

**GOALS & OBJECTIVES
(INCLUDING MEASURES OF EFFECTIVENESS)
2035 LONG RANGE TRANSPORTATION PLAN
PASCO COUNTY MPO**

Prepared for:

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PASCO COUNTY MPO**

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**GOALS & OBJECTIVES
2035 LONG RANGE TRANSPORTATION PLAN
PASCO COUNTY MPO**

The 2035 Long Range Transportation Plan (LRTP) establishes a set of goals that have been updated from the 2025 LRTP so that they comply with the Federal transportation requirements, including the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and the Florida Transportation Plan. The CCC Regional LRTP has also been considered in the development of the goals and objectives of the 2035 LRTP.

SAFETEA-LU

To comply with SAFETEA-LU, the goals and objectives set forth in the 2035 LRTP must address the eight metropolitan planning factors identified below:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility and mobility** of people and for freight.
5. Protect and enhance the **environment**, promote energy conservation, improve the **quality of life**, and promote **consistency** between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient system management** and operation.
8. Emphasize the **preservation** of the existing transportation system.

Florida Transportation Plan

The 2035 LRTP is required by state statute to be consistent with the goals and objectives of the Florida Transportation Plan. These goals, as of March 2006, are listed below:

1. A **safer** and more **secure** transportation system for residents, businesses, and visitors.
2. Enriched **quality of life** and responsible **environmental stewardship**.
3. Adequate and **cost-efficient maintenance** and **preservation** of Florida's transportation assets.
4. A stronger **economy** through enhanced mobility for people and freight.
5. **Sustainable** transportation investments for Florida's future.

**Chairs Coordinating Committee Regional
Long Range Transportation Plan (CCC RL RTP)**

Three goals were established in the CCC RL RTP that must also be considered so that Pasco County's LRTP accommodates the regional transportation goals. These goals are as follows:

1. Provide a **safe and efficient** multimodal transportation system that serves the mobility needs of West Central Florida.
2. Provide a transportation system that contributes to the **economic vitality** of west central Florida.
3. Provide a regional transportation system that protects the **environment** and preserves **quality of life**.

**Pasco County LRTP
Goals and Objectives
SAFETEA-LU, Florida Transportation Plan Compliance**

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Quantitative	Qualitative	Recommended in SAFETEA-LU Compliance Documentation (May 2007)	xxx
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement	
			X		X						X		GOAL 1.1.0: The plan will effectively address the integration of port, airport, and rail modes of transportation, and associated intermodal facilities into a cohesive intermodal system that will enhance travel for all users of Pasco County's transportation system.			
	X		X		X	X		X	X		X		Objective 1.1.1: The transportation system will provide for the safe and efficient movement of people and freight via the highway, port, airport, and rail systems.	M.O.E. 1.1.1.1 Level of service on roads carrying a high truck traffic percentage. M.O.E. 1.1.1.2 Level of service on designated access roads serving intermodal facilities.	Report % of truck route miles by Volume to Capacity (V/C) ratio greater than 1.0. Report % of route miles by V/C ratio greater than 1.0.	
			X		X	X	X			X	X		Objective 1.1.2: The Plan will consider the enhancement and protection of existing intermodal facilities and, in general, linkages between modes.	M.O.E. 1.1.2.1 Are park-and-ride lots utilized in the intermodal system? M.O.E. 1.1.2.2 Does a public airport Master Plan exist?	Yes or No Yes or No	
	X		X		X						X		Objective 1.1.3: The project prioritization methodology and process will consider new intermodal facilities and improvements to existing intermodal facilities.	M.O.E. 1.1.3.1 Does the prioritization process consider intermodal facilities?	Yes or No	

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Quantitative	Qualitative	Recommended in SAFETEA-LU Compliance Documentation (May 2007)	xxx
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement	
x	x		x	x	x	x		x	x		x	x	GOAL 1.2.0: The Plan will consider effective alternative modes of transportation to the automobile.			
x			x		x	x			x				Objective 1.2.1: The needs of that portion of the population considered low income and traditionally underserved, including the transportation of disadvantaged/transit dependent population, will be considered.	M.O.E. 1.2.1.1 Are the needs of the traditionally under-served considered in the MPO Transportation Plan and in the Transportation Disadvantaged Service Plan (TDSP)?	Yes or No	
x	x		x	x	x	x		x	x	x	x	x	Objective 1.2.2: Alternative forms of transportation will be considered as part of the systematic approach to congestion management and highway demand reduction.	M.O.E. 1.2.2.1 Percent of road corridors with sidewalks.	Compute from database	
														M.O.E. 1.2.2.2. Percent of road corridors with bicycle facilities	Compute from database	
														M.O.E. 1.2.2.3. Percent of road corridors with transit routes	Compute from database	
x	x		x	x	x	x			x				Objective 1.2.3: Alternative forms of transportation will be reviewed when developing demand management strategies that will be considered within the Plan.	M.O.E. 1.2.3.1 Does the Congestion Management process include the review of operational and management strategies?	Yes or No	
x	x		x	x	x	x		x	x				Objective 1.2.4: Alternative forms of transportation will be considered during the allocation of enhancement funds.	M.O.E. 1.2.4.1 Are alternative forms of transportation considered during the allocation of enhancement funds?	Yes or No	

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

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Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement	
x	x		x	x	x	x		x	x		x	x	GOAL 1.2.0: The Plan will consider effective alternative modes of transportation to the automobile.			
	x												Objective 1.2.5: Appropriate support facilities for bicycle and pedestrian modes will be considered within the Plan.	M.O.E. 1.2.5.1 Does the bicycle and pedestrian prioritization process consider future facilities that serve schools, elderly care facilities, recreational areas, and commercial centers within residential areas?	Yes or No	
	x		x	x	x	x		x	x		x	x		M.O.E. 1.2.5.2 Do facility design standards support bicycle and pedestrian facilities?	Yes or No	
	x		x	x	x	x		x	x		x	x		M.O.E. 1.2.5.3 Do each of the local agencies have land development regulations and site development plan requirements that consider bicycle and pedestrian amenities?	Yes or No	
	x		x	x	x	x		x	x		x	x	Objective 1.2.6: Design standards for future highway facilities will consider pedestrian and bicycle needs.	M.O.E. 1.2.6.1 Do facility design standards consider bicycle and pedestrian facilities?	Yes or No	
	x		x	x	x	x		x	x		x	x	Objective 1.2.7: All pedestrian facilities will be designed in such a manner so as not to impair their use by the disabled or elderly population.	M.O.E. 1.2.7.1 Do facility design standards comply with Americans with Disabilities (ADA) Act requirements?	Yes or No	
	x		x	x	x	x		x			x	x	Objective 1.2.8: The Plan will consider, promote, improve, and increase, as appropriate, the use of mass transit as a viable alternative form of transportation.	M.O.E. 1.2.8.1 Percent of corridor miles with transit routes.	Compute from database	
	x		x	x	x	x		x			x	x		M.O.E. 1.2.8.2 Percent of land area served within 0.25 miles of future transit routes	Compute from GIS and database	
	x		x					x	x		x		Objective 1.2.9: The Plan will provide for the needs of the transportation disadvantaged (TD) population and improve the coordination of TD services with other modes of transportation.	M.O.E. 1.2.9.1 Does the Transportation Disadvantaged Service Plan (TDSP) consider the coordination of TD services with other modes of transportation?	Yes or No	

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Quantitative	Qualitative	Recommended in SAFETEA-LU Compliance Documentation (May 2007)	xxx
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement	
x	x		x	x	x	x		x	x		x	x	GOAL 1.2.0: The Plan will consider effective alternative modes of transportation to the automobile.			
x	x		x	x	x	x	x	x	x	x	x	x	Objective 1.2.10: The Plan will consider the enhancement and protection of the existing bicycle, pedestrian, and transit systems for commuter, recreational, and tourism proposes.	M.O.E. 1.2.10.1 Percent of major road network with bicycle facilities	Compute from database	
														M.O.E. 1.2.10.2 Percent of major road network with sidewalks	Compute from database	
x	x		x	x	x	x		x	x		x	x	Objective 1.2.11: The project prioritization methodology and process will consider new facilities and improvements to existing pedestrian, bicycle, and transit systems.	M.O.E. 1.2.11.1 Does prioritization process considers bicycles, pedestrians, and transit?	Yes or No	
x	x	x	x					x	x		x	x	Objective 1.2.12: Security of public transportation services and the public will be monitored and considered, as appropriate, through appropriate design concepts and programs.	M.O.E. 1.2.12.1 Are the perceptions of public transportation employees and users, with regard to the security of the system, solicited on a regular basis?	Yes or No	
														M.O.E. 1.2.12.2 Are reported crimes against public transportation system users monitored on a regular basis	Yes or No	
x					x	x					x	x	Objective 1.2.13: Adequate parking facilities to support transit will be considered within the Plan.	M.O.E. 1.2.13.1 Are future transit routes adequately supported by parking facilities?	Yes or No	

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Quantitative <input type="checkbox"/>	Qualitative <input type="checkbox"/>	Recommended in SAFETEA-LU Compliance Documentation (May 2007) xxx
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment			
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement
x	x	x	x		x	x		x	x	x	x	x	GOAL 1.3.0: The Plan will provide highway corridor capacity for the safe, secure, effective, and efficient movement of people and goods.		
			x	x					x		x		Objective 1.3.1: The Plan will, on a local and regional basis, relieve congestion and prevent congestion from occurring where it does not yet occur.	M.O.E. 1.3.1.1 Level of service of the major road system, including the saturation level.	Report % of major route miles by V/C ratio; percent of route miles with V/C ratio greater than 1.0
						x	x			x	x		Objective 1.3.2: The Plan will consider the protection and enhancement of existing highway facilities by considering not only the initial capital investment, but also operating and maintenance costs throughout the service life of the facility.	M.O.E. 1.3.2.1 Does the Plan consider operating and maintenance costs during the estimated life of the facility?	Yes or No
													M.O.E. 1.3.2.2 Does the MPO Cost Affordable Plan considers life-cycle costs (maintenance) as a component of total cost?	Yes or No	
			x			x				x	x	x	Objective 1.3.3: The capacity of the existing highway system will be optimized through the consideration and implementation of transportation system management (TSM) and transportation demand management (TDM) projects, and through the consideration of intelligent transportation systems (ITS) projects.	M.O.E. 1.3.3.1 Was the Pasco County Mobility Management System used to consider TSM, TDM, and ITS type projects to relieve congestion?	Yes or No
													M.O.E. 1.3.3.2 Are funds allocated for TSM, TDM, and ITS type projects?	Yes or No	
			x			x			x	x	x	x	Objective 1.3.4: Congestion management strategies that systematically consider appropriate TSM, TDM and ITS projects and strategies will be identified for implementation.	M.O.E. 1.3.4.1 Has a Congestion Management System been implemented?	Yes or No
x			x		x							x	Objective 1.3.5: The Plan will enhance the connectivity of roads with other adjacent urbanized areas to support regional travel.	M.O.E. 1.3.5.1 Do roads crossing the county line have the same number of lanes and same functional classification in adjacent counties?	Compare plan with plans of adjacent jurisdictions
x			x		x							x	Objective 1.3.6: The Plan will consider enhancements to transportation corridors that provide accessibility between major activity centers in the region, including recreational and tourist destinations.	M.O.E. 1.3.6.1 Have transportation corridors that provide accessibility to major activity centers been identified in the Plan?	Yes or No

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Quantitative	Qualitative	xxx
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment			
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement
x	x	x	x		x	x		x	x	x	x	x	GOAL 1.3.0: The Plan will provide highway corridor capacity for the safe, secure, effective, and efficient movement of people and goods.		
	x	x	x					x					Objective 1.3.7: The Plan will document emergency evacuation routes and consider them as part of the prioritization of roadway improvements.	M.O.E. 1.3.7.1 Does the Plan document emergency evacuation routes?	Yes or No
						x	x			x		x	Objective 1.3.8: The Plan will contain an evaluation of transportation corridors based on standards established in the jurisdiction's respective Comprehensive Plan.	M.O.E. 1.3.8.1 Has evaluation been accomplished in the Plan?	Yes or No
						x	x			x		x	Objective 1.3.9: The Plan will evaluate expanding existing transportation corridors versus building new ones.	M.O.E. 1.3.9.1 Does the development of the Plan evaluate existing versus new transportation corridors?	Yes or No
						x	x			x		x	Objective 1.3.10: The project prioritization methodology and process will consider the effect of new facilities and improvements to existing highway facilities.	M.O.E. 1.3.10.1 Does the prioritization process consider the effect of new highway facilities?	Yes or No
	x							x					Objective 1.3.11: The safety of the transportation system will be considered as part of the prioritization of transportation improvements.	M.O.E. 1.3.11.1 Have high accident locations been identified?	Compute from database
	x	x						x					Objective 1.3.12: The Plan is consistent with the Vision, Mission, and Goal of the Florida Department of Transportation's "Strategic Highway Safety Plan."	M.O.E. 1.3.12.1 Does the plan consider the safety emphasis areas of the Strategic Highway Safety Plan in the selection of projects?	Yes or No
	x	x						x					Objective 1.3.13: The recommendations of the Plan are consistent with the Pasco County Public Transportation's System Safety Program Plan."	M.O.E. 1.3.13.1 Is the Plan consistent with the goal of transit operation al safety through the identification of hazards or conditions that result or could result in accidents?	Yes or No
	x	x						x					Objective 1.3.14: The Plan will include ITS surveillance on the Strategic Highway Safety Network.	M.O.E. 1.3.14.1 Does the plan include ITS surveillance on the Strategic Highway Safety Network?	Yes or No

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Goal/Objective	Measure of Effectiveness	Means of Measurement
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment			
1	2	3	4	5	6	7	8	1	2	3	4	5			
x	x		x		x	x		x	x		x	x	GOAL 2.0.0: The Plan will be financially feasible and develop multimodal facilities and services that support economic development.		
x			x		x						x		Objective 2.0.1: The Plan will support economic development through consideration of improved access and connections to port, rail, and airport facilities.	M.O.E. 2.0.1.1 Level of service on roads designated as access to intermodal facilities	Compute from database
x	x		x			x		x	x		x		Objective 2.0.2: The Plan will support economic development by ensuring that transportation systems are in place that promote and enhance the efficient and safe movement of freight and services.	M.O.E. 2.0.2.1 Level of service on roads carrying high truck traffic percentage	Report % of truck route miles by V/C ratio greater than 1.0.
			x			x					x	x	Objective 2.0.3: The Plan will identify geographic areas that allow high density and intensity land uses that may have the potential to generate high transit ridership.	M.O.E. 2.0.3.1 Does Plan includes map identifying potential high transit ridership areas?	Yes or No
						x	x				x		Objective 2.0.4: The Plan will review existing and alternative federal, state, and local revenue sources to develop a financially feasible multimodal plan.	M.O.E. 2.0.4.1 Did the Plan review potential Federal, State and local funding sources and options?	Yes or No
														M.O.E. 2.0.4.2 Are available projected revenues greater than or equal to Plan costs by jurisdiction?	Yes or No

Quantitative
 Qualitative
 Recommended in SAFETEA-LU Compliance xxx
 Documentation (May 2007)

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

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Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement	
						x						x	GOAL 3.0.0: The Plan will be supportive and consistent with Land Use and Growth Management Regulations.			
				x		x			x			x	Objective 3.0.1: The Plan will support Land Use regulatory functions, including land use plan amendments, zoning, and concurrency reviews.	M.O.E. 3.0.1.1 Does the Plan support land use regulatory functions, including land use plan amendments, zoning, and concurrency reviews?	Yes or No	
	x		x			x		x				x	Objective 3.0.2: The Plan will support the site plan review process by providing technical support for access management, site setback, and clear zone requirements.	M.O.E. 3.0.2.1 Does the Plan provide technical support for access management, site setback, and clear zone requirements?	Yes or No	
						x	x			x		x	Objective 3.0.3: The Plan will include a corridor preservation map that supports sufficient space for roadway improvements, mass transit, and other alternative modes of transportation.	M.O.E. 3.0.3.1 Do right-of-way needs consider all modes of transportation?	Yes or No	
												x	Objective 3.0.3: The Plan will include a corridor preservation map that supports sufficient space for roadway improvements, mass transit, and other alternative modes of transportation.	M.O.E. 3.0.3.2 Does the Plan contain a right-of-way needs map?	Yes or No	
						x						x	Objective 3.0.4: The Plan will support and be compatible with the comprehensive plans of the local governments within the Pasco MPO area and the regional plan.	M.O.E. 3.0.4.1 Is the Plan compatible with the comprehensive plans of the local governments within the Pasco MPO area and the regional plan?	Yes or No	
x						x	x			x		x	Objective 3.0.5: The Plan will support an economically justified advance right-of-way acquisition program or corridor preservation for future planned improvements.	M.O.E. 3.0.5.1 Does the Plan consider advance right-of-way acquisition or corridor preservation for planned improvements?	Yes or No	
				x		x			x			x	Objective 3.0.6: The demographic projections on which the Plan is based will be consistent with the local government adopted future land use plan map and demographic projections.	M.O.E. 3.0.6.1 Are Plan demographic projections consistent with future land use plans of county and local government?	Yes or No	
						x			x			x	Objective 3.0.7: The Plan goals and objectives shall consider other local jurisdictions' goals and objectives.	M.O.E. 3.0.7.1 Do Plan goals and objectives consider other local jurisdictions' goals and objectives?	Yes or No	

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

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Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment			
1	2	3	4	5	6	7	8	1	2	3	4	5			
				x			x		x	x			GOAL 4.0.0: The Plan will preserve and, wherever possible, enhance the community's social and environmental values.		
													Objective 4.0.1: The Plan will be sensitive to preserving the quality of the environment, and in responding to air quality and energy conservation.	M.O.E. 4.0.1.1 Total Vehicle Miles Traveled (VMT)	Compute from database
				x			x		x	x				M.O.E. 4.0.1.2 Percent VMT at V/C ratio over 1.0 or other selected level	Compute from database
														M.O.E. 4.0.1.4 Air quality modeling output reports	Obtain from FSUTMS/Mobile 5a
	x		x	x		x		x	x		x	x	Objective 4.0.2: The Plan will support community social values by developing facilities that are user friendly and multimodal.	M.O.E. 4.0.2.2 Percent of major road system with bicycle facilities	Compute from database
														M.O.E. 4.0.2.3 Percent of major road system with sidewalks	Compute from database
					x		x		x	x			Objective 4.0.3: The Plan will consider the designation of scenic corridors and parkways that enhance the overall social and aesthetic values of the community.	M.O.E. 4.0.3.1 Number of major road network centerline miles designated as scenic corridor	Identify scenic corridors
														M.O.E. 4.0.3.2 Are aesthetics and landscaping considered in the design standards?	Yes or No
				x					x				Objective 4.0.4: Disruption to established communities, activity centers, redevelopment areas, and infill areas will be minimized.	M.O.E. 4.0.4.1 Are disruptions minimized for communities, activity centers, redevelopment areas, and infill areas?	Identify from GIS and Socio-Cultural Effects evaluation (Yes or No)
				x					x				Objective 4.0.5: The requirements of EPA regulations will be addressed.	M.O.E. 4.0.5.1 Does the Plan meet EPA requirements?	Yes or No
				x					x				Objective 4.0.6: The Plan will consider storm water runoff impacts and regulations.	M.O.E. 4.0.6.1 Do implementation costs consider land needed to meet stormwater regulations?	Yes or No

Quantitative
 Qualitative
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Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement	
			x				x		x	x			GOAL 4.0.0: The Plan will preserve and, wherever possible, enhance the community's social and environmental values.			
	x		x					x			x		Objective 4.0.7: The Plan will consider impacts to hurricane evacuation routes.	M.O.E. 4.0.7.1 Total number of hurricane evacuation route lane miles	Compute from database	
														M.O.E. 4.0.7.2 Total number of deficient lane miles of hurricane evacuation routes	Compute from database	
x			x						x			x	Objective 4.0.8: The Plan will consider impacts to roadways within major activity centers.	M.O.E. 4.0.8.1 Level of service on roads providing access to and within major activity centers	Compute from database	
x			x						x			x	Objective 4.0.9: The Plan will consider impacts to roadways accessing major activity centers.	M.O.E. 4.0.9.1 Level of service on roads providing access to and within major activity centers	Compute from database	
				x					x				Objective 4.0.10: The Plan will avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts on minority and low-income populations.	M.O.E. 4.0.10.1 Does the Plan avoid, minimize, or mitigate disproportionately high and adverse impacts on minority and low-income populations?	Yes or No	
				x					x				Objective 4.0.11: The Plan will prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations	M.O.E. 4.0.11.1 Does the Plan prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations?	Yes or No	
				x					x				Objective 4.0.12: The Plan will avoid, minimize, or mitigate disproportionately high and adverse impacts on neighborhoods, aesthetic resources, and community facilities.	M.O.E. 4.0.11.1 Does the Plan avoid, minimize, or mitigate disproportionately high and adverse impacts on neighborhoods, aesthetic resources, and community facilities?	Yes or No	

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Goal/Objective	Measure of Effectiveness	Means of Measurement	
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5				
									x					GOAL 5.0.0: The Public Involvement Process will encourage public participation and ensure that the transportation plan and MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.		
														Objective 5.0.1: The MPO will develop and adopt a Public Involvement Process that meets state and federal guidelines and requirements.	M.O.E. 5.0.1.1 Has the Public Involvement Process been adopted?	Yes or No
															M.O.E. 5.0.1.2 Have required activities or supplemental public involvement activities occurred?	Yes or No
															M.O.E. 5.0.1.3 Have goals and objectives been modified to reflect public comment?	Yes or No
														Objective 5.0.2: The MPO will ensure that the procedures and requirements of the public Involvement Process are followed.	M.O.E. 5.0.2.1 Has MPO followed guidelines in the Public Involvement Process document?	Yes or No
															M.O.E. 5.0.3.1 Have newspaper announcements of public workshops and hearings been advertised according to the MPO Public Involvement Program?	Yes or No
															M.O.E. 5.0.3.2 Have media sources other than newspaper announcements been considered to inform the public?	Yes or No
															M.O.E. 5.0.3.3 Has public input been obtained early in the development and evaluation of transportation system alternatives?	Yes or No
														Objective 5.0.3: The MPO Public Involvement Plan for the Transportation Plan will inform the public, including property and business owners, early in the development and evaluation of transportation systems alternatives.		

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Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Quantitative <input type="checkbox"/>	Qualitative <input type="checkbox"/>	Recommended in SAFETEA-LU Compliance Documentation (May 2007) xxx
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment			
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement
									x				GOAL 5.0.0: The Public Involvement Process will encourage public participation and ensure that the transportation plan and MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.		
						x			x			x	Objective 5.0.4: The MPO will document public input and involvement in the transportation planning activities and the impact that public involvement has on transportation planning decisions.	M.O.E. 5.0.4.1 Has public input been summarized in the Plan document?	Yes or No
						x			x			x	Objective 5.0.5: The MPO will ensure participation of the traditionally under-served and under-represented segments of the population.	M.O.E. 5.0.5.1 Did the MPO implement an outreach program to involve the traditionally under-served and under-represented?	Yes or No

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Quantitative	Qualitative	Recommended in SAFETEA-LU Compliance Documentation (May 2007)	xxx
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement	
x	x	x	x	x	x	x	x	x	x	x	x	x	GOAL 6.0.0: The MPO transportation planning process will, in the development of the Transportation Plan, follow federal requirements and ensure coordination among all involved governmental agencies.			
x	x	x	x	x	x	x	x	x	x	x	x	x	Objective 6.0.1: The Plan will establish the process, evaluation methodology, and project prioritization strategy under which major transportation investments are made.	M.O.E. 6.0.1.1 Does the Plan contain documentation of the project prioritization process?	Yes or No	
		x	x					x				x	Objective 6.0.2: The transportation planning process will comply with the Americans with Disability Act (ADA) of 1990, and US DOT Regulations entitled "Transportation for Individuals with Disabilities."	M.O.E. 6.0.2.1 Do estimated costs of the Plan consider ADA design standards and US DOT Regulations entitled "Transportation for Individuals with Disabilities"?	Yes or No	
		x	x			x						x	Objective 6.0.3: The transportation planning process will ensure that federal laws concerning civil rights and discrimination are adhered to, and that no person shall be discriminated against from participating in the transportation planning process, based on race, color, sex, national origin, or other physical handicap.	M.O.E. 6.0.3.1 Has the Public Involvement Process been accessible to all citizens of the county?	Yes or No	
x	x	x	x	x	x			x	x			x	Objective 6.0.4: The transportation planning process shall reflect a multimodal evaluation of transportation, socio-economic, environmental, and financial issues.	M.O.E. 6.0.4.1 Do the measures of effectiveness used in the system alternatives evaluation process reflect a multimodal evaluation of transportation, socio-economic, environmental, and financial issues?	Yes or No	

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Quantitative	Qualitative	Recommended in SAFETEA-LU Compliance Documentation (May 2007)	xxx
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment				
1	2	3	4	5	6	7	8	1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement	
x	x	x	x	x	x	x	x	x	x	x	x	x	GOAL 6.0.0: The MPO transportation planning process will, in the development of the Transportation Plan, follow federal requirements and ensure coordination among all involved governmental agencies.			
													Objective 6.0.5: The transportation planning process will ensure coordination among all governmental agencies, including the Florida Department of Transportation, municipal governments, county agencies, the Regional Planning Council, port and airport agencies, rail providers, and freight providers.	M.O.E. 6.0.5.1 Has multi-jurisdictional coordination occurred and been documented as part of the Plan development process?	Yes or No	
														M.O.E. 6.0.5.2 Has the Plan been endorsed by TAC, CAC, FDOT, and other appropriate agencies?	Yes or No	
													Objective 6.0.6: The Transportation Planning process will ensure the coordination and involvement of adjacent counties, metropolitan planning organizations, and other affected government agencies in the region.	M.O.E. 6.0.6.1 Have the MPO Staff Directors and West Florida Chairs Coordinating Committee been informed and updated as the Plan development progresses?	Yes or No	
													Objective 6.0.7: The Transportation Planning process will integrate the requirements of air quality testing into the Plan development process.	M.O.E. 6.0.7.1 Has the Plan development process considered Clean Air Act (CAA) requirements regarding air quality?	Yes or No	
													Objective 6.0.8: The Transportation Planning process will contain a long range plan component of at least 20 years, an intermediate plan component, and a short range plan component that addresses existing congestion management issues.	M.O.E. 6.0.8.1 Does the Plan document contain long range (20 years), intermediate, and short range sections?	Yes or No	

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					1	2	3	4	5	Goal/Objective	Measure of Effectiveness	Means of Measurement
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment								
	x	x	x	x		x	x	x	x	x	x	x								
GOAL 7.0.0: The transportation planning process will consider and reflect, to the extent possible, the SAFETEA-LU Management Systems.																				
x	x		x	x	x	x	x	x			x	x	x	Objective 7.0.1: The transportation planning process will utilize, as available, results from the Congestion Management, Public Transportation, and Intermodal Management Systems.	M.O.E. 7.0.1.1 Are available management systems operational for use in development of the Transportation Plan?	Yes or No				
															M.O.E. 7.0.1.2 Has the use of management systems been documented in the Plan?	Yes or No				
x	x		x	x	x	x	x	x			x	x	x	Objective 7.0.2: The transportation planning process will consider the Congestion Management System, or another congestion management process, for the purposes of identifying and analyzing travel demand reduction and operational management strategies.	M.O.E. 7.0.2.1 Have the results of a congestion management system (CMS) for the purposes of identifying and analyzing TDM and TSM strategies been considered and documented in the Plan?	Yes or No				

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Conclusion

Table 1 shows that the eight metropolitan planning factors set forth in SAFETEA-LU and the five goals from the Florida Transportation Plan have all been addressed extensively in the established 2035 LRTP goals. Most of the objectives and MOE's are quantifiable and easily measurable. The qualitative objectives that are more policy based require follow up that cannot be easily evaluated as part of this plan. These goals, objectives, and measures of effectiveness will be used throughout the development of the Plan and will be used to quantify the performance of the selected cost feasible plan alternative.

DRAFT