature, to serve as an oversight body for the FDOT, 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.

FAST Act: On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning states and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a federal partner over the long term.

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.

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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.

Joint CAC: Joint Citizens Advisory Committee: A subcommittee of the 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 meetings, 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.

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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 (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 (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.

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- 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.

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- **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.

The Fixing America's Surface Transportation Act or "FAST Act"

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a federal partner over the long term. Secretary Foxx and his team at U.S. DOT have worked tirelessly to advocate for a long-term bill, underscoring the needed sense of urgency to the American people.

As Secretary Foxx said, "After hundreds of Congressional meetings, two bus tours, visits to 43 states, and so much uncertainty – and 36 short term extensions – it has been a long and bumpy ride to a long-term transportation bill. It's not perfect, and there is still more left to do, but it reflects a bipartisan compromise I always knew was possible."

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system.

The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

Below is a more detailed summary of some FAST Act provisions. More detailed descriptions of how the FAST Act will affect each mode of transportation will be released in the coming weeks.

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PROJECT DELIVERY: DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and also codifying the online system to track projects and interagency coordination processes.

FREIGHT: The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and will for the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

INNOVATIVE FINANCE BUREAU: The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing, or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

TIFIA: The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

SAFETY: The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufactures from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies and also streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

TRANSIT: The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

LADDERS OF OPPORTUNITY: The Act includes a number of items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

Updated: Friday, April 8, 2016

State Requirements

The state requirements for public involvement are outlined in Chapter 339.175, Florida Statutes (FS), 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, FS, 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 CFR 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 CFR 450.310 (Code of Federal Regulations) and 339.175(2), FS(Florida Statutes); describe the requirements for the designation and re-designation of MPOs.
- 23 U.S.C. 134(d)(2); 23 CFR 450.310(d); 49 U.S.C. 5303(d)(2); and 339.175 (3) and (4) FS; 339.176 FS; describe voting membership and membership apportionment of the MPOs.
- 23 U.S.C. 134(e); 49 U.S.C. 5303(e); 23 CFR 450.312; and 339.175(2)(c)(d) FS; outline the requirements and process for the establishment of transportation planning boundaries of an MPO.
- 23 CFR 450.314; and 339.175(2)(b) and (10) FS, describe the types of agreements necessary to implement the metropolitan transportation planning process.
- 339.175(6)(d) and (e), FS, 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 Pasco MPO Certification Letter

The Pasco MPO Quadrennial Certification Report and Letter stating the MPO is certified through June 2025 is available on the MPO's Website or by contacting the MPO directly.