



Hernando County MPO

Documentation of SAFETEA-LU Compliance

A Supplement to the 2025 Long Range Transportation Plan

Final Report

June 2007



HERNANDO COUNTY MPO

DOCUMENTATION OF SAFETEA-LU COMPLIANCE

Final Report



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**HERNANDO COUNTY MPO
DOCUMENTATION OF SAFETEA-LU COMPLIANCE**

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SECTION 1 INTRODUCTION

The *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), was signed into legislation by President Bush on August 10, 2005. Until recently, states and metropolitan planning organizations (MPOs) were required to comply with the planning provisions stipulated under the *Transportation Equity Act for the 21st Century* (TEA-21), the legislation preceding SAFETEA-LU. Long-range transportation plans (LRTPs) and transportation improvement programs (TIPs) approved after July 1, 2007, must be compliant with the planning provisions of SAFETEA-LU. However, MPOs are encouraged to incorporate SAFETEA-LU requirements into their planning and programming process prior to this date.

To ensure that the appropriate planning documents are in compliance with the provisions of SAFETEA-LU, the Hernando County MPO conducted a review of the affected planning documents, including the MPO's 2025 LRTP, adopted TIP, Public Involvement Plan (PIP), and Congestion/Mobility Management System (C/MMS). This work effort includes a review of SAFETEA-LU guidance from federal and state agencies, including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT); coordination with the MPO Advisory Council (MPOAC), National Association of Regional Councils (NARC), FHWA, FTA, and FDOT staff to clarify planning requirements as necessary; and documentation of the new transportation planning requirements resulting from SAFETEA-LU. As part of this effort, the MPO, through its consultant, participated in a national telecast with panelists from FHWA and FTA discussing the changes implemented as a result of SAFETEA-LU. Participation in this teleconference confirmed each of the compliance issues identified in this report.

The purpose of this document is to review and assess the documents affected by the changes in SAFETEA-LU and summarize the activities that should be completed by MPO staff by July 1, 2007, to ensure that the MPO's planning and programming process is in compliance. This document, along with the recommended changes completed by the MPO, will serve as an addendum to the Hernando County MPO's 2025 LRTP and will document the compliance of the MPO's planning documents with SAFETEA-LU.

The Final Rule regarding statewide and metropolitan transportation planning resulting from the SAFETEA-LU legislation is cited in this document according to the FHWA Code of Federal Regulations (CFR) 23, Sections 450 and 500.

SECTION 2

SUMMARY OF ACTIONS

The following is a summary of planning requirements included in SAFETEA-LU that are either new requirements, or existing requirements from TEA-21 that have been heavily revised and require assessment to ensure compliance. For each compliance requirement, a brief summary is provided, followed by the action necessary by the Hernando County MPO to ensure compliance of the MPO's Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Public Involvement Plan (PIP), and other applicable planning documents. In addition, Table 2-1 provides a listing of these planning requirements, summary of the compliance review, and actions required on the part of the MPO to ensure compliance with SAFETEA-LU.

**Table 2-1
Hernando County MPO SAFETEA-LU Compliance Matrix**

#	Applicable Section	Federal Law Requirements	Final Rule	Applicable Documents: ⁽¹⁾					Included:		Summary	Action
				LRTP	TIP	PIP	C/MMS	Not Applicable	Yes	No		
1	23 CFR 450.322 (a)&(c)	Planning Cycle for Long Range Transportation Plans	<i>The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date (date of adoption by the MPO)...The MPO shall review and update the transportation plan at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon.</i>	x					x		The Hernando County MPO's LRTP currently meets the guidelines stipulated in SAFETEA-LU by encompassing a 20-year planning horizon and by being updated every three years. This is consistent with the LRTP update cycle used within the Tampa Bay Transportation Management Area (TMA). Although the Hernando County MPO is not formally a part of the Tampa Bay TMA, the MPO voluntarily participates in a number of planning processes along with MPOs in the Tampa Bay TMA for consistency within the region.	No action is required by the MPO at this time. In accordance with SAFETEA-LU, the MPO shall continue to update its LRTP at least every five years with at least a 20-year planning horizon.
2	23 CFR 450.324(a)	Planning Cycle for Transportation Improvement Plans	<i>The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. However, if the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the State TIP development and approval process.</i>		x				x		The Hernando County MPO's TIP currently meets the guidelines stipulated in SAFETEA-LU since the transportation improvement program for the MPO includes a five-year period, currently from FY 2007 through FY 2011. In addition, the Hernando County MPO's TIP is developed and updated annually as part of the Hernando Area Transportation Study Certification Process.	No action is required by the MPO at this time. In accordance with SAFETEA-LU, the MPO shall continue to update the TIP annually on a five-year programming horizon.
3	23 CFR 450.306 (a) (1)-(8)	8 planning factors - Safety and Security were separated; environmental planning factor was expanded to include the provision to "promote consistency between transportation improvements and state and local planned growth and economic development patterns."	<i>The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors: 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 accessibility and mobility of people and 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; and 8) Emphasize the preservation of the existing transportation system.</i>	x			x		x		Under SAFETEA-LU, changes have been made to the Safety, Security, and Environmental/Energy Conservation planning factors. Refer to Pages 2-7 through 2-11 for a detailed summary of the LRTP's compliance of the planning factors outlined in SAFETEA-LU.	Prior to July 1, 2007, the MPO shall update Table II-2 of the LRTP ("Plan Conformance to TEA-21 Factors") to address the changes/additions to the planning factors identified in SAFETEA-LU.

**Table 2-1
Hernando County MPO SAFETEA-LU Compliance Matrix**

#	Applicable Section	Federal Law Requirements	Final Rule	Applicable Documents: ⁽¹⁾					Included:		Summary	Action
				L RTP	TIP	PIP	C/MMS	Not Applicable	Yes	No		
4	23 CFR 450.322 (h)	Include a safety element that summarizes the priorities, goals, countermeasures, or projects for the metropolitan planning area contained in the Strategic Highway Safety Plan (SHSP). Identify strategies and policies that support homeland security and safeguard the personal security of all motorized and non-motorized users.	<i>The metropolitan transportation planning process should be consistent with the Strategic Highway Safety Plan, as specified in 23 U.S.C. 148, and other transit safety and security planning and review processes, plans, and programs, as appropriate. 23 CFR 450.306(h)</i>	x			x		x		The Hernando County MPO's 2025 LRTP is consistent with the Vision, Mission, and Goal of the Florida Department of Transportation's "Strategic Highway Safety Plan."	Although the Hernando County MPO's 2025 LRTP does address the Vision, Mission, and Goal of the SHSP, it is recommended that an additional objective (Objective 1.3.7) be added to Table II-1 of the LRTP by July 1, 2007, to ensure compliance with SAFETEA-LU. Refer to Compliance Issue #4 in this document for the specifics of this additional objective. In addition, the MPO should monitor the ratio of crashes in Hernando County to the number of crashes Statewide for the four emphasis areas identified in the SHSP using the comparison tool discussed under Issue #4 of this document. The MPO should monitor trends in crashes both Statewide and in Hernando County using this tool and include a discussion of the resulting analysis in future updates of the LRTP.
5	23 CFR 450.322 (g)	Each MPO shall consult with state and local agencies responsible for planning growth, economic development, airport operations, freight movement, land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation shall involve comparison of transportation plans or maps, or inventories of natural or historic resources.	<i>The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: 1) Comparison of transportation plans with State conservation plans or maps, if available; or 2) Comparison of transportation plans to inventories of natural or historic resources, if available.</i>	x		x				x	Under SAFETEA-LU legislation, the LRTP should include a textual provision for consulting with state and federal environmental protection, tribal government, wildlife management, land management, and historic preservation agencies, as appropriate. The consultation shall involve: 1) a comparison of the LRTP with state conservation plans or maps, if available, or 2) comparison of the LRTP with inventories of natural or historic resources, if available.	By July 1, 2007, the MPO shall develop a brief narrative expressing the process for consultation as discussed above to be incorporated into the MPO's existing Public Involvement Plan (PIP).
6	SAFETEA-Legislation, Section 3011	Basic criteria for rating major transit capital improvements now includes economic development potential and reliability of ridership and cost forecasts.	Refer to Section 3011 of the SAFETEA-LU legislation, Public Law 109-59, dated August 10, 2005 for more information.					x			Under SAFETEA-LU, a number of changes were made to FTA's major transit capital investment program known as "New Starts." Among these include the addition of two sub-criteria under the "Justification" criterion for rating and selecting projects to be funded under New Starts.	No action is required by the MPO at this time. If, in the future, the MPO identifies major transit capital projects that could be funded under the New Starts, Small Starts, or Very Small Starts programs, further review of the criteria for the applicable funding program would be appropriate.
7	23 CFR 450.322 (f)(7)	Include discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies.	<i>The metropolitan transportation plan shall, at a minimum, include...A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.</i>	x						x	SAFETEA-LU legislation calls for the inclusion of environmental mitigation activities (or strategies, policies, programs, action, and activities) that, over time, will function to circumvent, diminish, or counteract the adverse impacts to or disruption of the human and natural environment associated with the implementation of the LRTP. According to SAFETEA-LU, the environmental mitigation activities identified are intended to be regional in scope and not necessarily project specific.	By July 1, 2007, a discussion of potential mitigation activities will be added to the LRTP to ensure compliance with SAFETEA-LU, which calls for "a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities." Refer to Compliance Issue #7 of this document for further discussion of potential environmental mitigation strategies to add to the LRTP.

**Table 2-1
Hernando County MPO SAFETEA-LU Compliance Matrix**

#	Applicable Section	Federal Law Requirements	Final Rule	Applicable Documents: ⁽¹⁾					Included:		Summary	Action
				L RTP	TIP	PIP	C/MMS	Not Applicable	Yes	No		
8	23 CFR 450.322 (f)(3)	Include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	<i>The metropolitan transportation plan shall, at a minimum, include...Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.</i>	x			x		x		As summarized in Chapter III of the LRTP and the MPO's "2005 Congestion/Mobility Management System Update" (August 2005), the C/MMS provides information on the performance of the transportation system and identifies alternative strategies to alleviate congestion and to enhance the mobility of persons and goods. This information is then used to select priority projects that will reduce congestion and/or improve the overall operation of the transportation system, including increased safety and mobility.	No action is needed by the MPO at this time. The MPO's LRTP currently includes operational and management strategies aimed at improving the performance of the existing transportation facilities through the implementation of the C/MMS. Though compliant with SAFETEA-LU legislation, it is recommended that the MPO continue to review the current practices and procedures related to the C/MMS to maximize potential operation and management strategies aimed at continuously improving the overall transportation system.
9	23 CFR 450.316 (a)	Develop a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the LRTP prior to MPO approval. Interested parties includes: citizens, affected public agencies, representatives of public transportation employees, private freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit-pedestrian walkways-bicycle facilities, representatives of the disabled.	<i>The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.</i>	x	x	x	x		x		The Hernando County MPO currently develops a stand-alone Public Involvement Plan (PIP) that outlines the public involvement strategies and processes to be followed during the course of all MPO planning projects and plans. The public involvement process outlined in the PIP affords all interested parties the opportunity to be involved in the MPO's planning process.	By July 1, 2007, the PIP will be modified to ensure compliance with SAFETEA-LU under Compliance Issues #5 and #10. To ensure that the PIP is compliant with SAFETEA-LU, the MPO will identify interested parties, as described in SAFETEA-LU, to consult with and determine if any improvements to the existing PIP are necessary. As part of its current process, the MPO will continue to update and utilize the stand-alone PIP as part of all applicable MPO planning processes.
10	23 CFR 450.316 (a)(1)(i)-(viii)	To carry-out the Participation Plan, public meetings are to be conducted at convenient and accessible times and locations, employ visualization techniques to describe the plans, and make public information available in electronically accessible formats such as the World Wide Web.	<i>The participation plan shall ...[employ] visualization techniques to describe metropolitan transportation plans and TIPs; iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web; v) Holding any public meetings at convenient and accessible locations and times; vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP; vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.</i>	x	x	x	x		x		The MPO has traditionally employed visualization techniques to engage the public, such as large maps, PowerPoint presentations, brochures, and informational packets at public workshops and other public events.	By July 1, 2007, the MPO shall add additional narrative to the PIP specifically addressing the use of visualization techniques as part of the MPO's public involvement process. Although the MPO has traditionally displayed visualization techniques, such as large maps and PowerPoint presentations at public workshops and events, this additional narrative should be added to the MPO's PIP to ensure compliance with SAFETEA-LU. The narrative to be added to the PIP is provided under Compliance Issue #10 in this document.
11	23 CFR 450.306 (g)	Include a Coordinated Public Transit Human Services Transportation Plan as part of the metropolitan planning process.	<i>Preparation of the coordinated public transit-human services transportation plan, as required by 49 U.S.C. 5310, 5316, and 5317, should be coordinated and consistent with the metropolitan transportation planning process.</i>						x		Under SAFETEA-LU, a Locally Coordinated Transit Human Services Transportation Plan (LCHSTP) must be developed in order to secure federal funding from the following sources: Section 5316 (Job Access and Reverse Commute), Section 5317 (New Freedom Initiative), and Section 5310 (Elderly and Disabled).	Since the Hernando County MPO has elected to not prepare a LCHSTP, no action is necessary at this time. If the MPO decides to develop a LCHSTP to secure future federal funds as required, a reference to the LCHSTP should be included in the subsequent update of the LRTP for informational purposes.

**Table 2-1
Hernando County MPO SAFETEA-LU Compliance Matrix**

#	Applicable Section	Federal Law Requirements	Final Rule	Applicable Documents: ⁽¹⁾					Included:		Summary	Action	
				LRTP	TIP	PIP	C/MMS	Not Applicable	Yes	No			
12	23 CFR 450.322 (a)	Include pedestrian walkways and bicycle facilities in the annual listing of projects.	<i>In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.</i>		x					x		No later than 90 calendar days following the end of the program year, the State and the MPO cooperatively develop a listing of roadway, transit, and other projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. Under SAFETEA-LU, investments in pedestrian walkways and bicycle transportation facilities are now included in the Annual Listing of Projects.	No specific action on the part of the MPO is required by July 1, 2007. However, to ensure that the Hernando County MPO's Annual Listing of Projects is compliant with SAFETEA-LU, the MPO shall continue to coordinate with FDOT to ensure that a listing of bicycle transportation facilities and pedestrian walkway projects that received designated federal funding in the preceding program year are included in the Annual Listing of Projects.
13	23 CFR 450.334 (a)	The cycle for conformity determinations is altered to a four-year cycle.	<i>For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the [State Transportation Improvement Plan] STIP approval, the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements.</i>		x					x		According to the current TIP, the Hernando County MPO was re-apportioned by Governor Bush on February 2004. Thus far, the MPO has only participated in the self-certification process, the last of which occurred in May 2006. The MPO is currently in the process, which is expected to be complete in May 2007.	No action is required by the MPO at this time. The MPO shall continue to conduct its annual certification process for the TIP.
14	23 CFR 4530.320 (a)	Congestion management process (CMP) in a Transportation Management Area (TMA).	<i>The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.</i>	x			x			x		Under SAFETEA-LU, the CMP should be a key element of the LRTP. Although the Hernando County MPO is not within the designated Transportation Management Area (TMA), which includes Pinellas, Hillsborough, and Pasco counties, the MPO still incorporates the C/MMS into its planning process.	By July 1, 2007, the MPO shall develop a brief narrative for inclusion in the LRTP that identifies that the C/MMS serves as the MPO's CMP, as stipulated by SAFETEA-LU. Only this brief narrative tying the C/MMS and CMP together is necessary, as the existing LRTP clearly documents the MPO's CMP, designated the Congestion/Mobility Management System.
15	23 CFR 450.322 (f)(8)	Inclusion of pedestrian walkway and bicycle transportation enhancement activities.	<i>The metropolitan transportation plan shall, at a minimum, include...pedestrian walkway and bicycle transportation enhancement activities, as appropriate.</i>	x						x		Previously, TEA-21 called for the identification of pedestrian walkway and bicycle transportation facilities in the LRTP. Under SAFETEA-LU, pedestrian walkway and bicycle transportation enhancement projects must now be included.	No action is required by the MPO at this time. The MPO has clearly documented potential pedestrian walkway and bicycle transportation enhancements in Chapter V the 2025 LRTP.
16	23 CFR 450.322 (f)(9)	Inclusion of proposed transportation and transit enhancement activities.	<i>The metropolitan transportation plan shall, at a minimum, include...pedestrian walkway and bicycle transportation enhancement activities, as appropriate.</i>	x						x		Previously, TEA-21 called for the inclusion of proposed transportation enhancement activities in the LRTP. Under SAFETEA-LU, transit enhancement activities also must now be included.	No action is required by the MPO at this time. In addition to identifying proposed transportation enhancement activities, the MPO has clearly documented proposed transit enhancement activities in Chapter V of the 2025 LRTP.

(1) LRTP = Long-Range Transportation Plan; TIP = Transportation Improvement Program; PIP = MPO's Public Involvement Plan; C/MMS = Congestion/Mobility Management System

SUMMARY OF COMPLIANCE REVIEW AND ACTIONS

The following is a summary of the compliance review conducted as part of this effort, along with the resulting actions necessary for the MPO to ensure that the Hernando County MPO's 2025 LRTP, TIP, and other applicable planning documents are compliant with SAFETEA-LU prior to July 1, 2007. The reference number for each item discussed below corresponds to the compliance issues listed in Table 2-1.

1. Planning Cycle for Transportation Plans

The Hernando County MPO's LRTP currently meets the guidelines stipulated in SAFETEA-LU by encompassing a 20-year planning horizon and by being updated every three years. This is consistent with the LRTP update cycle used within the Tampa Bay Transportation Management Area (TMA). Although the Hernando County MPO is not formally a part of the Tampa Bay TMA, it is a member of the West Central Florida Chairs Coordinating Committee (West Central CCC), which oversees regional coordination of plans, programs, and policies in the West Central Florida region. As such, the Hernando County MPO voluntarily participates in a number of planning processes along with MPOs in the Tampa Bay TMA for consistency within the region.

The MPO's 2025 LRTP was adopted in December 2004 and encompasses a 20-year planning horizon to 2025. The Hernando County MPO's prior LRTP was adopted in December 2001 and covered a 25-year planning horizon through the year 2025. Consistent with SAFETEA-LU, the MPO is shifting to a five-year update cycle for the LRTP.

Action: No action is required by the MPO at this time. In accordance with SAFETEA-LU, the MPO shall continue to update its LRTP at least every five years with at least a 20-year planning horizon.

2. Planning Cycle for Transportation Improvement Programs

The Hernando County MPO's TIP currently meets the guidelines stipulated in SAFETEA-LU since it includes improvement projects over a five-year period, currently from FY 2007 through FY 2011. In addition, the Hernando County MPO's TIP is developed and updated annually as part of the Hernando Area Transportation Study Certification Process.

Action: No action is required by the MPO at this time. In accordance with SAFETEA-LU, the MPO shall continue to update the TIP annually with a five-year programming horizon.

3. Planning Factors

Under SAFETEA-LU, changes have been made to three planning factors, Safety, Security, and Environmental/Energy Conservation, which are each discussed in further detail below.

Safety Factor

Transportation Safety is directly addressed in Table II-1 of the LRTP under Objectives 1.1.1 and 1.3.7. Narrative in the current LRTP pertaining to safety includes brief discussions of pedestrian, bicycle, and vehicle crash data.

Chapter III of the LRTP summarizes the number and location of bicycle and pedestrian crashes that occurred from January 2000 through December 2003. The results of this review indicate that additional bicycle and pedestrian corridors are needed throughout Hernando County. The existing, planned, and future bicycle/pedestrian projects identified in the 2025 LRTP total \$6.4 million, including those funded as part of the five-year cost-feasible plan. A listing of these projects can be found in Chapter V of the 2025 LRTP. As documented in the LRTP, bicycle and pedestrian planning programs continue to be strong emphasis areas for the MPO. To address bicycle and pedestrian needs, the County formed a Bicycle/Pedestrian Advisory Committee (BPAC) in 1991, prior to the establishment of the MPO. The role of the BPAC is to assist in the evaluation of existing roadways to determine suitability for bicycle use, as well as to identify proposed bicycle corridors. As in the past, it is expected that the BPAC will be fully involved with formulating and reviewing opportunities for the use of alternative transportation modes in the next update of the LRTP.

In addition, the Hernando County MPO's "2005 Congestion/Mobility Management System (C/MMS) Update" (August 2005), includes a review of vehicle crashes in Hernando County in 2004. The annual update of this document, "2006 Annual Update Congestion Management System" (September 2006), includes identification of the 20 intersections with the highest crash frequency in 2005. As part of the annual update process for the C/MMS, intersections with high crash frequencies will continue to be identified. In addition, both County and MPO staff will continually examine what actions can be done to improve both the operations and safety at these high-crash intersections. To assist the MPO with this effort, the Transportation Systems Operations Committee (TSOC) was formed to provide technical guidance for the C/MMS process. This committee is actively involved in the identification of congestion and mobility deficiencies and alternative solutions.

Security Factor

Transportation Security, related to the review and documentation of emergency management routes, is addressed in Table II-1 of the LRTP, under Objective 1.3.5 and designation of routes to delineate exposure to hazardous materials under Objective 4.0.5.

With regard to transit security, the LRTP does reference the MPO's Transit Development Plan and Transit Operations Plan, which detail the need for funding transit security as part of its capital program for the short-term planning horizon over the next five to ten years.

The intent of the transportation security factor is two-fold, including both personal and homeland security. Personal and homeland security issues should be recognized as transportation security issues in the LRTP. With the exception of the two objectives and the reference to the transit planning documents identified above, the current LRTP does not directly address transportation security.

Action: Prior to July 1, 2007, the MPO shall update Table II-2 of the LRTP ("Plan Conformance to TEA-21 Factors") to address the changes to the Safety and Security planning factors identified in SAFETEA-LU, as previously discussed. The Hernando County MPO's 2025 LRTP currently addresses the Safety and Security planning factors, which were required under TEA-21 and are currently listed in Chapter II, Table II-2 of the LRTP. This table should be updated to reflect that, under SAFETEA-LU, the former "Safety and Security" factor must now be separated into two distinct factors.

To specifically address the Safety planning factor, in addition to the change recommended to Table II-2 of the LRTP, narrative shall be added to the LRTP that 1) reviews how the BPAC addresses safety during the selection of future bicycle and pedestrian corridors, 2) summarizes the trend in crash data at high risk intersections over the last several years to discern whether a downward trend in the number of overall crashes has been occurring, and 3) summarizes the reoccurring reviews of the County traffic crash data and what steps are being undertaken to reduce the number of traffic crashes at high-risk intersections. The LRTP shall also document the occurrence of examinations by County and MPO staff regarding the identification of actions that can be done to improve operations and safety at high-crash intersections as discussed in the MPO's "2005 Congestion/Mobility Management System Update" (August 2005).

To address the Security planning factor, narrative shall be added to the LRTP documenting the MPO's role related to transportation security in Hernando County. Potential discussion items could include a description of current coordination efforts among the MPO, local, and state officials related to emergency management response in Hernando County. If current coordination efforts have not yet been established,

narrative should be added to the LRTP identifying potential coordination efforts among the MPO, local, and state officials to be explored in more detail prior to the next LRTP update. The U.S. Department of Transportation has identified potential roles and responsibilities of an MPO during a security incident or natural disaster. Table 2-2 provides a summary of the potential MPO roles and responsibilities. The purpose of this table is to provide a listing of potential actions for future discussion, rather than to suggest that MPOs should undertake all of the actions shown.

**Table 2-2
MPO Roles and Responsibilities**

Stage of Incident	MPO Roles and Responsibilities
Prevention	<ul style="list-style-type: none"> • Funding new strategies/technologies/projects that can help prevent events • Conducting vulnerability analyses on regional transportation facilities and services • Securing management of data and information on transportation system vulnerabilities • Providing forum for security/safety agencies to coordinate surveillance and prevention strategies • Funding and perhaps coordinating regional transportation surveillance systems that can identify potential danger prior to its occurrence • Coordinating drills and exercises among transportation providers to practice emergency plans • Coordinating with security officials in development of prevention strategies • Hazardous route planning • Disseminating (and possibly coordinating) research on structural integrity in explosion circumstance and standard designs
Mitigation	<ul style="list-style-type: none"> • Analyzing transportation network for redundancies in moving large numbers of people (e.g. modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of travel information systems, strategies for dealing with “choke” points such as toll booths) • Analyzing transportation network for emergency route planning/strategic gaps in network • Providing forum for discussions on coordinating emergency response • Disseminating best practices in incident-specific engineering design and emergency response to agencies • Disseminating public information on options available for possible response • Funding communication systems and other technology to speed response to incident

**Table 2-2 (continued)
MPO Roles and Responsibilities**

Monitoring	<ul style="list-style-type: none"> • Funding surveillance and detection systems • Proposing protocols for non-security/safety agency response (e.g. local governments) • Coordinating public information dissemination strategies • Funding communication systems for emergency response teams and agencies
Recovery	<ul style="list-style-type: none"> • Conducting transportation network analyses to determine most effective recovery investment strategies • Acting as a forum for developing appropriate recovery strategies • Funding recovery strategies • Coordinating stockpiling of strategic road/bridge components for rapid reconstruction
Investigation	<ul style="list-style-type: none"> • Providing any data collected as part of surveillance/monitoring that might be useful for the investigation
Institutional Learning	<ul style="list-style-type: none"> • Acting as a forum for regional assessment of organizational and transportation systems response • Conducting targeted studies on identified deficiencies and recommending corrective action • Coordinating change to multi-agency actions that will improve future response • Funding new strategies/technologies/projects that will better prepare region for the next event

Source: US Department of Transportation

Expanded Environmental/Energy Conservation Factor

This factor was expanded to include the provision to “promote consistency between transportation improvements and state and local planned growth and economic development patterns.”

Chapter IV of the MPO’s 2025 LRTP documents the regional coordination activities that occur as part of the LRTP update process. The Hernando County MPO is one of the four MPOs in the Tampa Bay region that is involved in the regional coordination of transportation planning programs and development of the 2025 Regional LRTP. Hernando County MPO’s LRTP recognizes that “regional coordination and cooperation are integral tasks in the development of a successful regional transportation plan.”¹ Chapter IV of the LRTP, Regional Coordination, clearly outlines the active regional coordination of transportation improvements occurring throughout the Tampa Bay

¹ “Hernando County 2025 Long-Range Transportation Plan Update”, pg. IV-1.

region. The Regional Transportation Plan also includes a forecast of land development over a 20-year planning horizon and a goal specific to “providing a transportation system that contributes to the economic vitality of West Central Florida.”

In addition, Chapter III of the LRTP discusses population and employment growth trends, coordination between existing land uses and the future land use plan and transportation improvements, and the development of socioeconomic data in concert with the County’s future land use plan.

Action: By July 1, 2007, Table II-2 of the LRTP (“Plan Conformance to TEA-21 Factors”) should be updated to reflect additional language for the Environmental/Energy Conservation factor and include reference to regional coordination activities as described in Chapter III (Plan Development Process) and Chapter IV (Regional Coordination) of the LRTP.

4. Strategic Highway Safety Plan

The Hernando County MPO’s 2025 LRTP is consistent with the Vision, Mission, and Goal of the Florida Department of Transportation’s “Strategic Highway Safety Plan” (SSPP), which are as follows:

Vision - To provide a safer surface transportation system for residents, businesses, and visitors.

Mission - The State of Florida, utilizing engineering, enforcement, education, and emergency management will focus resources where opportunities for safety improvements are greatest.

Goal - To improve the safety of Florida’s surface transportation system by achieving a five percent annual reduction in the rate of fatalities and serious injuries beginning in 2007.

Goal 1.3.0, found in Table II-1 of the MPO’s LRTP, specifically addresses providing for the safe movement of goods and people. In addition, Chapter III of the 2025 LRTP, Plan Development Process, provides an overview of safety management activities supported by the Hernando County MPO, including the bicycle and pedestrian safety issues and safety issues related to the C/MMS Plan. The MPO’s “2005 Congestion/Mobility Management System Update” (August 2005) and “2006 Annual Update Congestion Management System” (September 2006) also provide a discussion of the review of traffic crash incidents completed for the MPO completed for 2004 and 2005, respectively.

The SHSP includes four measurable emphasis areas related to crashes that will help to assess performance in the reduction of fatalities and serious injuries over a period of time. The four emphasis areas include:

- Reducing the rate of fatalities and series injuries involving **aggressive driving**.
- Reducing the rate of fatalities and serious injuries **involving lane departures**.
- Reducing the rate of fatalities and serious injuries **occurring at intersections**.
- Reducing the rate of fatalities and serious injuries **involving vulnerable road users such as bicyclists, pedestrians, and motorcyclists**.

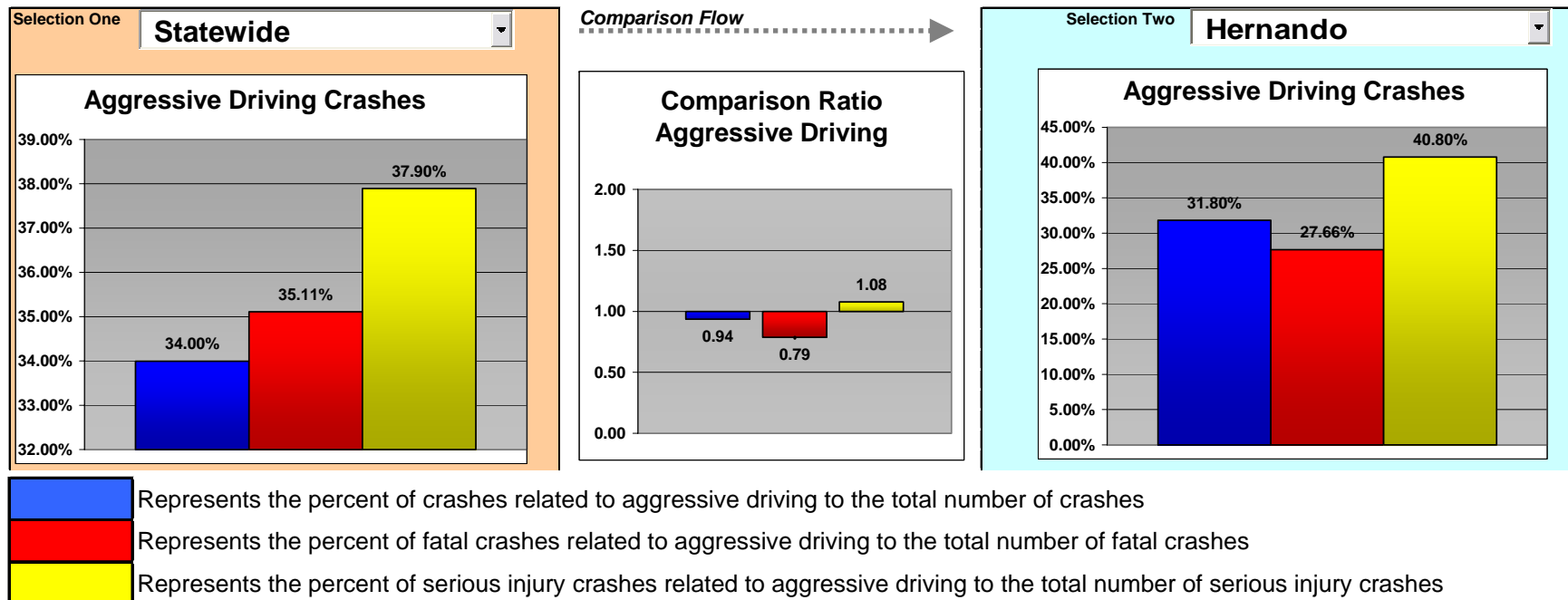
The Hernando County MPO has the ability to compare crash data from 2004 through 2006 for the four emphasis areas (State of Florida versus Hernando County). This tool allows a comparison ratio to be made between the State and County for the four emphasis areas, further indicating how Hernando County compares with the State of Florida in terms of percent of total crashes related to each emphasis area to the total number of crashes, percent of fatal crashes related to each emphasis area to the total number of fatal crashes, and percent of serious injury crashes related to each emphasis area to the total number of serious injury crashes. The following four graphics illustrate the output summaries of the comparisons between crash data for the State of Florida and Hernando County for the four SHSP emphasis areas.

Based on these four outputs, the following comparisons can be made:

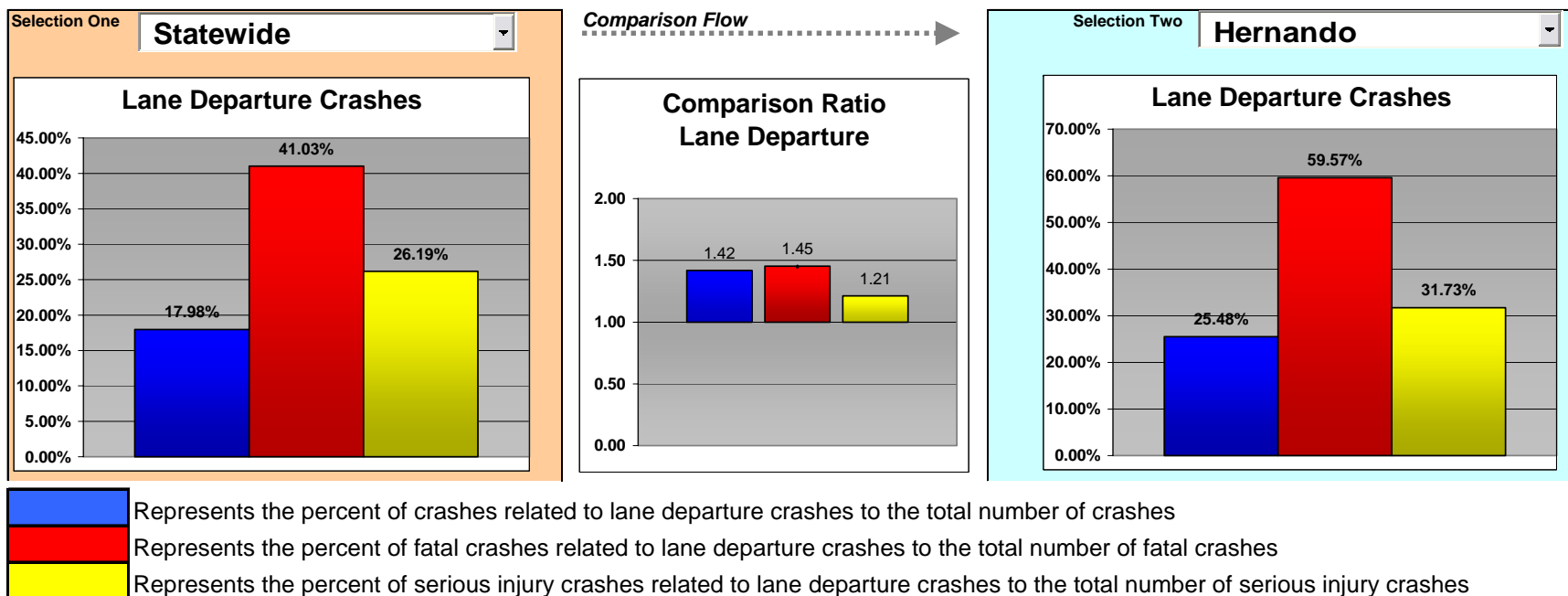
- Hernando County has a ratio of 0.79 to the Statewide average in terms of total fatal crashes related to aggressive driving;
- Hernando County has a ratio of 1.45 to the Statewide average in terms of total fatal crashes related to lane departures,
- Hernando County has a ratio of 0.68 to the Statewide average in terms of total fatal crashes at intersections, and
- Hernando County has a ratio of 0.74 to the Statewide average in terms of total fatal crashes involving vulnerable users such as bicyclists, pedestrians, and motorcyclists.

This type of analysis provides an important tool for Hernando County to monitor crash rates for the four emphasis areas outlined in FDOT's SHSP. It is recommended that the MPO complete this type of analysis annually, as data become available, to monitor trends in crashes both Statewide and in Hernando County and include a discussion of the resulting analysis in future updates of the LRTP. In addition, since Hernando County exceeds the Statewide average, the MPO should focus on helping identify countermeasures to reduce the number of fatal crashes related to lane departures.

**Figure 2-1
Comparison of Aggressive Driving Ratio Output – Florida versus Hernando County (2004 – 2006)**



**Figure 2-2
Comparison of Lane Departure Crashes Ratio Output – Florida versus Hernando County (2004 – 2006)**



**Figure 2-3
Comparison of Intersection Crashes Ratio Output – Florida versus Hernando County (2004 – 2006)**

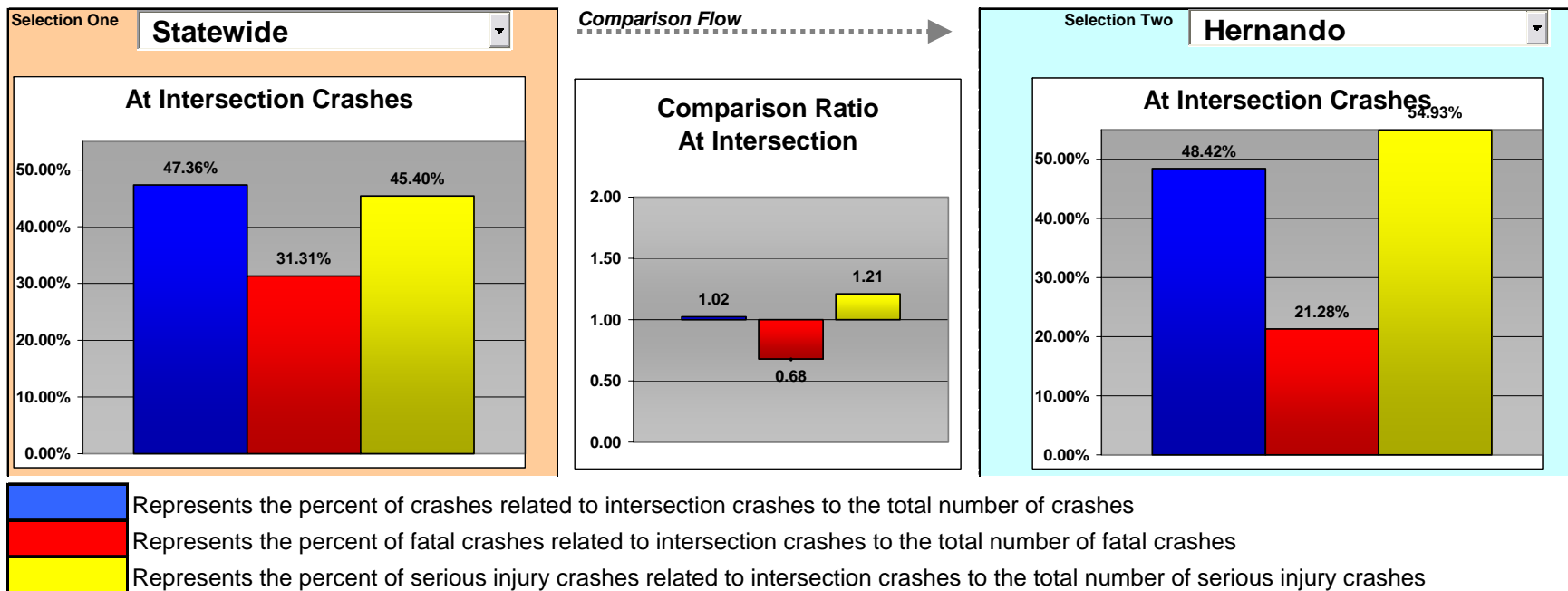
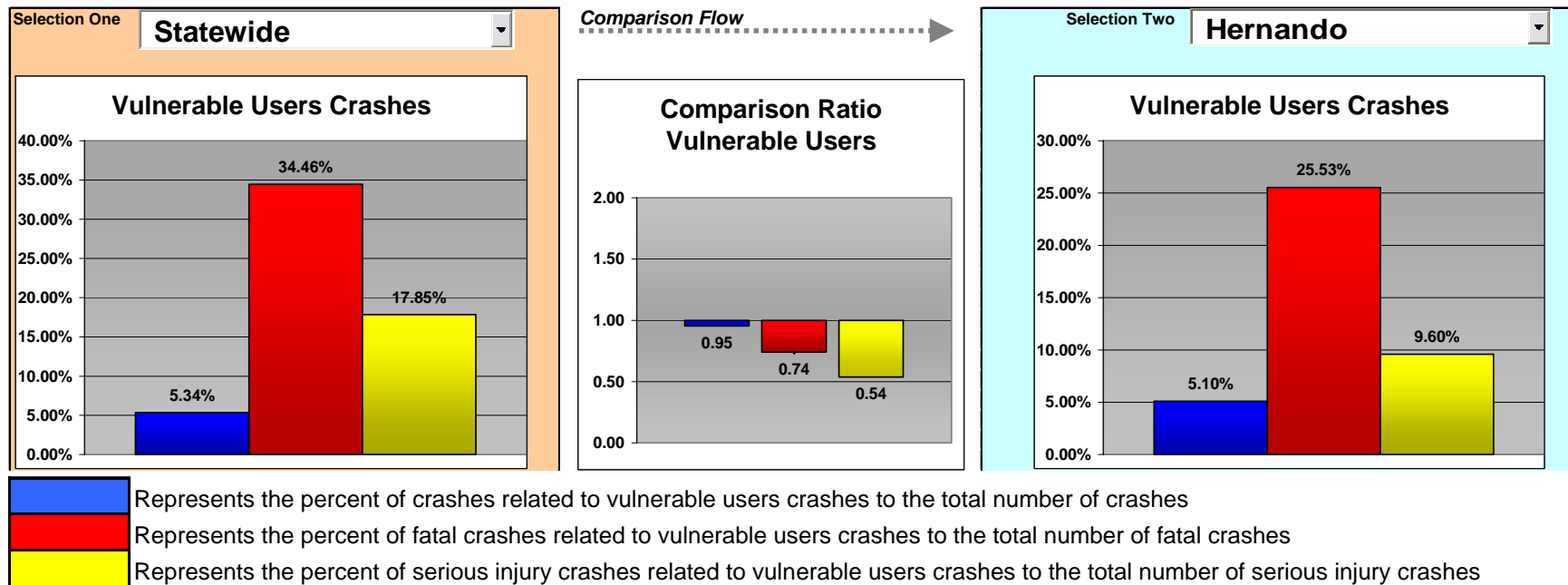


Figure 2-4
Comparison of Vulnerable Users Crashes Ratio Output – Florida versus Hernando County (2004 – 2006)



Action: Although the Hernando County MPO's 2025 LRTP does address the Vision, Mission, and Goal of the SHSP, it is recommended that the following objective be added to Table II-1 of the LRTP by July 1, 2007, to ensure compliance with SAFETEA-LU.

Objective 1.3.7: The Plan is consistent with the Vision, Mission, and Goal of the Florida Department of Transportation's "Strategic Highway Safety Plan."

As previously mentioned, it is recommended that the MPO complete a review of the available crash data on an annual basis, as data become available, to monitor trends in crashes both Statewide and in Hernando County. The MPO should include a discussion of the resulting analysis in future updates of the LRTP, focusing on helping identify countermeasures to reduce the number of fatal crashes related to lane departures.

5. MPO Consultation with State and Local Agencies

Under SAFETEA-LU legislation, the LRTP should include a textual provision for consulting with state and federal environmental protection, tribal government, wildlife management, land management, and historic preservation agencies, as appropriate. The consultation shall involve: 1) a comparison of the LRTP with state conservation plans or maps, if available, or 2) comparison of the LRTP with inventories of natural or historic resources, if available.

Action: By July 1, 2007, the MPO shall develop a brief narrative expressing the process for consultation as discussed above to be incorporated into the MPO's existing Public Involvement Plan (PIP). This narrative shall discuss coordination between appropriate federal agencies, as well as FDOT, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Southwest Florida Water Management District (SWFWMD), and the State's Bureau of Historic Preservation.

6. Transit Major Capital Improvements

Under SAFETEA-LU, a number of changes were made to the FTA's major transit capital investment program known as "New Starts." Among these include the addition of two sub-criteria under the "Justification" criterion for rating and selecting projects to be funded under New Starts. The two additional sub-criteria are shown in italics below.

1. Alternatives Analysis
2. Justification
 - a. *Economic Development Potential*
 - b. *Reliability of Ridership and Cost Forecast*
3. Local Financial Commitment

The New Starts program has also been expanded under SAFETEA-LU to include the "Small Starts" program, in which projects have a total cost of less than \$250 million, and

no more than \$75 million is federally funded, and “Very Small Starts,” for projects that are less than \$50 million in total cost and meet additional criteria specified by FTA. Hernando County does not currently have any major transit capital projects that would qualify under the New Starts, Small Starts, or Very Small Starts programs.

Action: No action is required by the MPO at this time. If, in the future, the Hernando County MPO identifies transit capital projects that could be funded under the New Starts, Small Starts, or Very Small Starts programs, further review of the criteria of the applicable funding program would be appropriate.

7. Environmental Mitigation Activities

Environmental/wildlife preservation issues are very important in Hernando County. To be consistent with the values of the County, as well as to address the requirements of SAFETEA-LU, it is the MPO's responsibility to identify alternative solutions for meeting current and projected future demands, which will provide for a safe and efficient transportation system that meets the mobility needs of the public while limiting the adverse impacts to the human and natural environment. Examples of the human and natural environment are neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and air quality. To assist the MPO with this effort, SAFETEA-LU legislation calls for the inclusion of potential environmental mitigation activities (or strategies, policies, programs, action, and activities) that, over time, will function to circumvent, diminish, or counteract the adverse impacts to or disruption of the human and natural environment associated with the implementation of the LRTP. According to SAFETEA-LU, the environmental mitigation activities identified are intended to be regional in scope and not necessarily project specific.

While a detailed environmental analysis is not required during the LRTP process, the intent of SAFETEA-LU is to identify mitigation strategies that facilitate discussions with environmental resource agencies, such as federal, state, tribal land management, wildlife, and regulatory agencies. While the mitigation strategies and recommendations regarding environmental impacts are considered during the initial long-range planning process, a more detailed environmental analysis of individual projects is required as part of a Project Development and Environmental (PD&E) Study conducted for major roadway and transit projects. At this stage, the scope of any environmental impacts can be ascertained and appropriate environmental mitigation strategies can then be identified. Table 2-3 provides potential environmental mitigation strategies by type of resource.

**Table 2-3
Potential Environmental Mitigation Strategies**

Resource	Potential Mitigation Strategy
Neighborhoods and Communities, Homes and Businesses	<ul style="list-style-type: none"> • Minimize noise impact with sound barriers • Prevent the spread of hazardous materials with soil testing and treatment
Wetlands and Water Resources	<ul style="list-style-type: none"> • Replace or restore wetlands • Submerge or utilize bottomless culverts • Bridge sensitive areas instead of laying pavement directly onto the ground • Improve storm water management
Forested and Other Natural Areas	<ul style="list-style-type: none"> • Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Endangered and Threatened Species	<ul style="list-style-type: none"> • Use selective cutting and clearing • Bridge sensitive areas instead of laying pavement directly onto the ground • Replace or restore forested areas
Air Quality	<ul style="list-style-type: none"> • Control loose exposed soils with watering or canvas sheets • Minimize idling of heavy construction vehicles

Source: Metropolitan Washington Council of Governments

Since this is a new requirement under SAFETEA-LU, the Hernando County MPO LRTP does not currently include a discussion of potential environmental mitigation strategies. The LRTP recognizes the importance of preserving the environmental values of Hernando County through the adoption of Objectives 4.0.1 and 4.0.6 in Table II-1 of the existing LRTP. In addition, the MPO has participated in training of Florida's Efficient Transportation Decision Making (ETDM) process, which includes consideration of potential environmental effects of proposed transportation improvements and has participated in a review of other ETDM projects throughout the region. Although no Hernando projects have gone into the ETDM review process since the adoption of the LRTP, it is the intention of the MPO to utilize the ETDM review process for LRTP projects in the future.

Separate from this compliance review, but also part of the MPO's effort to ensure compliance of the LRTP with SAFETEA-LU, the MPO is in the process of developing maps depicting the potential wildlife corridors and environmentally sensitive areas within Hernando County, which can then be used as an overlay with the proposed transportation improvements to identify potential impacts of the proposed projects.

These maps will act as vital instruments for identifying those projects where environmental mitigation strategies may potentially be needed.

Action: By July 1, 2007, a discussion of potential mitigation activities, such as those previously provided in Table 2-3, will be added to the LRTP to ensure compliance with SAFETEA-LU, which calls for “a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.”

8. Improve Performance through Operational and Management Strategies

As summarized in Chapter III of the LRTP and the MPO’s “2005 Congestion/Mobility Management System Update” (August 2005), the C/MMS provides information on the performance of the transportation system and identifies alternative strategies to alleviate congestion and to enhance the mobility of persons and goods. This information is then used to select priority projects that will reduce congestion and/or improve the overall operation of the transportation system, including increased safety and mobility.

The C/MMS is an integral part of the MPO’s planning process. The MPO works closely with a number of state and local entities, as well as the Transportation Systems Operations Committee (TSOC), which provides technical guidance for the C/MMS process, to identify key issues and strategies to reduce congestion and improve mobility throughout Hernando County. Specific key issues and strategies are documented in the MPO’s “2005 Congestion/Mobility Management System Update” (August 2005).

Action: No action is needed by the MPO at this time. The MPO’s LRTP currently includes operational and management strategies aimed at improving the performance of the existing transportation facilities through the implementation of the C/MMS. Though compliant with SAFETEA-LU legislation, it is recommended that the MPO continue to review the current practices and procedures related to the C/MMS to maximize potential operational and management strategies aimed at continuously improving the overall transportation system.

9. MPO Public Involvement Plan

The Hernando County MPO currently develops a stand-alone Public Involvement Plan (PIP) that outlines the public involvement strategies and processes to be followed during the preparation of all MPO planning projects and plans. The public involvement process outlined in the PIP affords all interested parties the opportunity to be involved in the MPO’s planning process. In addition to the development of a PIP, SAFETEA-LU requires that the PIP be developed by the MPO in consultation with all interested parties. It should be noted that, as a result of an action item from the 2003 major update of the PIP as part of the most recent LRTP update process, the MPO now conducts an annual evaluation of public involvement strategies outlined in the PIP.

Action: By July 1, 2007, the PIP will be modified to ensure compliance with SAFETEA-LU under Compliance Issues #5 and #10. The MPO also will identify interested parties, as described in SAFETEA-LU, to consult with and determine if any improvements to the existing PIP are necessary. As part of its current process, the MPO will continue to update, utilize, and evaluate the PIP to support all applicable MPO planning processes.

10. Employment of Visualization Techniques and Availability of Electronic Documents via the Internet

The Hernando County MPO's PIP currently documents the various public involvement techniques employed during the LRTP and TIP update cycles. These include:

- public workshops and hearings;
- presentations to the MPO Board, Citizen's Advisory Committee (CAC), and Technical Advisory Committee (TAC);
- citizen transportation survey and other public surveys;
- public media news releases;
- regional coordination;
- the environmental justice program;
- maintaining the Hernando County MPO internet website as a forum for providing current information on activities and projects, as well as technical reports, maps, and other information; and
- public involvement efforts targeting traditionally underserved and underrepresented persons.

In addition, the MPO also has traditionally employed visualization techniques, such as large maps, PowerPoint presentations, brochures, and informational packets at public workshops and other public events.

Action: By July 1, 2007, the MPO shall add additional narrative to Section V of the PIP, which outlines the MPO's public involvement strategies. Although the MPO has traditionally used visualization techniques, such as large maps and PowerPoint presentations at public workshops and events, this additional narrative shall specifically address the use of visualization techniques as part of the MPO's public involvement process and should be added to the PIP to ensure compliance with SAFETEA-LU. The narrative to be added to the PIP is provided below.

The MPO is committed to providing visual aids, such as large maps, informational handouts, PowerPoint presentations, etc., at public workshops, public hearings, and other meetings as appropriate, as part of the public involvement process.

11. Locally Coordinated Transit Human Services Transportation Plan

A Locally Coordinated Transit Human Services Transportation Plan (LCHSTP), as defined in SAFETEA-LU, is “a locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.”

In accordance with federal guidance, a LCHSTP must be developed in order to secure federal funding from the following sources: Section 5316 (Job Access and Reverse Commute), Section 5317 (New Freedom Initiative), and Section 5310 (Elderly and Disabled). Because Hernando County would be considered a small urbanized area, the County would apply for these funds directly from FDOT, which would require the developed of a coordinated plan. The LCHSTP can be developed as part of the MPO normal planning processes but must include a focused public involvement effort. Ultimately, projects selected to funding as part of the LCHSTP will need to be identified in the MPO’s LRTP and subsequently the TIP.

Action: Since the Hernando County MPO has elected to not prepare a LCHSTP, no action is necessary at this time. If the MPO decides to develop a LCHSTP to secure future federal funds as discussed above, a reference to the LCHSTP should be included in the subsequent update of the LRTP for informational purposes.

12. Annual Listing of Projects

No later than 90 calendar days following the end of the program year, the State and the MPO cooperatively develop a listing of roadway, transit, and other projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. Under SAFETEA-LU, investments in pedestrian walkways and bicycle transportation facilities are now included in the Annual Listing of Projects. Currently, FDOT compiles the Annual Listing of Projects for MPOs throughout the State for all applicable projects that received designated federal funding in the preceding program year. This list is available via the internet on the State of Florida’s official website (www.MyFlorida.com). Currently, the MPO’s TIP includes a reference to the Annual Listing of Projects and where this information can be found online.

Action: No specific action on the part of the MPO is required by July 1, 2007. However, to ensure that the Hernando County MPO’s Annual Listing of Projects is compliant with SAFETEA-LU, the MPO shall continue to coordinate with FDOT to ensure that a listing of bicycle transportation facilities and pedestrian walkway projects that received designated federal funding in the preceding program year are included in the Annual Listing of Projects.

13. Four-Year Conformity Cycle

According to the current TIP, the Hernando County MPO was reapportioned by Governor Bush on February 2004. Thus far, the MPO has only participated in the self-certification process, the last of which occurred in May 2006. The MPO is currently in the process, which is expected to be complete in May 2007.

Action: No action is required by the MPO at this time. The MPO shall continue to conduct its annual certification process for the TIP.

14. Consideration of the Congestion Management Process in Traffic Management Areas

The primary purpose of a Congestion Management Process (CMP) (renamed under SAFETEA-LU from Congestion Management *System*), is to provide information on the performance of a transportation system and to identify alternative strategies to alleviate congestion and enhance the mobility of persons and goods. The information developed as part of this process is used in the prioritization of projects and decision-making process to identify strategies for reducing demand and improving the operations of the system. Figure I-1 of the MPO's "2005 Congestion/Mobility Management System Update" (August 2005) documents this process as part of the MPO's overall planning process. Under SAFETEA-LU, the CMP should be a key element of the LRTP. Although the Hernando County MPO is not within the designated Transportation Management Area (TMA), which includes Pinellas, Hillsborough, and Pasco counties, the MPO still incorporates the C/MMS into its planning process.

Action: By July 1, 2007, the MPO shall develop a brief narrative for inclusion in the LRTP that identifies that the C/MMS serves as the MPO's CMP, as stipulated by SAFETEA-LU. Only this brief narrative tying the C/MMS and CMP together is necessary, as the existing LRTP clearly documents the MPO's CMP through its Congestion/Mobility Management System. Subsequent updates of the LRTP should continue documenting the efforts of the C/MMS and resulting improvements aimed at reducing congestion and improving mobility.

15. Inclusion of Pedestrian Walkway and Bicycle Transportation Enhancement Activities

Previously, TEA-21 called for the identification of pedestrian walkway and bicycle transportation facilities in the LRTP. Under SAFETEA-LU, pedestrian walkway and bicycle transportation enhancement projects must now be included. Objectives 1.2.5, 1.2.8, and 3.0.2, listed in Table II-1 of the 2025 LRTP reference the consideration of enhancement and protection of the County's bicycle/pedestrian system. Objective 1.2.9 supports the inclusion of both new and improved bicycle and pedestrian facilities in the project prioritization system. In addition to identifying existing bicycle and pedestrian

facilities as part of the LRTP (see Maps III-12 and III-13 of the 2025 LRTP), the Hernando County MPO has identified future bicycle and pedestrian projects in the 2025 Cost Affordable Plan (see Maps V-9, V-10, and V-13 of the 2025 LRTP).

It is the current policy of both Hernando County and the MPO to include bicycle facilities and pedestrian walkways in the form of sidewalks as part of future highway expansion projects in the urbanized portions of the county. Enhancement projects selected for inclusion in the 2025 Cost Affordable Plan are prioritized for inclusion in the 2025 Cost Affordable Plan, in part, based on community input received from the MPO's Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), and Bicycle Pedestrian Advisory Committee (BPAC).

Action: No action is required by the MPO at this time. The MPO has clearly documented potential pedestrian walkway and bicycle transportation enhancements in Chapter V the 2025 LRTP.

16. Inclusion of Proposed Transportation and Transit Enhancement Activities

Previously, TEA-21 called for the inclusion of proposed transportation enhancement activities in the LRTP. Under SAFETEA-LU, transit enhancement activities also must now be included. Objective 1.2.7 listed in Table II-1 of the 2025 LRTP stipulates that the LRTP will “address and promote the use of mass transit as a viable alternative for transportation and provide for the security of its users.” Objective 1.2.9 supports the inclusion of both new and improved bicycle and pedestrian facilities in the project prioritization system. Prior to being mandated under SAFETEA-LU, the MPO included proposed transit enhancement activities in both the 2025 Needs Plan (see Maps V-6 and V-8 of the 2025 LRTP) and the 2025 Cost Affordable Plan (see Map V-7 of the 2025 LRTP).

Action: No action is required by the MPO at this time. In addition to identifying proposed transportation enhancement activities, the MPO has clearly documented proposed transit enhancement activities in Chapter V of the 2025 LRTP.

ADDITIONAL SAFETEA-LU COMPLIANCE REQUIREMENTS

The Florida Department of Transportation (FDOT) District 7 office has developed a list of SAFETEA-LU compliance requirements specific to MPOs in this District, based on guidance received from FHWA. In addition to the new or revised requirements previously discussed in this document, Table 2-4 presents additional compliance requirements from SAFETEA-LU that existed under TEA-21 (although the language may have been amended under SAFETEA-LU, the basic premise of these requirements is the same as TEA-21). As part of this effort, these existing requirements also were reviewed to ensure that the MPO's planning documents are in compliance with these provisions. The following table provides a summary of these requirements, as well as documentation of their compliance.

**Table 2-4
Documentation of Compliance with Additional Planning Requirements**

#	Applicable Section	Federal Law Requirements	Included:		Reference
			Yes	No	
1	23 CFR 450.322 (f)(1-2)	The Plan must identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, <u>and intermodal connectors</u>) that function as an integrated system, giving emphasis to facilities that serve important national, state, and regional transportation functions.	x		LRTP Chapter V
2	23 CFR 450.322 (f)(1-2)	Identify adopted congestion management strategies including, as appropriate, traffic operations, ridesharing, pedestrian and bicycle facilities, alternative work schedules, freight movement options, high occupancy vehicle treatments, telecommuting, and public transportation improvements (including regulatory, pricing, management, and operational options), that demonstrate a systematic approach in addressing current and future transportation demand.	x		LRTP Chapters III & V; C/MMS Report
3	23 CFR 450.322 (f)(1)	The Plan must identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.	x		LRTP Chapter V
4	23 CFR 450.322 (f)(10) & (ii)	The Plan must include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that can be made available to carry out the plan. Include transit operators in the cooperative development of funding estimates for the financial plan.	x		LRTP Chapter V
5	23 CFR 450.322 (f)(5)	The Plan must include an assessment of capital investment and other strategies to preserve the existing and future transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.	x		LRTP Chapter V
6	23 CFR 450.322 (f)(4)	Consideration of the results of the congestion management process in TMAs.	x		LRTP Chapter III; C/MMS Report

**Table 2-4
Documentation of Compliance with Additional Planning Requirements**

#	Applicable Section	Federal Law Requirements	Included:		Reference
			Yes	No	
7	23 CFR 450.322 (f)(6)	Describe proposed improvements in sufficient detail to develop cost estimates.	x		LRTP Chapter V
8	23 CFR 450.322 f(3)-(f)(6)	Reflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all ongoing major transportation investments.	x		LRTP Chapter V
9	23 CFR 450.322 (e)	Plan update process shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan.	x		Chapters III & V