

Chapter 2:

Goals & Objectives



Chapter 2: Goals & Objectives

INTRODUCTION

The 2035 Long Range Transportation Plan (LRTP) establishes a set of goals that have been updated from the 2025 LRTP to 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 also has 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:

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.



Safety



Environment/Quality of Life



Efficient Management



Integration and Connectivity



Accessibility and Mobility



Economic Vitality



Preservation



Security

Figure 2-1: SAFETEA-LU Planning Factors

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 to ensure 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**.

Policy Statements

Policy Statements were developed in a prior LRTP for Pasco County. These statements were reviewed and used again to guide the plan development process for this plan as well. The policy statements are presented below:

**Mobility Management System (MMS)/
Congestion Management Process (CMP)**

Transportation Systems Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation System (ITS) strategies will be considered, as appropriate, in the Pasco County MMS. Funds will be allocated on a recurring basis for TSM, TDM, and ITS projects.

Maximum Number of Lanes on Non-Freeway/Expressway Road

Future road improvements on non-freeway/expressway roads shall be limited to a maximum of six through-lanes.

Future Roadway Design Criteria

Criteria used in the design of future roadways will consider sidewalk and bicycle facilities, landscaping, transit amenities Americans with Disabilities Act requirements, and associated support facilities.

Right-of-Way Preservation

An economically-justified right-of-way preservation and advance right-of-way acquisition program will be considered that accommodates future right-of-way cross sections for highways, sidewalks and bicycle facilities, landscaping, and transit.

Goods Movement

A project prioritization weighting factor will be applied to roads carrying a significantly higher than average percentage of truck traffic and on roads designated as truck routes.

Accessibility to Major Traffic Generators

A project prioritization weighting factor will be applied to roads providing direct accessibility to significant traffic generators (hospitals, airports, major recreational facilities, community colleges, etc.).

Sidewalk Facilities

The future land use adjacent to roadway facilities will be considered when identifying and prioritizing candidate locations for sidewalk facilities.

Bicycle Facilities

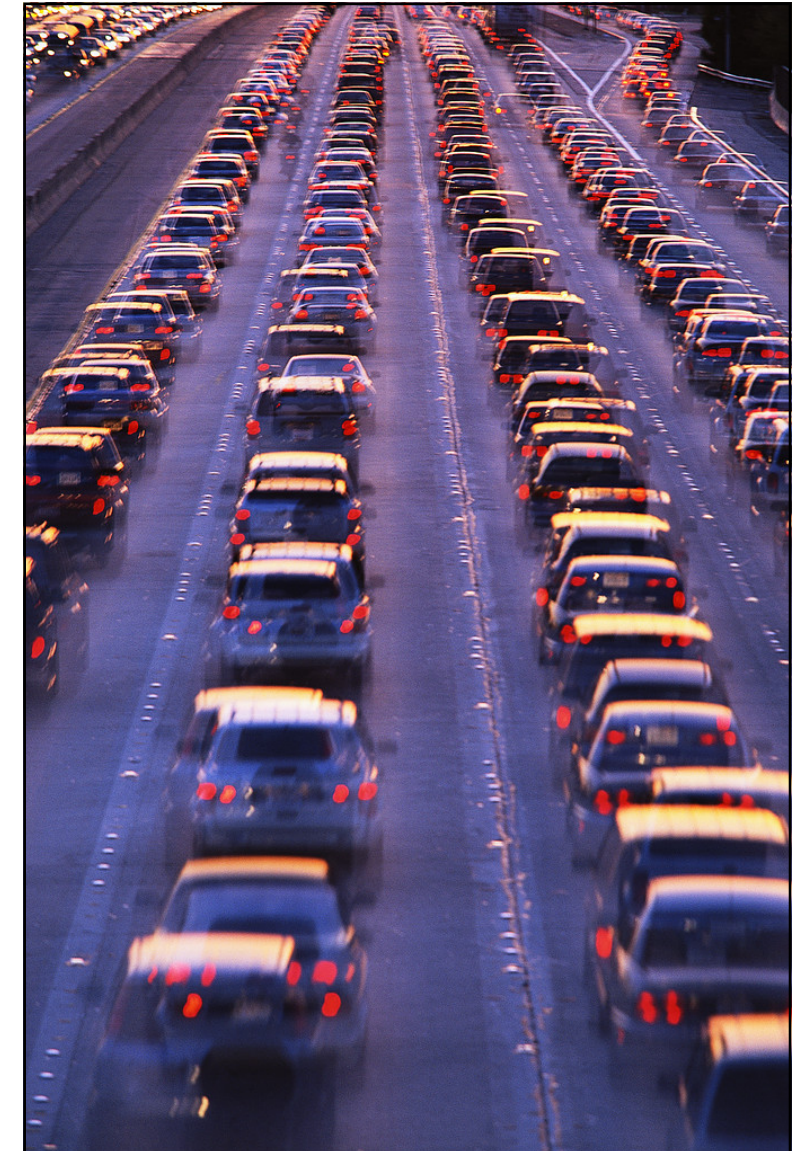
The future land use adjacent to roadway facilities will be considered when identifying and prioritizing candidate locations for bicycle facilities.

Multi-Use Trail Facilities

The future land use adjacent to roadway facilities will be considered when identifying and prioritizing candidate locations for multi-use trail facilities. These locations are illustrated in Chapter 7, Map 7-7

Public Transportation

1. The public transportation long range alternatives will consider expansion of the existing fixed route and demand responsive service.
2. Public park-and-ride lots will be considered to support fixed-route bus service in all public transportation long range plan alternatives.





Socio-Cultural Effects

Socio-cultural effects will be incorporated into the LRTP development process. The impact of transportation projects will be considered for neighborhood boundaries, aesthetic resources, community facilities and resources, and population demographic profiles.

Environmental Justice (Three Principles)

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts on minority and low-income populations.
2. Ensure the participation of the traditionally under-served and under-represented segments of the population in the transportation plan development process.
3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Growth Management and Level of Service (LOS) Standards

The future transportation system attempts to achieve adopted LOS standards (adopted in the local government Comprehensive Plan) in the cost affordable plan.

Transportation Improvement System Financing

Future revenue sources necessary to fund the financially feasible transportation system (such as local option gas taxes, sales tax, increased transportation impact fees, and toll roads) will be developed and presented to the public through CAC meetings, public workshops and hearings, and MPO Board meetings.

Goals, Objectives, and Measures of Effectiveness

Table 2-1 summarizes the adopted goals and objectives, along with the appropriate measures of effectiveness (MOEs). MOEs are identified to help measure the extent to which objectives have been achieved. As indicated in the table, there are two types of MOEs: those that are quantitatively measured and those that are qualitatively measured. These goals and objectives were approved by the Pasco MPO at their regularly scheduled Board meetings.

CONCLUSION

Table 2-1 illustrates how 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 were used throughout the development of the Plan and were used to quantify the performance of the selected cost feasible plan alternative.

The following section fulfills the Metropolitan Planning Organization’s Program Management Handbook, Long Range Transportation Checklist, US Code Requirements A-1, C-3, and C-4 as stated below:

A-1 “Are the 8 planning factors addressed? [23 U.S.C. 134(h)(1)]

Table 2-1 shows how each Pasco County Goal/Objective complies with each SAFETEA-LU planning factors.

C-3 “Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans? [Subsection 339.175(6), F.S.]”

Table 2-1 lists the Goals and Objectives developed for this LRTP and were developed to coincide with those of local comprehensive plans.

C-4 “Does the plan consider the goals and objectives identified in the Florida Transportation Plan? [Subsection 339.175(6)(a), F.S.] “

Table 2-1 shows which Pasco County Goals/Objectives comply with each criteria identified in the Florida Transportation Plan



Table 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance

Quantitative MOE

Qualitative MOE

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

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			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 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.						•		•						•	
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.	Report % of truck route miles by Volume to Capacity (V/C) ratio greater than 1.0.		•		•		•	•		•	•		•	
	M.O.E. 1.1.1.2 Level of service on designated access roads serving intermodal facilities.	Report % of route miles by V/C ratio greater than 1.0.													
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?	Yes or No				•		•	•	•			•	•	
	M.O.E. 1.1.2.2 Does a public airport Master Plan exist?	Yes or No	•												
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 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative MOE

Qualitative MOE

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

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			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 1.2.0: The Plan will consider effective alternative modes of transportation to the automobile.			•	•		•	•	•	•		•	•		•	•
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	•			•		•	•			•		•	
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													
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	•	•		•	•	•	•			•		•	•
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 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative MOE
 Qualitative MOE
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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			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 1.2.0: The Plan will consider effective alternative modes of transportation to the automobile.			●	●		●	●	●	●		●	●		●	●
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													
	M.O.E. 1.2.5.2 Do facility design standards support bicycle and pedestrian facilities?	Yes or No	●	●		●	●	●	●		●	●		●	●
	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													
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	●	●		●	●	●	●		●	●		●	●
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	●	●		●	●	●	●		●	●		●	●
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				●	●	●	●			●		●	●
	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	●			●	●	●	●			●		●	●
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 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			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 1.2.0: The Plan will consider effective alternative modes of transportation to the automobile.			●	●		●	●	●	●		●	●		●	●
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	●	●		●	●	●	●	●	●	●	●	●	●
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	●	●		●	●	●	●		●	●		●	●
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													
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	●					●	●					●	●



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Quantitative MOE
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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 1.3.0: The Plan will provide highway corridor capacity for the safe, <u>secure</u>, effective, and efficient movement of people and goods.			●	●	●	●		●	●		●	●	●	●	●
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				●	●					●		●	
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													
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													
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				●			●			●	●	●	●
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	●			●		●						●	
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	●			●		●						●	



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			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 1.3.0: The Plan will provide highway corridor capacity for the safe, <u>secure</u>, effective, and efficient movement of people and goods.			●	●	●	●		●	●		●	●	●	●	●
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		●	●	●						●			
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							●	●			●		●
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							●	●			●		●
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							●	●			●		●
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		●								●			
<u>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."</u>	<u>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?</u>	<u>Yes or No</u>		●	●							●			
<u>Objective 1.3.13: The recommendations of the Plan are consistent with the Pasco County Public Transportation's System Safety Program Plan."</u>	<u>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?</u>	<u>Yes or No</u>		●	●							●			
<u>Objective 1.3.14: The Plan will include ITS surveillance on the Strategic Highway Safety Network.</u>	<u>M.O.E. 1.3.14.1 Does the plan include ITS surveillance on the Strategic Highway Safety Network?</u>	<u>Yes or No</u>		●	●							●			



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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			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 2.0.0: The Plan will be financially feasible and develop multimodal facilities and services that support economic development.			•	•		•		•	•		•	•		•	•
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	•			•		•						•	
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.	•	•		•			•		•	•		•	
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				•			•					•	•
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													



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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 3.0.0: The Plan will be supportive and consistent with Land Use and Growth Management Regulations.									●					●	
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					●		●				●	●	
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		●		●			●		●			●	
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							●	●			●	●	
	M.O.E. 3.0.3.2 Does the Plan contain a right-of-way needs map?	Yes or No													
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							●					●	
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	●						●	●			●	●	
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					●		●			●		●	
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							●			●		●	



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			1	2	3	4	5	6	7	8	1	2	3	4	5
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					•			•		•	•		
	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 regional model MOE													
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													
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													
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)					•					•			
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					•					•			
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					•					•			



Table 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative MOE
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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			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 4.0.0: The Plan will preserve and, wherever possible, enhance the community's social and environmental values.							●			●		●	●		
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													
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	●			●						●		●	
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	●			●						●		●	
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					●					●			
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					●					●			
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 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative MOE
 Qualitative MOE
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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			1	2	3	4	5	6	7	8	1	2	3	4	5
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								•		•			•
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.	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 5.0.4: 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								•		•			•
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 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			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 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 6.0.1: 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	•	•	•	•	•	•	•	•	•	•	•	•	•
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		•		•					•			•	
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		•		•			•						•
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	•	•	•	•	•	•			•	•		•	•
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													



Table 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
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			1	2	3	4	5	6	7	8	1	2	3	4	5
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 6.0.6: 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 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

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Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			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 7.0.0: The transportation planning process will consider and reflect, to the extent possible, the SAFETEA-LU Management Systems.				•	•	•	•		•	•	•	•	•	•	•
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													
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	•	•		•	•	•	•	•	•			•	•



PRIORITIZATION

The established Goals and Objectives were used to create a set of project prioritization evaluation criteria, which is used in addition to cost and revenue information, to rank specific projects for inclusion in the Cost Affordable Plan. Table 2-2 shows each criteria, its weight, and relevance to SAFETEA-LU. Detailed information on the Prioritization criteria can be found in Chapter 8.

Table 2-2: Prioritization Criteria

Evaluation Criteria	Weighting	SAFETEA-LU Criteria							
		Economic Vitality	Safety	Security	Mobility/ Access	Protect Environment	Connectivity	Efficient Management	Preservation
Project Status	15%	X	X		X		X	X	
Implementation Complexity	11%					X		X	
Existing Volume to Capacity Ratio	10%	X	X		X		X		
Future Volume to Capacity Ratio	9%	X	X		X		X		
Integration of Transportation System and Future Development	8%	X			X		X	X	X
Socialcultural Effects/Environmental Justice	7%		X		X	X	X	X	
Addresses FDOT's "Strategic Highway Safety Plan" emphasis area*	7%		X						
Benefit/Cost Analysis	5%	X			X			X	
New Corridor Diversion Factor	5%	X			X		X	X	
Emergency Evacuation Routes	5%		X	X				X	
ITS Surveillance*	5%		X	X				X	
Roadway Significance and Access to Major Activity Centers	4%	X			X		X		
Intermodal Connectivity	3%	X			X		X		
Provides Bicycle, Pedestrian, or Public Transportation Improvement	3%	X	X		X	X	X	X	
Truck Route	3%	X			X		X		
TOTAL	100%								

*Added for SAFETEA-LU safety/security compliance

