



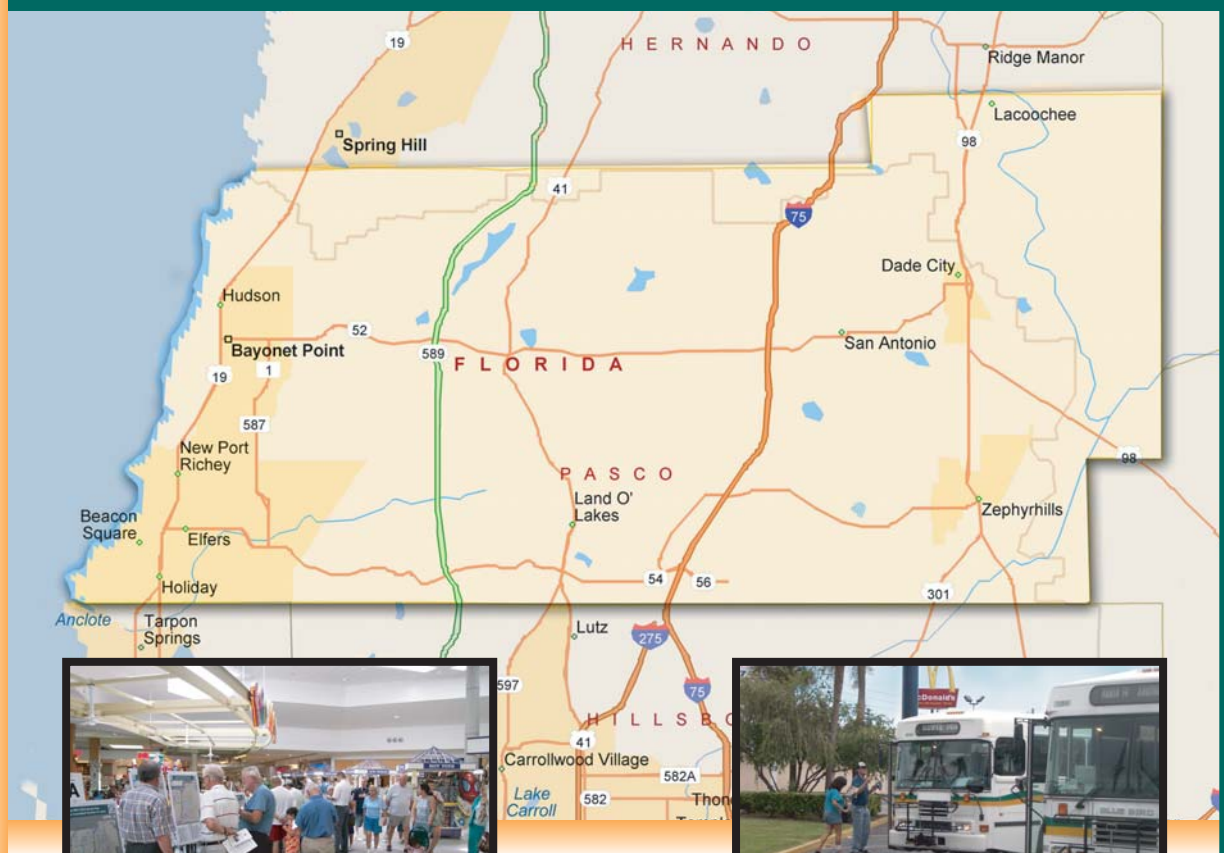
Pasco County MPO

2025 Long Range Transportation Plan Update

Technical Memorandum

L RTP Approach and Assumptions

Final Report
March 2004



**L RTP APPROACH & ASSUMPTIONS
2025 LONG RANGE TRANSPORTATION PLAN
UPDATE
PASCO COUNTY MPO**

Technical Memorandum

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TABLE OF CONTENTS

GUIDANCE FROM FHWA ON METROPOLITAN LRTP UPDATES	1
(1) Address Previous LRTP Comments	1
(2) Review Planning Assumptions.....	2
(3) Horizon and Base Year Consistency	2
(4) Multi-Modal and Inter-Modal Perspective	3
(5) Financial Plan.....	3
(6) Combined LRTP and CDR.....	3
(7) Project Specifications.....	4
(8) Integration of Planning and Environment.....	4
(9) Planning Area Boundaries	4
(10) New MPOs	4
(11) Public Involvement.....	5
(12) LRTP Documentation.....	5
 2020 REVIEW OF FLORIDA’S TWENTY-FIVE LONG RANGE TRANSPORTATION PLANS	 5
Observations from 2002 Report.....	7
Suggestions from 2002 Report	8
 CONSIDERATION OF 2002 CERTIFICATION COMMENTS	 8
Tampa Bay TMA	9
Pasco County MPO	9
Implications for 2025 LRTP Update.....	10
 REVIEW & ASSESSMENT OF CONDITIONS/PLANNING ASSUMPTIONS.....	 11
Current and Future Conditions.....	11
Planning Assumptions.....	11
 SCHEDULE FOR LRTP UPDATE.....	 13
Regional Transportation Analysis Schedule	13
Pasco LRTP Schedule & Integration with RTA.....	13
 SUMMARY OF LRTP APPROACH & PLANNING ASSUMPTIONS.....	 14
Guidance from FHWA on Metropolitan LRTP Updates	14
2002 Review of Florida’s LRTPs.....	14
2002 FHWA/FTA Certification Comments	15
Review and Assessment of Conditions/Planning Assumptions.....	16
 NEXT STEP	 16

LRTP APPROACH AND PLANNING ASSUMPTIONS 2025 LONG RANGE TRANSPORTATION PLAN UPDATE PASCO COUNTY MPO

The purpose of this memorandum is to review guidance and comments on LRTP Updates and specify the Pasco County MPO's approach to responding to this guidance. This effort includes a review and assessment of guidance and comments provided by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), and other applicable agencies and organizations.

The planning assumptions used in the previous update are then evaluated to determine if they are still valid and appropriate for use in the upcoming LRTP Update. Also included in this memorandum is a review of suggestions from "The 2002 Review of Florida's Twenty-Five Long Range Transportation Plans." To ensure the integration of the LRTP Update with the region, a section is provided to illustrate the relationship between the Regional Transportation Analysis (RTA) schedule and the Pasco MPO's LRTP Update schedule.

This document concludes with a summary of the LRTP approach and planning assumptions for proceeding forward with the Pasco County MPO 2025 LRTP Update.

GUIDANCE FROM FHWA ON METROPOLITAN LRTP UPDATES

Guidance from the Federal Highway Administration (FHWA) regarding the next cycle of Long Range Transportation Plan (LRTP) updates was provided in a letter from Division Administrator James E. St. John (dated July 16, 2003) to Ysela Llort, State Transportation Planner for the Florida Department of Transportation (FDOT). The letter documented 12 emphasis areas for the next major update of the LRTP, each of which is briefly described below. The MPO's approach to responding to and addressing these areas is provided following the description of each emphasis area.

- (1) Address Previous LRTP Comments** – MPOs should address any comments provided by FHWA and FTA from the previous LRTP Update and the most recent Certification Review.

MPO Approach – Later in this memorandum, comments received from FHWA and FTA regarding the previous LRTP Update and the most recent Certification Review are summarized, along with an approach for addressing these comments during the upcoming LRTP Update.

(2) **Review Planning Assumptions** – MPOs should use their respective public involvement processes to assess whether the planning assumptions used to develop the previous LRTP Update continue to be valid and appropriate for the upcoming Update. This assessment should consider, but not necessarily be limited to, the current and future conditions of the following:

- finances
- land use
- demographics
- transportation networks
- implementation of FDOT Five-Year Work Program

The LRTP should also specify assumptions for:

- sociocultural effects
- economic impact of the plan
- land use strategy

The LRTP also should reflect consideration and consistency with applicable comprehensive plans and environmental resource plans. The LRTP Update should reflect the impact of public involvement on planning assumptions (including no change or specific revisions resulting from public input).

MPO Approach – The planning assumptions are summarized later in this memorandum, and a preliminary assessment is performed to determine whether these assumptions remain valid or what needs to be done to determine their validity. It is important that the MPO facilitate public involvement opportunities to maximize the likelihood of agreement on the planning assumptions for the LRTP Update.

(3) **Horizon and Base Year Consistency** – The LRTP Update should use base year data for the year 2000 and coordinate the milestone and horizon years with other MPOs in the airshed and/or District. In addition, the LRTP must reflect at least a 20-year planning horizon.

MPO Approach – Consistent with the guidance for horizon and base years of the LRTP Update, the MPOs in the Tampa Bay region have agreed to use base year data for the year 2000 and horizon year data for 2015 and 2025. In addition, existing conditions will be updated to 2002 to further support the planning process.

(4) **Multi-Modal and Inter-Modal Perspective** – The LRTP Update must provide for the development, management, and operation of transportation facilities and

services that function as an intermodal transportation system (including sidewalks and bicycle facilities). Adopted congestion management strategies also must be identified that reflect a systematic approach to addressing existing and future transportation demand, including intermodal/freight connectors and safety considerations in the planning process.

MPO Approach – The Pasco County MPO has made significant progress in expanding the transportation planning perspective to be more multi-modal and intermodal in nature. This is evidenced by the LRTP Updates adopted in 1998 and 2001, when compared with the adoption of the first LRTP in 1995. Expansion of public transportation and a greater emphasis on bicycle facilities and sidewalks have resulted from this significant progress. Areas that will require a greater emphasis in the upcoming LRTP Update include freight/goods movement and safety considerations in the planning process. Specific opportunities for continuing to make progress regarding this guidance will be identified during the long range transportation planning process.

- (5) **Financial Plan** – The LRTP Update should include a description of the methodology used for projecting project costs. In particular, the Plan should identify whether the current FDOT Transportation Costs Handbook or other alternative methods are used in projecting transportation improvement costs.

MPO Approach – The previous LRTP Update used FDOT District 7-specific transportation costs for state roadway improvements (provided by FDOT District 7 Office). It is assumed that the District Office will provide updated unit costs to be used, at a minimum, for cost projections on State roads. It is also recognized, however, that significant efforts were devoted to projecting transportation improvement costs as part of Mobility 2015 for Pasco County, which lays out a transportation improvement program using additional revenues from a proposed one-penny sales tax (Penny for Pasco) and an increase in the transportation impact fee. For projects included in Mobility 2015, the projected cost will be assumed to be more accurate and will be used accordingly in the LRTP Update. Documentation of the cost projection methodologies will be expanded in the upcoming LRTP Update. It should be noted, however, that the cost component will reflect both present value and future costs to help facilitate the understanding of projected costs through the year 2025.

- (6) **Combined LRTP and CDR** – FHWA strongly recommends that MPOs in Air Quality Maintenance Areas include the Conformity Determination Report (CDR) as part of the LRTP to avoid inconsistencies in the long range planning process.

MPO Approach – This guidance is not applicable since the Pasco County MPO is not in an Air Quality Maintenance Area and, therefore, is not required to prepare a CDR as part of the LRTP Update.

- (7) **Project Specifications** – All projects in the Cost Affordable Transportation Plan must have sequential project tracking numbers, common/consistent nomenclature, identified termini, and adequate descriptions. This level of detail is necessary for conformity determination in Air Quality Maintenance Areas, as well as for use in the National Environmental Policy Act of 1969 (NEPA) reviews, Transportation Improvement Plan (TIP) and Statewide Transportation Improvement Plan (STIP) consistency, and public involvement.

MPO Approach – Project specifications will be enhanced in the upcoming LRTP Update to support NEPA reviews, ensure consistency with the TIP and STIP, and improve the communication of project information in the public involvement process.

- (8) **Integration of Planning and Environment** – The Efficient Transportation Decision-Making (ETDM) screening process should be incorporated into the development process of the LRTP. The scopes of services developed by MPOs should include sufficient time to incorporate comments from the Environmental Technical Advisory Team (ETAT) into the final Cost Feasible Plan.

MPO Approach – ETDM is a major emphasis area that will be implemented for the first time as part of the LRTP Updates in Florida. The Pasco County MPO is committed to participating in the ETDM screening process consistent with the MPOs in the Tampa Bay region and throughout the state. The regional coordination process in the Tampa Bay region will ensure that the ETAT will be provided sufficient time for review and, ultimately, for the Committee's comments to be reflected in the final Cost Feasible Plan as appropriate.

- (9) **Planning Area Boundaries** – The MPO planning area boundaries should be updated no later than the next scheduled Plan Update after October 1, 2002, or within three years, whichever comes first.

MPO Approach – The Pasco County MPO already has updated the planning boundaries, which will be illustrated as appropriate in the upcoming LRTP Update. The new planning boundaries have been formally adopted. Through interlocal agreements, the County boundary continues to define the planning area for the Pasco County MPO.

- (10) **New MPOs** – MPOs for newly designated urbanized areas will be given until October 1, 2005, to establish a planning process that meets the metropolitan planning requirements, including a plan and TIP. New MPOs must also have an MPO work plan/unified planning work program (UPWP) that includes a schedule for the development of an LRTP and TIP.

MPO Approach – Since an MPO already exists in Pasco County, this guidance is not applicable to the MPO. The results of the 2000 Census did identify a new urbanized area in Pasco County (Zephyrhills area), which is already included in the MPO's planning area boundaries.

- (11) **Public Involvement** – Consistent with the metropolitan planning rule, there must be adequate opportunity for public official and citizen involvement in the development of the transportation plan before it is approved by the MPO. To ensure the implementation of this process, a description of the detailed public involvement process should be included as part of the scope for development of the LRTP Update.

MPO Approach – Consistent with previous LRTP Updates, public involvement activities are facilitated early and often throughout the long range transportation planning process. The MPO has already prepared a public involvement plan to support the upcoming LRTP Update. In addition, significant public involvement activities were completed as part of the County's Evaluation and Appraisal Report for the Comprehensive Plan. The results of these public involvement activities will be integrated into the long range transportation planning process for the MPO.

- (12) **LRTP Documentation** – For non-attainment and maintenance area MPOs, copies of the draft LRTP and CDR should be forwarded to the Division Office as soon as the draft is available for public review. After adoption, four copies of the adopted and finalized LRTP documentation must be received by the Division Office in accordance with the schedule provided in Table 1. In turn, the Division Office will provide a copy of each LRTP documentation package to the Regional Office of the Federal Transit Administration and the U.S. Environmental Protection Agency for their concurrent review and comment necessary for issuing the FHWA/FTA conformity determination.

For attainment MPOs, three copies of all adopted and finalized LRTP documentation must be received by the Division Office in accordance with the schedule in Table 1. In turn, the Division office will provide a copy of each LRTP documentation package to the FTA (Region IV) for their use.

MPO Approach – The Pasco County MPO is committed to complying with the schedule for the upcoming LRTP Update.

2002 REVIEW OF FLORIDA'S TWENTY-FIVE LONG RANGE TRANSPORTATION PLANS

At the request of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), the Center for Urban Transportation Research (CUTR) performed reviews of Florida LRTPs in 1997, 2000, and most recently 2002. Results of the 2002 review indicate that the quality of the most recent LRTPs improved significantly when compared to those reviewed in both 2000 and 1997. While the 2002 review indicated significant improvements in long range transportation planning in Florida, the report also offered observations and suggestions that could further improve the planning process. The observations and suggestions are summarized below. In addition, Table 1 provides the schedule for the next LRTP adoption for all MPOs in Florida.

Observations from the 2002 Report

- In general, plan documents are better organized, more user friendly, and significantly more descriptive [than previous LRTPs].
- Public involvement approaches improved dramatically throughout the state.
- Regional and interagency coordination has improved.
- Almost all MPOs incorporated the concepts of intermodalism and multi-modalism into their LRTPs.
- More consideration was given to social and community issues in the long range transportation planning process.
- Strong attention was paid by the MPOs to the seven broad TEA-21 planning considerations and to the identified needs of the Florida Intrastate Highway System (FIHS), but little attention to the goals of the 2020 Florida Transportation Plan (FTP).
- Only a few MPOs integrated a strong visioning process or strategic planning principles into their long range transportation planning process.
- Although somewhat increased, there remains limited consideration of alternative land use scenarios.
- Plan horizon years and timeframes are not standardized across the state.
- The reporting of financial data continues to be a complex exercise that varies among MPOs.

**Table 1
LRTP Adoption Schedule**

MPO	Previous Adoption	Next Adoption	Horizon Year
Air Quality Maintenance Areas			
Jacksonville	12/00	12/04	2025
Broward	12/13/01	12/04	2030
Palm Beach	11/19/01	11/18/04	2030
Miami	12/6/01	12/04	2030
Pinellas	12/12/01	12/04	2025
Hillsborough	11/01	12/04	2025
Other Attainment Areas (non-maintenance for air quality)			
Pasco	12/01	12/04	2025
Hernando	12/01	12/04	2025
Sarasota/Manatee	02/01	12/05	2030
Collier	1/01 & 3/01	12/05	2030
Lee	12/8/00	12/05	2030
Polk	12/7/00	12/05	2030
Charlotte	5/02	12/04	2030
Gainesville	12/00	12/05	2025
Pensacola	3/00	8/05	2025
Ft. Walton Beach	6/01	12/05	2030
Panama City	9/00	9/05	2030
Tallahassee-Leon	6/01	12/05	2025
St. Lucie	3/1/01	12/05	2030
Indian River	12/13/00	12/05	2030
Martin	2/19/01	12/05	2030
Orlando	12/00	12/05	2025
Brevard	12/00	12/05	2025
Ocala/Marion	12/00	12/05	2025
Volusia	11/00	11/05	2025

- The final list of cost feasible projects was not always clearly linked to the goals, objectives, and policies that had been originally developed to guide the planning process.
- The definition of transportation need varied across the state.
- MPOs across the state employed various methods to move projects from needs plans to cost feasible plans.
- There was a somewhat more balanced reliance on transportation modeling and other considerations in plan development than was observed in previous plan reviews.

- Detailed consideration of economic competitiveness and/or freight movement was not widespread.
- Corridor management and preservation was considered by a few MPOs in the development of their LRTP.
- There was an increase in the application of Intelligent Transportation Systems (ITS) technology.
- Few MPOs defined a specific mechanism for project programming in their LRTP.
- A large shortfall between revenues and needs plan costs remains a significant and widespread phenomenon, leading to a statewide 20-year shortfall estimate of \$37.7 billion in Year 2000 dollars (a 43 percent increase over the statewide shortfall estimate from 1997).

Suggestions from the 2002 Report

- Where possible, provide informative descriptions of issues faced, challenges overcome, and policy decisions made in clear and simple language within the plan document.
- Incorporate a strong visioning process and principles of strategic planning into the long range transportation planning process.
- Recognize the interaction between transportation and land use by considering alternative land use scenarios.
- Clearly link the final list of cost feasible plan projects to plan goals, objectives, and policies.
- Integrate consideration of potential social and community impacts into the long range transportation planning process.
- Cooperatively develop guidelines for determining needed projects.
- Where appropriate, consider non-highway improvements in place of, rather than in addition to, highway improvements.
- Select cost feasible plan projects from among candidate projects using a systematic methodology that addresses a variety of policy concerns.
- Cooperatively develop guidelines for reporting financial data.
- Whenever possible and appropriate, coordinate planning activities with neighboring MPOs and stakeholder organizations.
- Take into account future right-of-way needs of planned transportation improvements through the advancement of corridor preservation strategies and concepts.
- Define a specific mechanism or strategy for programming projects included in the cost feasible plan.

CONSIDERATION OF 2002 CERTIFICATION COMMENTS

The FHWA/FTA 2002 Certification Report for the Tampa Bay Transportation Management Area (TMA) was reviewed to determine its implications for the upcoming 2025 LRTP Update. The FHWA/FTA review and evaluation concluded with comprehensive certification review meetings on February 4-7 and February 11-13, 2002, in Tampa, New Port Richey, and Clearwater. The meeting with the Pasco County MPO occurred on February 7, 2002, and a joint TMA meeting occurred on February 13, 2002.

The report offers three categories of conclusions for the TMA as a whole, as well as for each of the participating MPOs. The three categories include (1) noteworthy practices, (2) recommendations, and (3) corrective actions. It should be noted that no corrective actions were identified for the Tampa Bay TMA or for the Pasco County MPO. The conclusions of the certification review are summarized below for the TMA and for the Pasco County MPO.

Tampa Bay TMA

(1) Noteworthy Practices

- The TMA and FDOT District 7 have used the regional planning process to successfully coordinate planning products and programs from a regional perspective. Efforts have included the Regional LRTP, Regional Congestion Management System (CMS), Intelligent Transportation Systems (ITS), freight mobility, public involvement, and Air Quality Conformity.

(2) Recommendations

- The TMA should pursue development of a Regional Transit Development Plan to develop a seamless transit service.
- The TMA should continue in its current efforts to add the surrounding counties to the GIS database.

(3) Corrective Actions

- None

Pasco County MPO

(1) Noteworthy Practices

- The MPO has used a number of public involvement strategies to encourage input into the transportation planning process. These strategies include holding meetings on the LRTP Update at the local mall, holding environmental justice workshops targeted towards specific communities, writing articles for newspapers (rather than standard advertisements), and ensuring that public transportation is available for traveling to MPO public meetings. The MPO has changed their public involvement strategies over time based on the relative success of different approaches, as identified through regular public involvement plan evaluations.

(2) Recommendations

- The MPO should, through a performance assessment, identify activities that are critical to its function in carrying out Federal transportation planning requirements. The MPO should then consider restructuring its organization to best accomplish the priority activities.
- The MPO should expand its Mobility Management System (MMS), which currently addresses operational improvements only. The MMS also should address travel demand reductions and alternative modal improvements as potential solutions to congestion and mobility problems.
- The MPO should continue its efforts to explore access management techniques as a strategy for system preservation. The District should work with the MPO to review State guidelines and recommendations concerning access management standards to select strategies that are appropriate for Pasco County.

(3) Corrective Actions

- None

Implications for 2025 LRTP Update

Based on the results of the 2002 Certification Report, the following implications were identified for the 2025 LRTP Update.

- The MPO should continue to be an active participant in the regional transportation planning process established for the Tampa Bay TMA, particularly as it relates to the upcoming 2025 LRTP Update.
- The MPO should continue pursuing its noteworthy practice of employing a variety of public involvement strategies to maximize public participation in the metropolitan planning process. This includes regular evaluations of the public involvement strategies to ensure that the most successful strategies continue to be used as part of the 2025 LRTP Update.
- The MPO should enhance its MMS to address travel demand reductions and alternative modal improvements. To the extent possible, the MPO should start this process as part of the 2025 LRTP Update, which must include a component on short range congestion management strategies.
- The MPO should integrate the corridor preservation plan (ordinance and map) currently being developed to avoid conflicts in the right-of-way, meet State requirements for planning, implement the comprehensive plan, achieve environmental and economic benefits, and protect scenic corridors. Implementing such a plan also could lead to the development of a final access management plan for Pasco County.

REVIEW & ASSESSMENT OF CONDITIONS/PLANNING ASSUMPTIONS

Current and Future Conditions

- Finances – Existing and future financial conditions will be based largely upon the work recently completed as part of Mobility 2015 for Pasco County.
- Land Use – Existing and future land use conditions will be updated based on the 2000 Census and changes to traffic analysis zones (TAZs). Socioeconomic data projections from the County’s corridor preservation planning process will be used as a starting point for this update.
- Demographics – Demographics from the 2000 Census and other sources will be used to assist in updating the socioeconomic data base year estimates, as well as the residential transit orientation index. This information will assist in evaluating travel demand for all modes of transportation. In addition, demographic analysis performed as part of the County’s Evaluation and Appraisal Report process and subsequent Comprehensive Plan amendments will be integrated into the long range transportation planning process as appropriate.

- Transportation Networks – Existing and future transportation networks from the Mobility 2015 project will provide the starting point for the 2025 LRTP Update. Adjustments to future transportation networks will be made based on the results of travel demand modeling from the RTA, input from public involvement, and other analyses performed by the MPO.
- Implementation of the FDOT Five-Year Work Program – The FDOT Five-Year Work Program always has been integrated into the MPO’s metropolitan planning process. The currently adopted work program will be integrated into the 2025 LRTP Update as appropriate.

Planning Assumptions

- Socio-cultural Effects – The socio-cultural effects will be evaluated as part of the 2025 LRTP Update. Geographic analysis of data from the 2000 Census and the Efficient Transportation Decision Making (ETDM) process will be performed as appropriate.
- Economic Impact of the Plan – The MPO will include a discussion of the potential economic impact of the LRTP on Pasco County. An emphasis will be placed on the projected value of planning, designing, constructing, and operating facilities and services throughout the county through the year 2025.
- Land Use Strategy – The land use strategy specified in the Comprehensive Plan will be used as the basis for the 2025 LRTP Update. In addition, the corridor preservation planning process resulted in build-out land use projections and an associated build-out/vision transportation network. Land use and socioeconomic data projections will be developed based on these sources.
- Revenue Projections – State and federal revenue projections for the 2025 LRTP Update will be provided by FDOT District 7. Local revenue projections will be updated as appropriate using the financial plan prepared as part of Mobility 2015 for Pasco County. All financial analysis for the LRTP Update assumes that the base year is 2000 and that all costs and revenues will be reflected in 2000 dollars.
- Cost Projections – As indicated previously in this memorandum, the previous LRTP Update used FDOT District 7-specific transportation costs for State roadway improvements (provided by FDOT District 7 Office). It is assumed that the District Office will provide updated unit costs to be used, at a minimum, on State roads. It is also recognized, however, that significant efforts were devoted to projecting transportation improvement costs as part of Mobility 2015 for Pasco

County, which lays out a transportation improvement program using additional revenues from a proposed one-penny sales tax (Penny for Pasco) and an increase in the transportation impact fee. For projects included in Mobility 2015, the projected cost will be more accurate and should be used accordingly in the LRTP Update. Documentation of the cost projection methodologies will be expanded in the upcoming LRTP Update.

- Design Concepts – Standard cross-sections were developed cooperatively with Pasco County staff as part of the development of the County’s Corridor Preservation Plan. These cross-sections standards, along with the associated design concepts, will be assumed in the long range transportation planning process. In addition, consistent with the County’s Comprehensive Plan, transit-supportive design standards will be developed as part of the LRTP Update to be integrated into the County’s development review process.
- Integration of Mobility Management System – Consistent with a recommendation from the 2002 FHWA/FTA Certification Review, the MPO will expand its MMS to address travel reduction strategies and alternative modal evaluations. The enhanced MMS will be integrated as a component of the 2025 LRTP Update.
- Public Transportation and Bicycle/Pedestrian Facilities – The 2025 LRTP Update will include distinct components for public transportation and bicycle/pedestrian facilities. As discussed previously in this memorandum, the MPO has made significant progress in expanding the transportation planning perspective to be more multi-modal and intermodal in nature. Public transportation and bicycle/pedestrian facility needs will be determined through technical assessments and public involvement.
- Socioeconomic Data – Consistent with the previous discussions of land use and demographics, socioeconomic data will be updated based on the 2000 Census, revised Traffic Analysis Zone (TAZ) structure, recent development trends, and overall land use policy as defined by the County’s Comprehensive Plan.
- Activity Centers and Access – The MPO has consistently maintained an inventory of major activity centers as part of the long range transportation planning process. The existing inventory will be updated as part of the 2025 LRTP Update. In addition, access to these activity centers will be evaluated, with an emphasis on the Level of Service for roadways and other modes providing access within two miles of a given activity center.
- Goods Movement – Goods movement is an area that needs improvement in the upcoming LRTP Update. In addition to evaluating access to goods movement

facilities, the MPO will integrate, as appropriate, the results of the Regional Goods Movement Study being conducted by FDOT District 7.

SCHEDULE FOR LRTP UPDATE

An integrated schedule for the Tampa Bay Regional Transportation Analysis (RTA) and the Pasco County MPO's 2025 LRTP Update is provided in this section. The importance of this schedule review is to ensure the integration of milestones and deliverables with the regional transportation planning process as appropriate.

SUMMARY OF LRTP APPROACH & PLANNING ASSUMPTIONS

Based on the guidance/comments from Federal and State agencies, the review and assessment of planning assumptions, and the suggestions from the CUTR review of previous LRTP Updates, this memorandum was prepared to document the LRTP approach and proposed planning assumptions for the Pasco County MPO. A summary of this review and assessment is provided below.

Guidance from FHWA on Metropolitan LRTP Updates

- The MPO is in a strong position to respond to the Federal guidance for the upcoming 2025 LRTP Update. As discussed in this memorandum, the MPO will:
 - Address previous LRTP comments.
 - Review the LRTP planning assumptions.
 - Ensure a consistent horizon and base year with other MPOs in the District.
 - Continue expanding its multi-modal and intermodal perspective on long range transportation planning.
 - Specify the methodology for developing the financial plan for the 2025 LRTP Update.
 - Provide clear project specifications for the Cost Affordable Transportation Plan, including sequential project tracking numbers, common/consistent nomenclature, identified termini, and adequate descriptions.
 - Integrate planning and the environment through the ETDM screening process.
 - Incorporate new planning boundaries resulting from the Year 2000 Census.
 - Continue to pursue innovative public involvement activities to maximize public support and make a difference in the final plan.

Figure 1 Project Schedule for 2025 LRTP Update Pasco County MPO

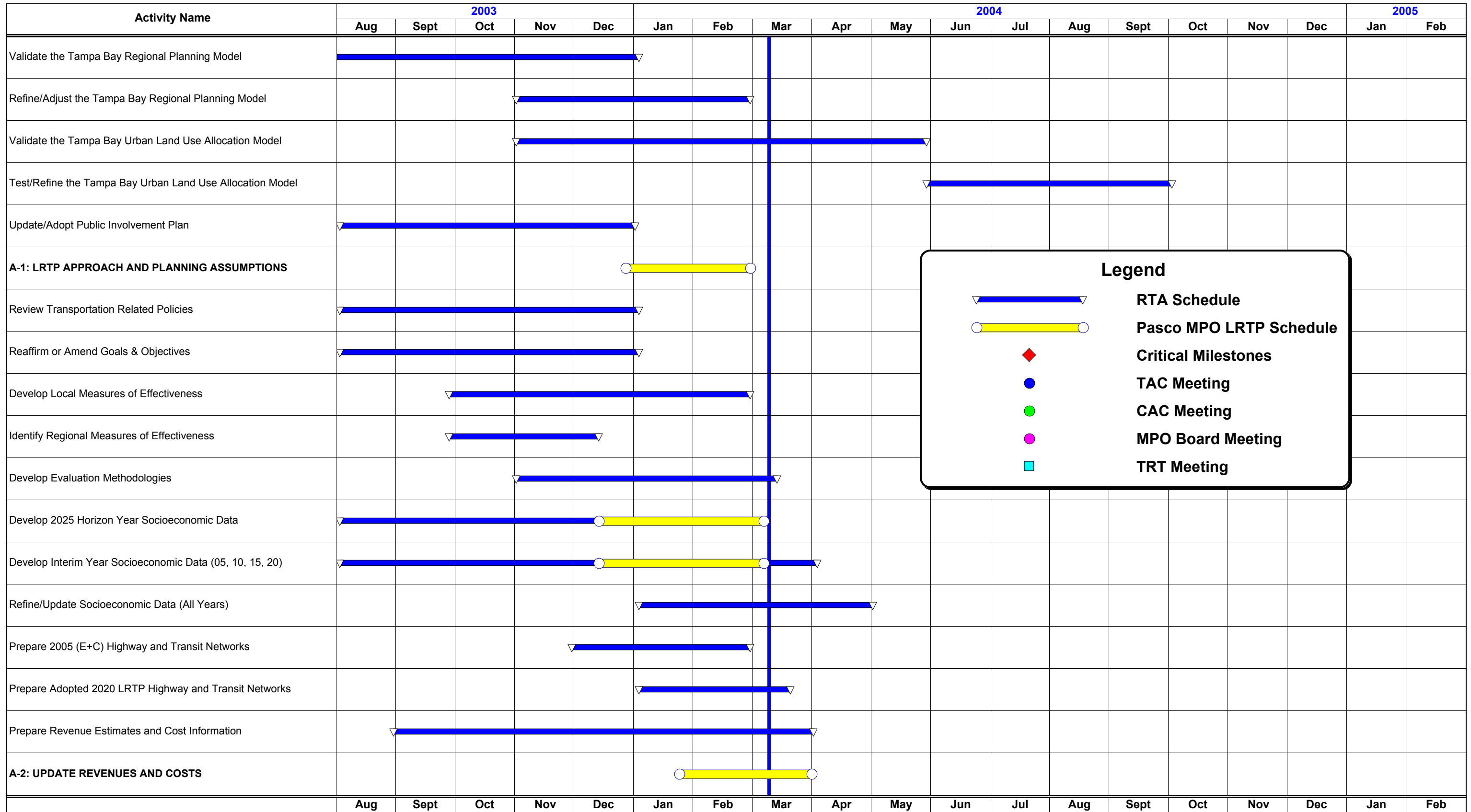


Figure 1 Project Schedule for 2025 LRTP Update Pasco County MPO

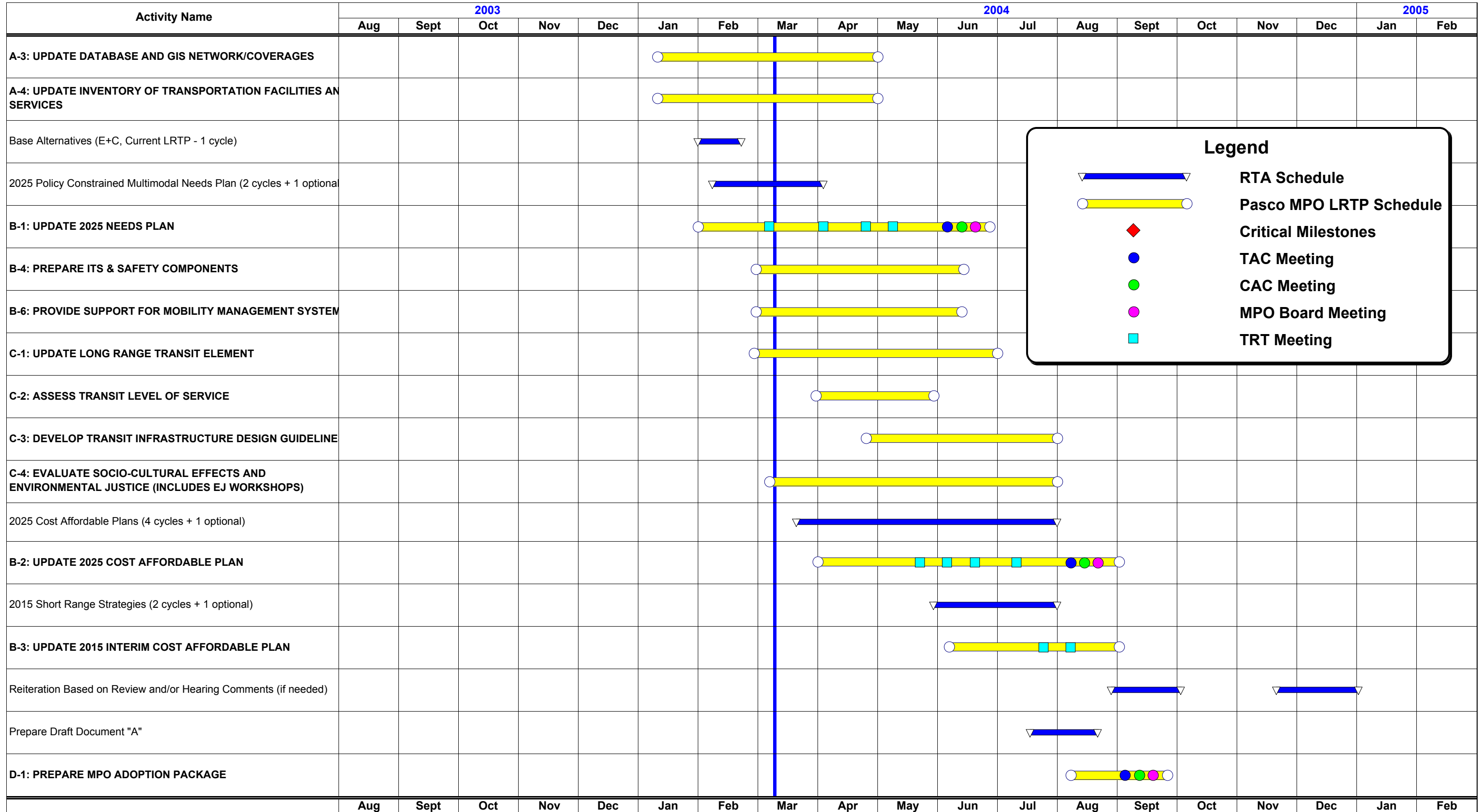
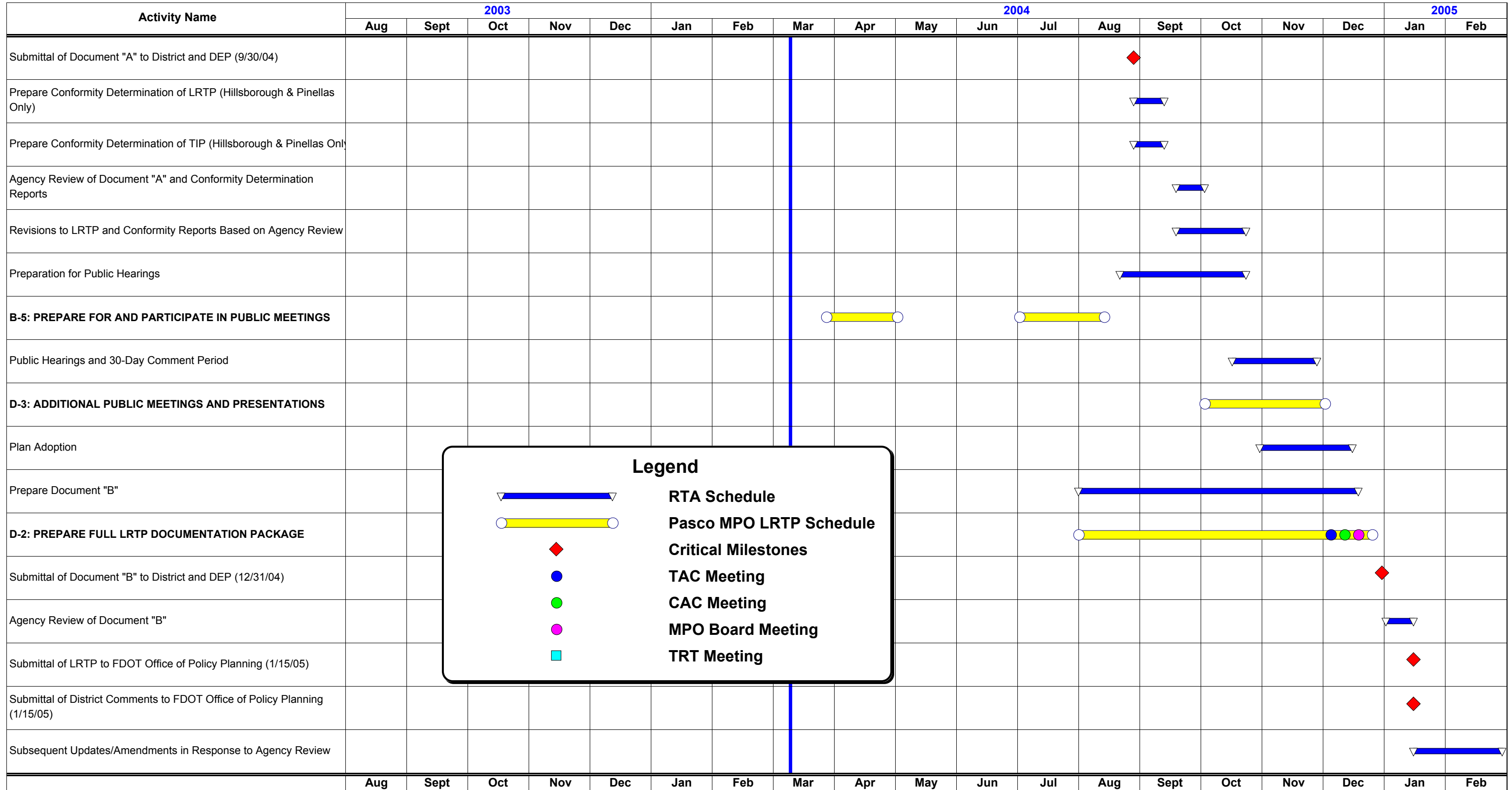


Figure 1 Project Schedule for 2025 LRTP Update Pasco County MPO



2002 Review of Florida's LRTPs

- To the extent possible, the MPO will integrate the suggestions offered by CUTR in its review of the Florida's LRTPs in 2002. These suggestions are summarized below.
 - Provide informative descriptions of issues faced, challenges overcome, and policy decisions made in clear and simple language.
 - Incorporate a strong visioning process and principles of strategic planning.
 - Recognize the interaction between transportation and land use by considering alternative land use scenarios.
 - Clearly link the final list of cost feasible plan projects to plan goals, objectives, and policies.
 - Integrate consideration of potential social and community impacts into the long-range transportation planning process.
 - Cooperatively develop guidelines for determining needed projects.
 - Where appropriate, consider non-highway improvements in place of, rather than in addition to, highway improvements.
 - Select cost feasible plan projects from among candidate projects using a systematic methodology that addresses a variety of policy concerns.
 - Cooperatively develop guidelines for reporting financial data.
 - Whenever possible and appropriate, coordinate planning activities with neighboring MPOs and stakeholder organizations.
 - Take into account future right-of-way needs of planned transportation improvements through the advancement of corridor preservation strategies and concepts.
 - Define a specific mechanism or strategy for programming projects included in the cost feasible plan.

2002 FHWA/FTA Certification Comments

In response to the certification comments received from FHWA and FTA in 2002, the MPO will pursue the following efforts as part of the upcoming 2025 LRTP Update.

- Continue active participation in the regional coordination and planning process established for the Tampa TMA.
- Support the development of a Regional Transit Development Plan through the regional coordination and planning process.
- Support continued efforts to add surrounding counties to the GIS database for the Tampa Bay region.

- Identify activities that are critical to the MPO's function of carrying out Federal transportation planning requirements to ensure that high priority activities are accomplished.
- Expand the MMS and integrate the short range congestion management strategies into the 2025 LRTP Update.
- Continue pursuing corridor preservation and access management standards for Pasco County.

Review and Assessment of Conditions/Planning Assumptions

Consistent with the guidance provided by FHWA and FTA, this memorandum reviewed the current/future conditions and planning assumptions for the upcoming 2025 LRTP Update. This review covered the following topics.

- Current and Future Conditions
 - finances
 - land use
 - demographics
 - transportation networks
 - implementation of the Five-Year Work Program
- Planning Assumptions
 - socio-cultural effects
 - economic impact of the plan
 - land use strategy
 - revenue projections
 - cost projections
 - design concepts
 - integration of the MMS
 - public transportation and bicycle/pedestrian facilities
 - socioeconomic data
 - activity centers and access
 - goods movement

NEXT STEP

Once finalized by MPO staff, the LRTP approach and planning assumptions should be reviewed through the public involvement process as prescribed in Federal guidance provided to the MPO. In particular, this memorandum should be reviewed by the Technical Advisory Committee, the Citizens Advisory Committee, the MPO Board, and the first set of public involvement workshops scheduled for the 2025 LRTP Update. To simplify this process, the MPO should provide a Fact Sheet that summarizes the approach and assumptions for the committees and public workshops. The Fact Sheet will help facilitate an understanding of these issues.