

Chapter 14:

Plan Implementation



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INTRODUCTION

The Pasco County MPO 2035 Long Range Transportation Plan represents a significant milestone in addressing the transportation needs of Pasco County and the Tampa Bay region. There are a number of key follow up actions beyond normal project development activities that the MPO and its partners will need to undertake in order for key elements of the plan to move forward. Key partners include Pasco County, the Florida Department of Transportation District 7, the Tampa Bay Area Regional Transportation Authority (TBARTA), and neighboring counties and MPOs, among others.

KEY IMPLEMENTATION ACTIONS

In working with its partners, the MPO has identified numerous key implementation actions that are critical to the future of transportation and land use in Pasco County. These include:

- Pursue and Implement the Charter County Transit System Surtax
- Increase Emphasis on a Multimodal Approach
- Address Air Quality Considerations
- Implement Land Use Changes
- Address Environmental Mitigation
- Address Transportation Funding and Mobility Fees
- Strengthen Metropolitan Planning Process

These implementation actions are discussed throughout the remainder of this chapter.

Pursue and Implement the Charter County Transportation System Surtax

Current legislation in Florida allows “Charter” counties to enact a transportation system surtax, which is a maximum of one penny of sales tax to fund transportation improvements with a requirement that a minimum of 75 percent of the revenues generated go toward public-transportation-related improvements or service. The remaining 25 percent of revenues may be allocated to roadway improvements that support or complement transit investments. Currently, Pasco County is not a Charter county and therefore is un-

able to make use of this potential revenue source. Counties in the region that are currently eligible to exercise this funding option include Hillsborough, Pinellas, and Sarasota.

This 2035 Long Range Transportation Plan assumes that the full penny of the transportation system surtax will be implemented by the year 2020, with 75 percent of the revenues going to public transportation and 25 percent going to other highway and/or public-transportation-related mobility improvements. Inclusion of this future revenue source enables the MPO to fund a significant expansion of the public transportation system identified for Pasco County in this plan. This includes premium transit service and other TBARTA-related improvements. Without this new revenue source, the cost affordable transit plan would be relegated to little more than the existing bus routes. While the County can continue to fund highway improvements currently identified in the plan through the assumed renewal of the Penny for Pasco sales tax beyond 2024, this revenue source cannot be used for transit improvements. As a result, the transportation system surtax is critical to achieving the vision for Pasco County.

Since the citizens of Pasco County historically have demonstrated a willingness to support transportation improvements using dedicated sales tax revenues (i.e., Penny for Pasco), the MPO and its major partners (Pasco County, FDOT District 7, and the Federal Highway Administration) have agreed that it is reasonable to include the transportation system surtax as an assumed revenue source in the 2035 Cost Affordable Transportation Plan.

There has been significant momentum at local, regional, and state levels to support legislation that will give non-charter counties that are a part of a regional transportation authority the authority to implement the Charter County Transportation System Surtax if approved through a countywide referendum. This includes a resolution of support to the legislative delegation by the Pasco County Board of County Commissioners approved on October 20, 2009. Members of the state legislative delegation have expressed support in sponsoring the enabling legislation for counties that are a part of a regional transportation authority. This potential legislation also has the sup-



port of the Florida Metropolitan Planning Organization Advisory Committee (MPOAC).

The following strategy has been identified by Pasco County to support the implementation of the Charter County Transportation System Surtax:

1. Pasco County Board of County Commissioners: Adoption of a resolution supporting the change in enabling legislation (Resolution 10-14, passed October 20, 2009)
2. State Legislative Delegation: Sponsorship of enabling legislation
3. State Legislature: Approval of the enabling legislation
4. Pasco County: Public outreach and education
5. Pasco County Board of County Commissioners: Approval of surtax, to be placed on ballot for countywide referendum
6. Pasco County: Public outreach and education
7. Pasco County Citizens: Approval of the countywide referendum

Increase Emphasis on a Multimodal Approach

Through the adoption of the 2035 LRTP and the commitment to pursue a significant new funding source through the transportation system surtax, the Pasco County MPO has made a major commitment to a more balanced multimodal transportation improvement program over the next 25 years. The 2035 LRTP reflects Pasco County's commitment to major multimodal investments supported by complementary land use and growth management policies. Such a commitment means an increased emphasis on mobility options and a more balanced approach to roadways, public transportation, bicycle facilities, and sidewalks.

Address Air Quality Considerations

It is anticipated that many areas in Florida, including Pasco County as a part of the Tampa Bay air shed, will be identified as non-attainment areas by the Environmental Protection Agency once pending air quality standards are enacted. This will require an update to the Pasco MPO's LRTP to bring the plan into compliance with the new standards and associated rulemaking as it pertains to the metropolitan planning process. This update of the Pasco MPO

LRTP likely will occur within the next two years and falls outside of the normal update cycle for LRTPs. The Pasco MPO should monitor the pending air quality changes for their impact on this adopted LRTP.

This section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, US Code Requirement C-6 as stated below:

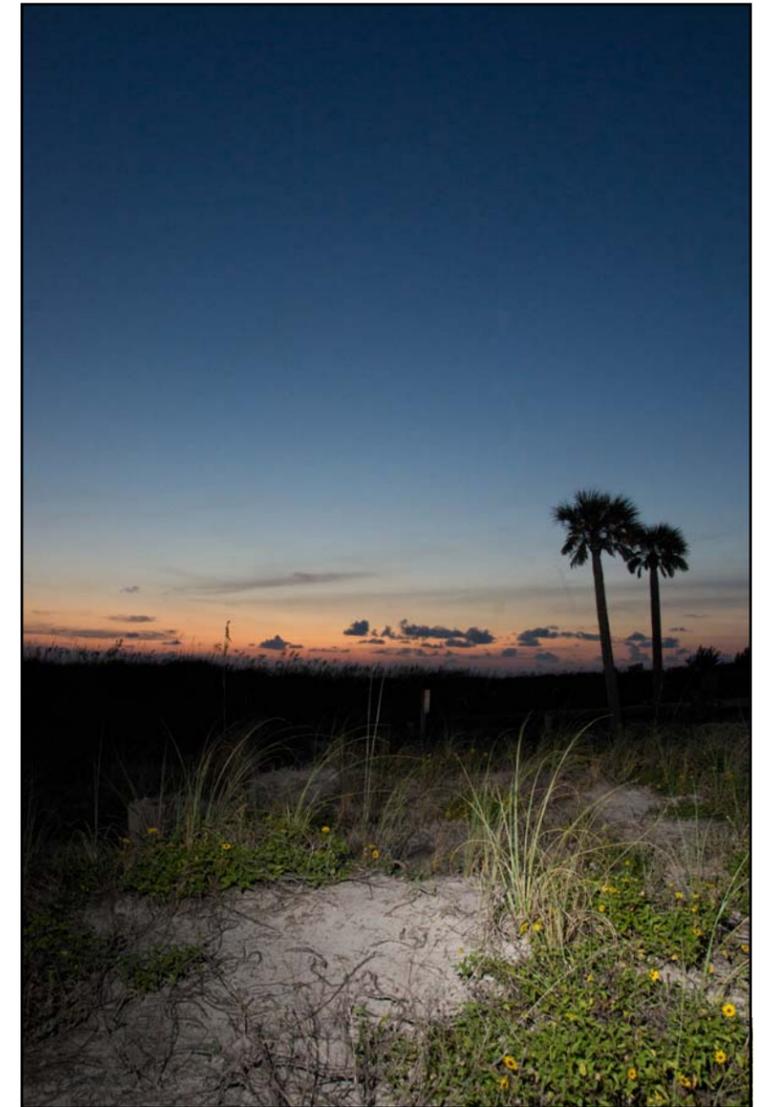
"Does the plan consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce green house gas emissions? [Subsection 339.175(1)]"

The section immediately following describes the recommended actions to further advance sustainable development and green house gas emission reduction efforts.

Implement Land Use Changes

Pasco County is undertaking a strategic planning effort that includes the identification of unique market areas within the county, and focuses urban services, including transportation, in specific market areas of the county. This includes developing transit oriented design land use overlays and associated development regulations to promote land uses that support public transportation at a higher level. The Pasco County Strategic Plan has set a deadline of 2010 for Pasco County to adopt the required Comprehensive Plan and Land Development Code amendments to establish a Coastal/Inland Redevelopment and Infill urban service area and a Gateway "Opportunity" urban service area along State Road 54, as described in the 2008 Urban Land Institute report. The Pasco MPO should participate in this ongoing effort to strengthen opportunities to integrate land use and transportation in Pasco County and the rest of the Tampa Bay region.

During the development of this LRTP, the County decided to take a more proactive approach in directing growth into certain areas by dividing the county into market areas. These land use patterns are intended to be more transit supportive in order to promote sustainable development and reduce greenhouse gas emissions. Each market area has similar land use characteristics



and development patterns. These market areas are shown in Map 14-1 and described briefly below:

- I. **Coastal Inland Market Area:** This area includes the cities of Port Richey and New Port Richey and the US 19 corridor. This is currently the most populous and urban part of the county. Growth will be encouraged in this area in the form of infill and redevelopment.
- II. **Gateway Opportunity Market Area:** This is the southern part of the county along the SR 54/SR 56 corridor, which is the fastest-growing part of the county, due to the close proximity to Hillsborough County and the city of Tampa. Because of the recent rapid growth and the plans included in this LRTP for managed lanes on the SR 54/SR 56 corridor, this market area is the primary target area for growth. Growth in this area should be contained in high-density, transit-oriented, center development.
- III. **Suburban Market Area:** This area makes up the central part of the county, north of SR 54/SR 56 and south of SR 52. Growth in this area will likely be lower-density residential development.
- IV. **East Cities Market Area:** The US 301 corridor and the cities of Zephyrhills and Dade City are included in this market area. This area also includes the green swamp. Like Market Area I, growth will be encouraged in the form of infill and redevelopment within the cities.
- V. **Rural Market Area:** Growth likely will be discouraged from this area north of SR 52. The goal is to keep the rural aspect intact and avoid sprawling growth.

Center Types

As part of the revised land use, centers will be developed at certain nodes or intersections within each market area. These centers can take on many different forms and functions. The purpose of the centers are to direct growth into compact developments that will support the transit improvements included in this LRTP. Table 14-1 describes the center types to be used in the

revised land use forecast for Pasco County. It shows the typical residential densities and non-residential intensities the centers will be able to accommodate, as well as the typical footprint size of each center type.

Table 14-1: Center Types

Center Type	Stories			Ground Coverage	Building Footprint (sq. ft.)	Center Footprint	Percent Allocation				Average Units Per Acre				Effective (Selected) FAR	
	Min	Max	Assumed				DU	Ind	Com	Serv	DU	Ind	Com	Serv	Gross	Net
Urban Center	4	20	10	50%	21,780	1 sq mi	30%	0%	20%	50%	41	0	22	84	5.00	2.50
Regional Commercial	1	5	3	45%	19,602	0.5 sq mi	10%	0%	55%	35%	4	0	28	19	1.35	0.61
Regional Professional Service	3	12	8	30%	13,068	0.25 - 0.5 sq mi	20%	0%	20%	60%	9	0	11	42	2.40	0.72
Regional Mixed Use	2	10	5	50%	21,780	0.5 sq mi	30%	0%	25%	45%	20	0	14	38	2.50	1.25
Community Commercial	2	5	2	25%	10,890	0.25 sq mi	20%	0%	45%	35%	2	0	5	6	0.50	0.13
Community Professional Service	2	8	5	30%	13,068	0.25 - 0.5 sq mi	20%	0%	20%	60%	5	0	7	26	1.50	0.45
Community Mixed Use - Historic Town Center	1	5	2	50%	21,780	0.25 sq mi	20%	0%	25%	55%	4	0	5	23	1.00	0.50
Community Mixed Use - TOD - New Town	1	5	3	45%	19,602	1 sq mi	65%	5%	15%	15%	16	7	4	8	1.35	0.61
Community Mixed Use - TOD - Village	1	3	2	45%	19,602	0.5 sq mi	38%	2%	30%	30%	7	2	7	11	0.90	0.41
Community Business Commerce Park	1	2	2	30%	10,890	0.25 sq mi	20%	40%	20%	20%	2	7	4	4	0.50	0.15
Neighborhood	1	3	2	45%	19,602	0.125-0.25 sq mi	80%	0%	10%	10%	14	0	2	4	0.90	0.41
Park and Ride - Urban	1	2	1	20%	8,712	80K sq ft	0%	0%	40%	60%	0	0	2	3	0.20	0.04
Park and Ride - Suburban	1	2	1	20%	8,712	20K sq ft	0%	0%	50%	50%	0	0	2	2	0.20	0.04
Park and Ride - Parking only	0	0	0	0%	0	0	100%	0%	0%	0%	0	0	0	0	0.00	0.00

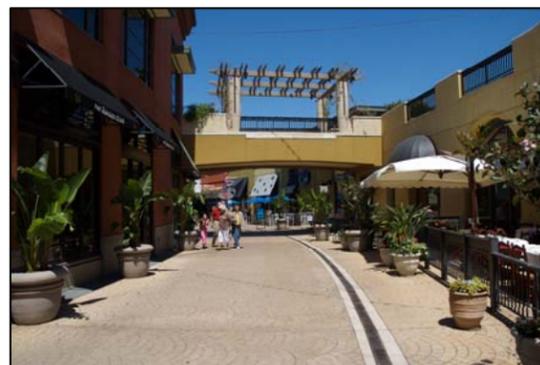


Figure 14-1: Regional Commercial Example International Plaza, Tampa, FL



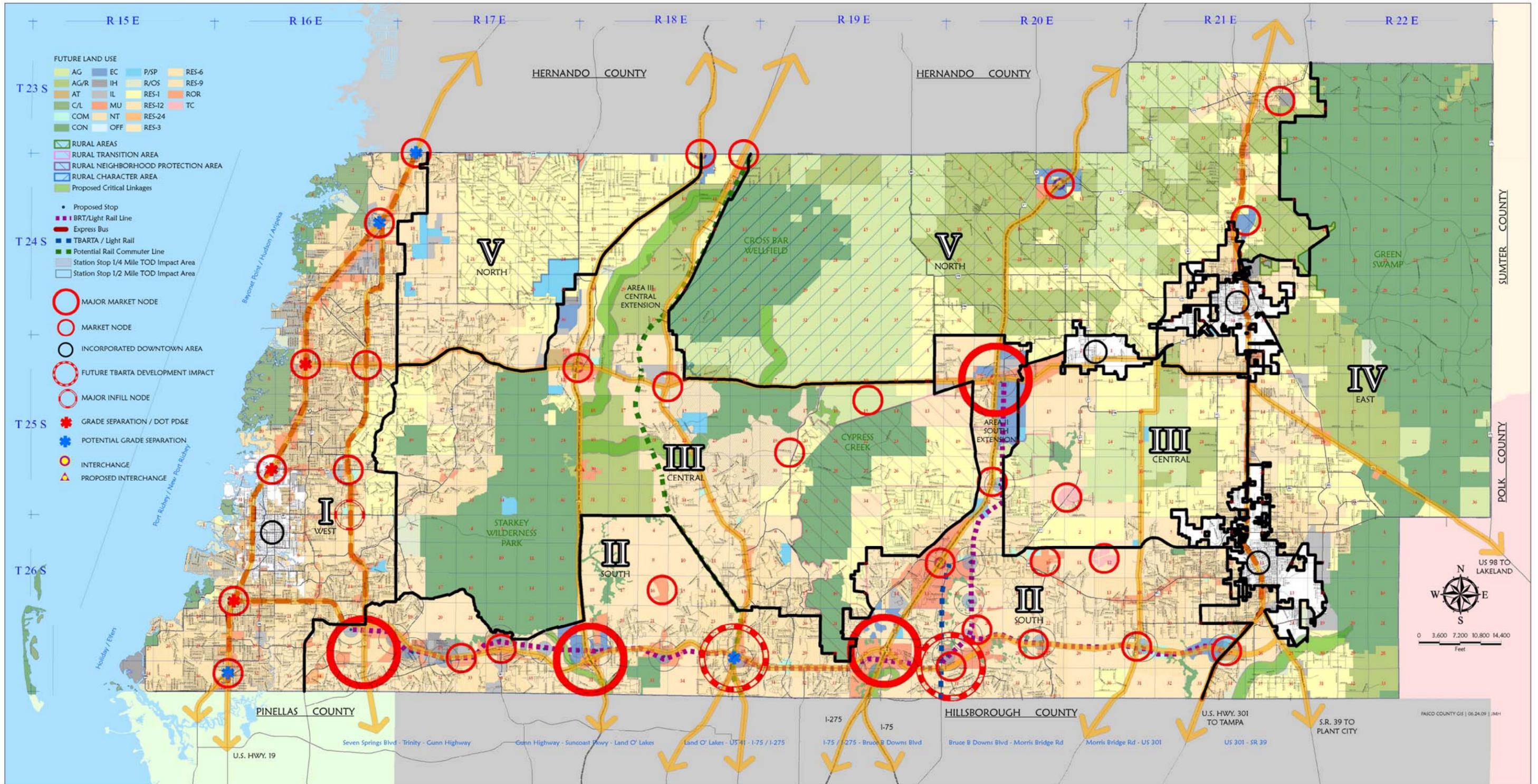
Figure 14-2: Historic Town Center Example New Port Richey, FL



Figure 14-3: Community Mixed Use Example Celebration, FL



Figure 14-4: Park and Ride Example Valley Metro, Phoenix, AZ



PASCO COUNTY MARKET AREAS

- Area I West Urban Coastal/Inland Area, with redevelopment and infill opportunities.
- Area II South Urban Gateway Opportunity Area, with vertical TOD (Transit Oriented Design) and employment with higher density TND housing and communities.
- Area III Central Suburban, with conservation lands, some town centers, and TND
- Area IV East Two small cities with conservation, creating a rural to suburban character with employment and airport access
- Area V North Rural, with activity centers, employment nodes, and village centers at strategic locations

Map 14-1: Proposed Market Areas





Address Environmental Mitigation

Pasco County funds the acquisition of critical environmental corridors into conservation lands using the Penny for Pasco sales tax in addition to funding transportation improvements. Currently, there is no linkage between the acquisition of environmental lands ongoing by Pasco County and mitigation efforts associated with transportation improvement projects. The Pasco County MPO should encourage Pasco County and FDOT to develop a program with the environmental permitting agencies to allow future critical environmental corridor land acquisitions to be used in whole or in part to mitigate the environmental impacts of transportation improvements. This is described in greater detail in Chapter 8 of this report.

Address Transportation Funding and Mobility Fees

The passage of the 2009 Community Renewal Act (SB 360) potentially sets the foundation to change the nature of developer-based revenues that may include proportionate share mitigation and transportation impact fees being replaced or augmented by mobility fees. The legislation ultimately also may result in changes to transportation concurrency. The Pasco County Strategic Plan has set a deadline of 2012 for Areawide Transportation Concurrency and Mobility Fee Comprehensive Plan and Land Development Code amendments to establish areawide concurrency. The Pasco County Strategic Plan has also set a deadline of 2012 for Pasco County to reduce its dependence on impact fees and gas taxes to fund transportation systems, by creating at least two new funding sources for transportation and transit facilities, such as toll facilities and tax increment financing. Developer-based revenues are a significant funding source of this LRTP, and the Pasco MPO will monitor actions by the State of Florida, Pasco County, and the municipalities in Pasco County for changes in transportation concurrency and developer-based revenues that may impact the plan or present opportunities to accomplish the goals of the LRTP.

Strengthen Metropolitan Planning Process

In addition to the key action items previously identified in this chapter, the Pasco MPO should continue to evaluate and strengthen the agency's activities relative to the following planning efforts:

- Regional Coordination – Continue to be active in the regional planning process.
- Public Involvement and Engagement – Be more proactive in public outreach and implement new and innovative ways of involving the public, including making updates to the PIP by March 2010 to address guidance from the Federal Highway Administration (FHWA).
- Efficient Transportation Decision Making (ETDM) – Make effective use of the decision support data and information offered through this process.
- Freight/Goods Movement Planning – Include freight/goods movement as a major component in future metropolitan planning efforts.

Continued efforts by the Pasco MPO in these aspects of metropolitan planning will assist the MPO in the implementation of the LRTP and address issues that will grow in importance as the pattern of development in the county changes.

A VISION FOR PASCO COUNTY

With the adoption of the 2035 LRTP, the Pasco County MPO has developed and adopted a long-term vision for transportation that supports and complements the major goals and objectives of Pasco County. It will be important that the adopted plan be used by the MPO and the County as a guide for its annual as well as day-to-day transportation planning and programming activities and that the plan be flexible to respond to an ever-changing environment in Pasco County and the region.

The leadership of Pasco County now has a blueprint for transitioning its transportation system from one that focuses largely on the accommodation of the private automobile to one that is more balanced in its approach to providing transportation mobility options to the citizens and visitors of Pasco County and the region. This more balanced approach is consistent with the County's desire to pursue increased population and employment densities along selected corridors and locations throughout the county and to ultimately achieve development patterns and a transportation system that contribute to an enhanced quality of life for citizens and visitors throughout the community.