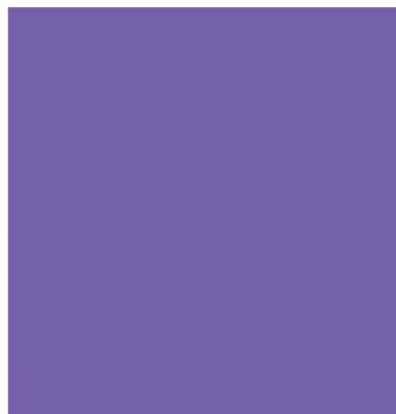
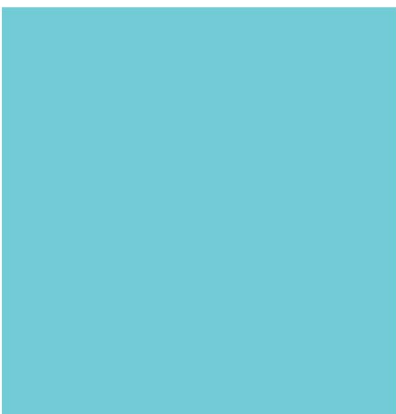


PASCO COUNTY MPO 2024 Public Participation Plan

Adopted: August 8, 2024





Pasco County Metropolitan Planning Organization (MPO)

West Pasco Government Center,
8731 Citizens Drive, New Port Richey, FL 34654
Phone: 727-847-8140 (Main MPO Desk)

TTY: 800-955-8771: ADA Service Supports Deaf, Hard of Hearing or Speech Disabled

www.pascocountyfl.net/services/mpo

This document contains tables, charts, and maps. If you need assistance with reviewing the information provided, for any reason, or due to a disability, please contact the MPO directly at 727-847-8140.

Pasco County MPO Board Members as of June 2024

The Honorable Matt Murphy (MPO Chair)
Councilmember, City of New Port Richey

The Honorable Seth Weightman
County Commissioner, District 2

The Honorable Scott Black (MPO Vice-Chair)
Mayor, Dade City

The Honorable Kathryn Starkey
County Commissioner, District 3

The Honorable Lance Smith
Councilmember, City of Zephyrhills

The Honorable Lisa Yeager
County Commissioner, District 4

The Honorable John Eric Hoover
Mayor, City of Port Richey

The Honorable Jack Mariano
County Commissioner, District 5

The Honorable Ron Oakley
County Commissioner, District 1

Mr. David Gwynn, P.E. (Non-voting Advisory)
FDOT, District Seven Secretary

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration (U.S. Department of Transportation) under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104(f)), of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority for the MPO that all citizens of Pasco County be given the opportunity to participate in the transportation planning process, including low-income individuals, the elderly, persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist by calling (727) 847-8140 if you have any discrimination complaints.



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Quick Reference Guide to MPO Participation



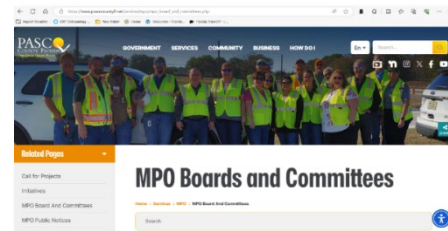
Websites

Pasco County MPO Activities and Public Notices

www.pascocountyfl.net/services/mpo/index.php

Information on the MPO's activities: Plans, Programs, Public Notices, Committees, and MPO Board.

Ask the MPO a question or comment using mpocomments@pascocountyfl.net

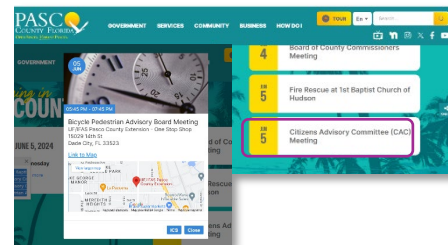


Pasco County Official Website

www.pascocountyfl.net

Includes details on upcoming meetings for the MPO, including locations and times.

- CAC (9:30 am), TAC (1:30 pm), BPAC (5:45 pm) all meet on the **same day at the same location.**

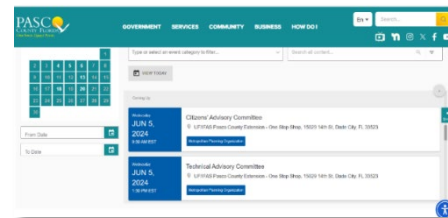


Pasco County Website: MPO Meetings and Agendas

www.pascocountyfl.net/government/agendas_minutes.php

Dates, locations, video links are provided on the County Calendar. Committee meetings and MPO Board meetings are **in-person**. Time for public comment is open at the beginning of each meeting.

Contact the MPO directly if you need assistance with an agenda question: (727) 847-8140



Attend an MPO Board Meeting

In-Person

Public comment is invited at the beginning of each MPO Board meeting.

<https://pascocofl.portal.civicclerk.com>

Watch Live on Pasco County YouTube

www.youtube.com/@PascoCountyGovernment





Follow Pasco County on Facebook, X, Instagram, YouTube, and Nextdoor

Facebook | facebook.com/PascoCounty

X | twitter.com/pascocountypio?lang=en

Instagram | instagram.com/pascocountygov

YouTube | www.youtube.com/@PascoCountyGovernment

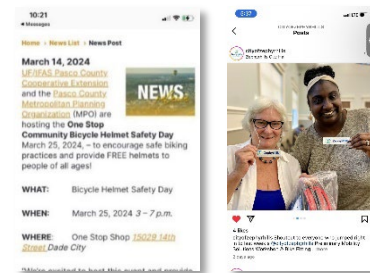
Nextdoor | <https://nextdoor.com/agency-detail/fl/new-port-richey/pasco-county-government/>



Download the MyPasco App

Pasco County News – MPO Press Releases

Visit the **NEWS** section of the Pasco County website for **Press Releases** for MPO activities
www.pascocountyfl.net/newslist.php



Attend an MPO Advisory Committee

Public comment is always appreciated at the beginning of each meeting.

- Citizens Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Bicycle/Pedestrian Advisory Committee (BPAC)
- Transportation Disadvantaged Local Coordinating Board (TDLCB)

Join a Committee
 The application form is provided on the MPO’s website:
www.pascocountyfl.net/services/mpo/index.php



Participate on the FDOT’s Pasco County Traffic Safety Team

www.tampabaytrafficsafety.com/education/ctst/pasco-ctst/

Team engages the public with help from many partners including: FDOT, Pasco County Sheriff’s Office, and Pasco County School Board to identify and address safety issues and support safety education for all ages.





Overview of Public Participation Opportunities

Background

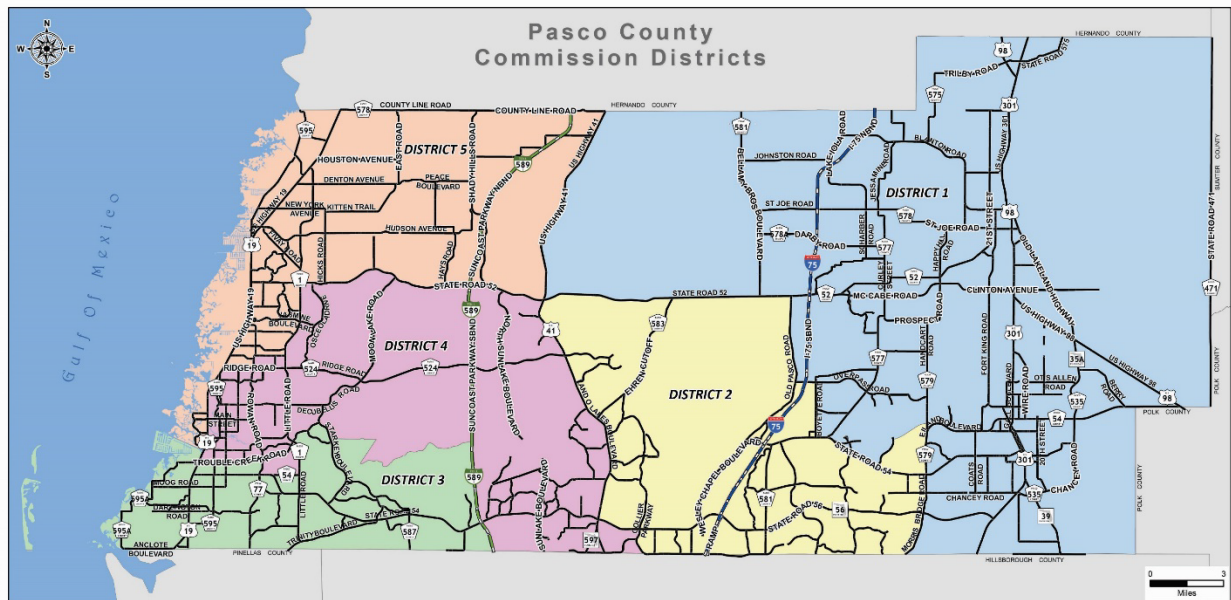
The Federal-Aid Highway Act of 1973 established the requirements that every urbanized area with a population of more than 50,000 persons must have a designated MPO to qualify for federal highway or transit assistance (23 Code of Federal Regulations (CFR) 450.310(a)).

The Pasco County Metropolitan Planning Organization (MPO) was established in 1982. The MPO's primary functions are transportation planning and project programming. It serves the residents of Pasco County as a federally-funded agency responsible for considering growth and future transportation needs with at least a twenty-year horizon.

The annual planning and programming fiscal year for the Pasco MPO is **October 1 to September 30.**

The Pasco County MPO serves Pasco County and the following municipalities: Zephyrhills, San Antonio, St. Leo, New Port Richey, Port Richey, and Dade City. The MPO is comprised of an MPO Board including elected officials with one representative from each of the four City governments and all five County Commission Districts.

Map 2-1: Pasco County Commission Districts



QR Code to Pasco Mapper



- District 1 - Ron Oakley
- District 2 - Seth Weightman
- District 3 - Kathryn Starkey
- District 4 - Lisa Yeager
- District 5 - Jack Mariano

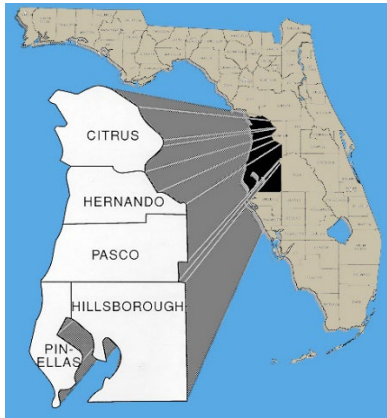


Serving Our Community to Create a Better Future

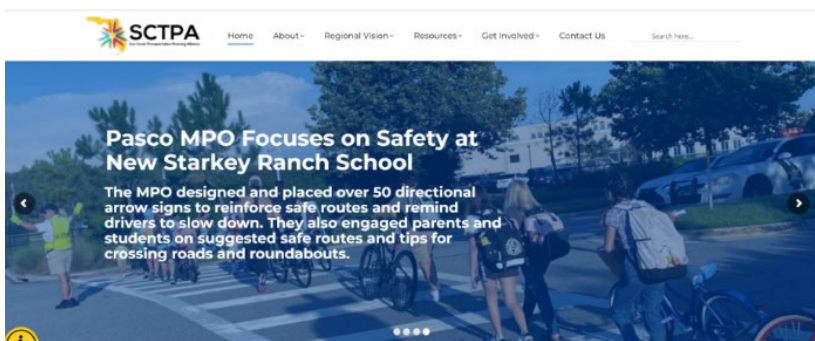
This map is for informational purposes only. The data contained herein is not intended for any legal use. This data does not represent the official record of the County. The Pasco County Board of County Commissioners does not warrant the accuracy of the data or the results of any use of the data. The user assumes all liability for any use of the data. Date Revised: 11/17/2024 1:52 PM Document Path: \\GIS\Data\Information\MCD\Commission\Commission\Districts\Map_20240521\Commission\DistrictsMap_20240521.aprx Author: dolbow



The Pasco County MPO is located within the Florida Department of Transportation’s (FDOT), District Seven, which encompasses five counties: Citrus, Hernando, Pasco, Pinellas and Hillsborough. The Pasco County MPO works diligently with Pasco County Departments, FDOT D7, adjacent counties, the Hernando/Citrus MPO, the Hillsborough TPO and Forward Pinellas (MPO) to consider the future needs of the region.



The Pasco MPO also participates in the Sun Coast Transportation Planning Alliance (SCTPA): [TMA Leadership Group – Sun Coast TPA](#). The SCTPA includes eight counties working together to consider regional project needs.



A subcommittee of the SCTPA is the Tampa Bay Transportation Management Area (TMA) Leadership Group. TMAs are a federal designation by the U.S. Census Bureau (updated every 10 years) for urbanized areas (UZAs) with populations exceeding 200,000.

The Pasco MPO is in the Tampa Bay TMA Leadership Group, which is the tri-county urbanized core of the region. Comprised of three representatives each from the Pinellas, Hillsborough and Pasco County MPO boards, the Tampa Bay TMA Leadership Group meets regularly to develop consensus on regional transportation priorities and is open to the public.

The SCTPA invites public participation. [TMA Leadership Group – Sun Coast TPA](#) website includes details that explain the function of this regional planning group, meeting dates and times, and how the Pasco MPO participates as a regional partner.



Pasco County MPO Functions

Statewide and metropolitan planning processes are governed by federal law and applicable state and local laws, specifically if federal highway or transit funds are used for transportation investments. The United States Department of Transportation (USDOT) relies on MPOs to develop plans and programs to ensure that existing and future expenditures of governmental funds are based on the 3-C engagement process: continuous, cooperative, and comprehensive.

The USDOT will only approve federal funding for transportation projects in Pasco County if they are in plans and programs adopted by an MPO Board and include input from Pasco residents. The MPO acts as the liaison among the local communities in Pasco County and the USDOT. The local USDOT representative, the FDOT, supports the Pasco MPO’s efforts to ensure the development of transportation plans that represent local needs and desires.

All Interested Parties May Participate

The Florida Statutes (FS), Chapter 339.155 includes a listing of how the state and federal government define an interested party. The focus of the Pasco MPO’s engagement strategies, as outlined in this PPP document, is to ensure that all persons, regardless of race, color, religion, familial and income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the MPO’s planning process.



Pasco MPO Plans and Programs

The MPO’s planning program is administered by the Pasco County Planning and Development Department (PDD) and is funded by federal grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) (both part of USDOT). The funds pass through the FDOT, including potential future state funds, and local funds from Pasco County’s resources. The Pasco MPO is responsible for engaging the public to develop and program priority projects addressing all modes of transportation: highway, transit, aviation, freight, rail, bicycle, and pedestrian.

The Pasco MPO creates planning documents that are adopted by the MPO Board detailing short-term (1 to 5 yrs.) and long-term (5 to 20+ yrs.) transportation needs as developed based on 20-year growth projections. The MPO works with local, state and federal partners to match these needs with available and projected funding sources to create cost affordable projects that move forward into County (Capital Improvements) and State (Five-Year Work Programs) programming.

As defined by federal and state transportation regulation, the primary functions of the Pasco County MPO are as follows:

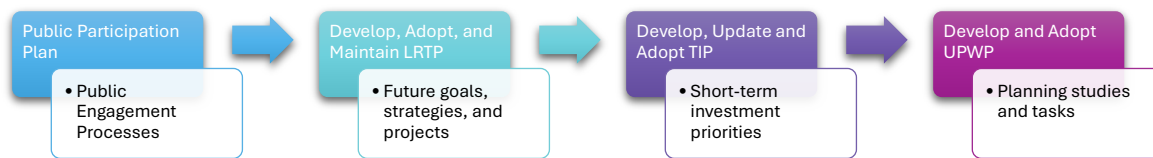
- Prepare and adopt a Public Participation Plan (PPP), which describes how the MPO involves the public and stakeholder communities in transportation planning. **The PPP is not project specific. It is an overall strategy for the MPO to follow when conducting all of its activities.**

Any updates to the PPP require a **45-day comment period**, per federal guidelines.



- Direct the preparation of, adopt, and maintain the long-range and short-range projects and strategies of the Long-Range Transportation Plan (LRTP) which addresses no less than a 20-year planning horizon. The LRTP must include a detailed public involvement plan (PIP) that is based on the MPO’s PPP goals and includes schedules and activities specific to the LRTP.
- Update and recommend projects for implementation through the MPO Board’s adoption of the Transportation Improvement Program (TIP), a five-year (4 yrs. federal, fifth year per Florida requirements) program for intermodal improvements that is used by the FDOT to create a Statewide TIP (STIP) detailing the programming of MPO projects in Florida.
- Develop and adopt a Unified Planning Work Program (UPWP) that identifies activities and budget per planning activities to be undertaken in the metropolitan area by the MPO.

Figure 2-1: MPO Primary Activities



Transportation Disadvantaged Local Coordinating Board and TDSP

Based on legislation (Chapter 427, F.S. and Rule 41-2, Florida Administrative Code [F.A.C.]) passed in 1989, the Pasco County MPO is the Designated Official Planning Agency (DOPA) charged with carrying out transportation disadvantaged (TD) legislation and planning functions. As part of this responsibility, the Pasco MPO produces the Transportation Disadvantaged Service Plan (TDSP).

In October 1990, the Pasco County MPO recommended GOPASCO to be the Community Transportation Coordinator (CTC) for Pasco County. The statewide Commission for the Transportation Disadvantaged (CTD) approved the recommendation and GOPASCO remains the CTC to this day. The Pasco MPO and GOPASCO share various TD responsibilities, such as hosting the quarterly meetings and holding the required public workshops. GOPASCO coordinates the TD services with all participating local for-profit and not-for-profit transportation providers operating in Pasco County.



Information on the TDLCB members, ways to participate in the process, and the Pasco MPO’s role in coordinating transportation services for the disadvantaged residents in Pasco County is available on the MPO website: www.pascocountyfl.net/services/mpo.

The website for the Florida Commission of the Transportation Disadvantaged (CTD): [CTD Home \(fdot.gov\)](http://CTD Home (fdot.gov)) is also very helpful in outlining the statewide program and ways residents can participate in the process.



Coordination with FDOT

The FDOT District Seven (hereafter referred to as District Seven), annually develops a *Five-Year Work Program* in accordance with Section 339.135 F.S. District Seven’s Work Program is for all five counties, and details how state and federal transportation and transit funds will be spent locally and regionally.

The FDOT’s Work Program covers expenditures from **July 1 to June 30** each year. The MPO’s plans and programs cover **October 1 to September 30** each year. The different fiscal year funding cycles permit the FDOT to incorporate plans and programs from statewide MPOs and to match these requests with projected federal and statewide funding sources.

The FDOT’s *Five-Year Work Program* can be viewed at this website: [FDOT OWPB - WP Reports; 5 Year Work Program \(state.fl.us\)](https://www.flhwy.com/OWPB/OWPB-Reports-5-Year-Work-Program). The development of the District Seven’s, *Tentative Five-Year Work Program* involves extensive coordination with local governments across Tampa Bay, including the Pasco MPO, and other city and county officials in five counties. During the annual development of the document, public hearings are conducted that present the FDOT’s *Tentative Five-Year Work Program* and invite public comment prior to adoption. District Seven notifies the public directly and the Pasco MPO invites its residents to participate in these virtual and in-person meetings.

How to Participate in the FDOT Work Program

Pasco County residents can provide input when the Pasco MPO is preparing a List of Project Priorities (LOPP) to be considered for funding in District Seven’s *Tentative Five-Year Work Program*. In Pasco, the MPO develops its LOPP from February through May, with adoption no later than June 30.

Visit the District website for dates and other details: The *FDOT’s Five-Year Work Program* website: [FDOT OWPB - WP Reports; 5 Year Work Program \(state.fl.us\)](https://www.flhwy.com/OWPB/OWPB-Reports-5-Year-Work-Program) or visit the FDOT Public Notices [webpage](#).

The FDOT reviews the Pasco MPO’s LOPP and matches existing and projected state and federal funding to projects (all modes). The LOPP is not a guarantee that all projects will move forward into the FDOT’s funding process. However, it provides the FDOT with a priority listing as adopted by the MPO Board.

Starting in late July of each year, District Seven drafts the *Tentative Five-Year Work Program* in preparation for public hearings. Comments are invited at the public hearing, in writing, or by telephone during the public comment period.

Another opportunity to provide input is early in the year when the Florida Transportation Commission (FTC) holds the statewide public hearing for the *Tentative Five-Year Work Program*. For more information, visit the FTC [website](#).

District Seven’s *Tentative Five-Year Work Program* is then signed by the FDOT Secretary and becomes District Seven’s *Adopted Five-Year Work Program* on July 1 of each year.





FDOT’s MPO Program Management Handbook

The FDOT provides an *MPO Program Management Handbook* that best describes the annual cycle of planning and programming.

Figure 2-2: Statewide and Metropolitan Planning Processes



Source: FDOT’s MPO Program Management Handbook

Updated periodically, this guide provides details on the procedures, policies, and timelines for the purpose of developing MPO planning and programming products that are required by federal and state laws, as well as the related administrative requirements MPOs and the FDOT must meet. Please see website: [MPO Program Management Handbook \(fdot.gov\)](https://www.fdot.gov/mpo-program-management-handbook).

For more information and resources on the most used acronyms for MPO public participation see **Appendix A: Pasco MPO Commonly Used Acronyms for Public Participation**. For a summary of the federal and state legislation that guides the MPO’s process for public involvement, see **Appendix B: Overview of Federal and State Requirements Addressing MPOs and Public Participation**.

Federal Certification of Pasco MPO

In addition to the annual updates to its plans and programs, the Pasco County MPO participates in a federal quadrennial certification process as part of the Tampa Bay Transportation TMA along with Forward Pinellas (MPO) and the Hillsborough TPO. The Tampa Bay TMA was part of a quadrennial review conducted in early 2021.

As part of the **Tampa Bay TMA, the Pasco MPO was certified through federal review in June 2021 and MPO Certification will remain in effect through June 2025.**

“The FHWA and the FTA jointly certify that the planning process of the Pasco County MPO substantially meets the federal planning requirements in 23 CFR 450, Subpart C.”

The next quadrennial certification process of the Tampa Bay TMA will be conducted in 2025. The Pasco MPO’s website will list the dates of the review and how the public can participate in the process.



Participation Opportunities

Pasco County MPO Board

The Pasco County MPO website is the best place to start for ways to provide input.

[MPO Boards and Committees \(pascocountyfl.net\)](http://pascocountyfl.net)

The public is invited to attend the MPO Board meetings. **In-person** public comments are accepted at the beginning of each meeting. A link to watch a live MPO Board meeting or previously recorded meetings is provided through Pasco County YouTube: [Pasco Metropolitan Planning Organization Meeting \(MPO\) \(youtube.com\)](https://www.youtube.com/watch?v=...).

The MPO Board meetings are rotated to provide access to all interested persons. The meetings are generally held monthly, except in the summer, so please check for dates, locations and times:

Pasco County Government Center (Served by GOPASCO)



8731 Citizens Dr, New Port Richey, FL 34654

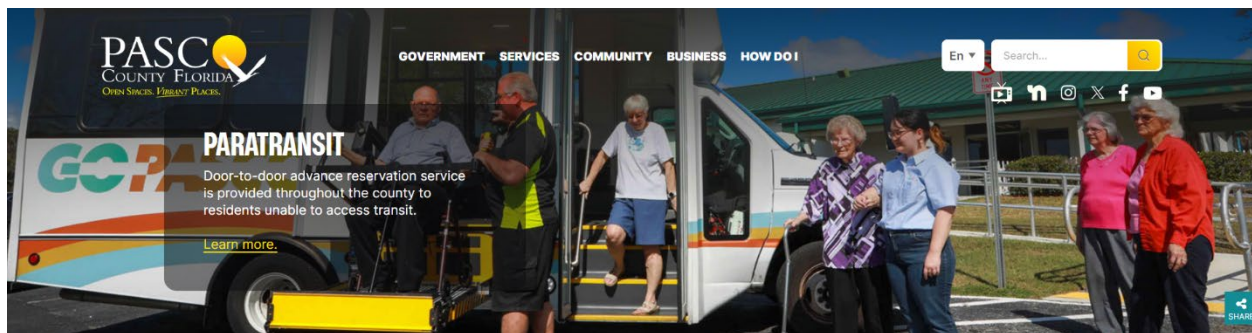
Pasco County Historic Courthouse in Dade City (Served by GOPASCO)



37918 Meridian Ave, Dade City, FL 33525

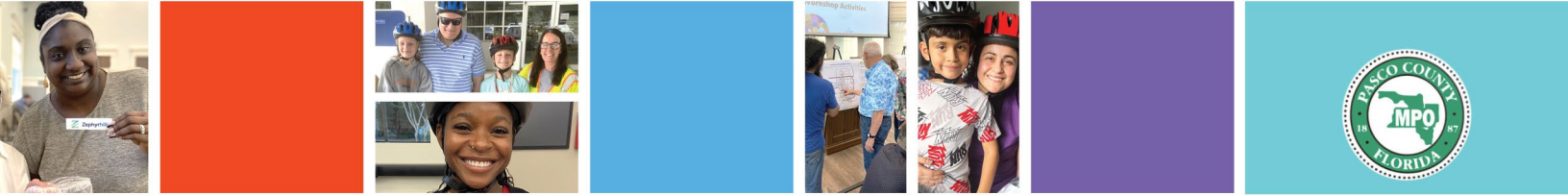
GOPASCO Contact Information

www.pascocountyfl.net/services/gopasco/index.php



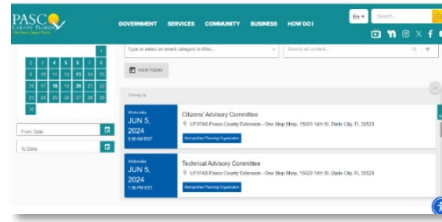
Pasco County MPO Committees

All committee meetings are held **in-person**. The public is invited, and public comment is accepted at the beginning of the meetings. The MPO hosts the committee meetings a week prior to the MPO Board meetings. The meetings are rotated across the county to provide access to all.



Committee Meetings
Check the MPO Website for meeting information

www.pascocountyfl.net/government/agendas_minutes.php



Citizens Advisory Committee

The Citizens Advisory Committee (CAC) is a required MPO committee created to serve as a review and advisory body to the MPO in the 3-C process: comprehensive, cooperative, and continuing transportation planning. The CAC is comprised of private individuals representing a broad spectrum of social and economic backgrounds and interests in transportation. The purpose of the CAC, as representatives of the residents of Pasco County, is to review and make recommendations to the MPO Board on short- and long-range plans, programs, and special studies. If interested in participating, a Committee application is on the website.



Technical Advisory Committee

The Technical Advisory Committee (TAC) is a required MPO function to serve as a review and advisory group to the MPO Board on technical matters relating to transportation. Members of the Committee consist of professional and technical planners, engineers, and other appropriate officials. The TAC reviews and makes recommendations to the MPO Board on both short- and long-range transportation issues, safety concerns, studies, reports, Plans, and Programs.



Bicycle/Pedestrian Advisory Committee

The Bicycle/Pedestrian Advisory Committee (BPAC) is a recommended advisory committee that the MPO has chosen to support. The BPAC's overall mission is to encourage and promote facilities for cycling and walking by promoting public awareness, addressing safety, and reviewing projects that extend facility connectivity. The BPAC makes recommendations to the MPO Board regarding the MPO's plans and programs, with a focus on matters concerning bikeway and pedestrian systems. If interested in participating, a Committee application is on the website.



In 2023, the MPO was awarded a federal Safe Streets and Roads 4 All Grant (SS4A). The SS4A funding will help the MPO develop a Comprehensive Safety Action Plan addressing both active transportation and systemwide transportation safety projects. The BPAC will take an active role in consideration of projects for safety.



Transportation Disadvantaged Local Coordinating Board

The primary purpose of the Transportation Disadvantaged Local Coordinating Board (TDLCB) is to identify local service needs and provide advice and direction to the Community Transportation Coordinator (GOPASCO) on the coordination of services to be provided to the TD pursuant to Chapter 427.0157, F.S. and Rule 41-2, Florida Administrative Code (FAC). The MPO is the designated official transportation disadvantaged planning agency for Pasco County.



The TDLCB must meet quarterly and hold one public hearing annually (usually in May) to share ideas on transportation services in Pasco County. The MPO provides the public notification for this meeting. In addition, all other quarterly TDLCB meetings include public comment periods.

The primary document produced by the Pasco MPO is the Transportation Disadvantaged Service Plan (TDSP). Updates to the TDSP, if needed, are presented at the annual TDLCB.



FDOT's Pasco County Traffic Safety Team

The Pasco MPO supports the FDOT's Pasco County Traffic Safety Team (CTST) including providing staff to Chair the meetings. The FDOT's Pasco CTST was formed in June 1997 and covers Pasco County and the cities of New Port Richey, Port Richey, Zephyrhills, and Dade City. The Safety Team is sponsored by the District Seven. The FDOT has similar Traffic Safety Teams in other counties within District Seven and they meet annually for regional coordination.

The public is invited to participate at these meetings which are held both in-person and virtually. Please see the website: <http://tampabaytrafficsafety.com> for more information. The meetings address safety concerns in Pasco County and have numerous agencies represented such as the Pasco County Sheriff's Office, the Pasco County School Board, and HCA Florida Bayonet Point Hospital.





MPO Plans and Programs

Public involvement is encouraged at all stages of the transportation lifecycle. There is tremendous value in emphasizing the benefits of public outreach and participation at these early stages as the public may evaluate the options and provide the necessary input before a project goes to the funding and implementation stages.

Innovate Pasco 2050 Long Range Transportation Plan

The Pasco County MPO invites everyone to participate in the development of the MPO’s long-range transportation plan (LRTP). The MPO must develop an LRTP that addresses no less than a 20-year planning horizon. The Pasco MPO LRTP considers 25 years. The LRTP must include long and short-range strategies consistent with federal, state, and local goals and objectives.



The Pasco MPO syncs the update to its Public Participation Plan (PPP) with the conduct of the LRTP to ensure the goals of public engagement are followed throughout the LRTP process.

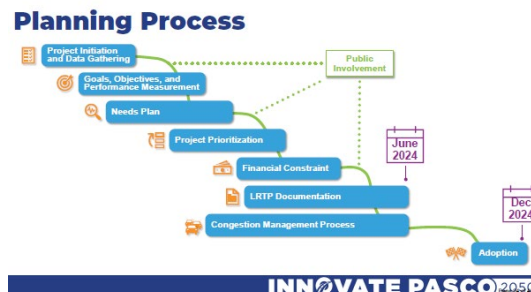
The Innovate Pasco 2050 LRTP, conducted over several months with a required adoption by December 2024 has a dedicated website: [Innovate Pasco 2050 LRTP Project Website](#). The website details all of the activities and planning analyses conducted to update and adopt the MPO’s latest LRTP, which is required at least every five years.

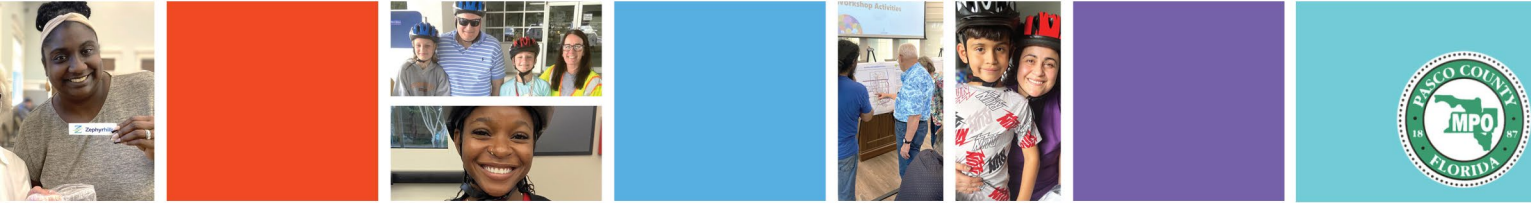
The Engagement Hub

The Innovate Pasco 2050 Engagement Hub shows how to join the mailing list and outlines the MPO’s activities and LRTP phases inviting public input. This 2050 LRTP (adoption by December 2024) will remain linked to the MPO’s website until the next LRTP cycle begins, with a required adoption by end of 2029.



The LRTP countywide Engagement Hub includes results from on-line surveys, along with demographics and project information. The LRTP outreach included numerous committee meetings, stakeholder workshops, local group engagements and presentations to the MPO Board to incorporate local ideas and comments on current and future needs.





List of Project Priorities

The Pasco MPO is responsible for developing a List of Project Priorities (LOPP) each year for consideration by the District Seven in developing updates to the FDOT’s annual *Tentative Five-Year Work Program*. The LOPP is unfunded projects that are considered advantageous to advancing transportation mobility in Pasco County as defined by the MPO Board and through public input.

Projects on the LOPP may be selected for the FDOT’s Work Program if funding and system connectivity can be achieved. Projects are reviewed each year by the MPO staff and considered by the Committees and MPO Board. The MPO has recently instituted a GIS-based review system that considers all aspects of the projects, including safety and improvements to congestion, and assists the MPO in providing a ranking such that these unfunded projects remain a high priority for Pasco County.



Transportation Improvement Program

The Transportation Improvement Program (TIP) is a required document for the Pasco County MPO. The TIP is developed in cooperation with District Seven, and GOPASCO (Pasco County local transportation operator). The Pasco TIP is a prioritized listing/program of transportation projects that have been matched with available and projected state and federal funding sources.

The MPO provides an Interactive TIP Option on the MPO’s website

The TIP covers four years (federal) and Florida requires the Pasco MPO TIP to cover an additional year, **for a total of five years** per [s.339.175(8)(c)(1), Florida Statutes (FS)]. The fifth year of the TIP is considered illustrative for federal purposes. The TIP must be consistent with the MPO’s current LRTP (Innovate Pasco 2050) and is required by federal law for transportation projects to be eligible for funding under 23 USC, 49 USC Chapter 53, and [23 CFR 450.104]. The formal review of the Draft TIP begins approximately in February of each year, with a required adoption by June 30. Please see the MPO’s website for press release information on Committee and MPO Board meetings that address the draft TIP prior to adoption.



Unified Planning Work Program

The MPO’s Unified Planning Work Program (UPWP) identifies the planning priorities and activities the Pasco MPO has scheduled to conduct. The UPWP covers two (2) years: Florida fiscal years (July 1 to June 30). Federal and state regulations require the Pasco MPO to develop a UPWP and it is carried out in three stages: preparation, implementation, and closeout. UPWP preparation includes the development, review, and approval



of a UPWP. The Pasco MPO and District Seven administer the funds identified in the UPWP during implementation. UPWP closeout is the process by which the MPO and FDOT close out the agreement for a 2-year cycle. The Pasco MPO encourages public comments during the development of its UPWP. Please consult the MPO’s website for press release information on Committee and MPO Board meetings that address the draft UPWP and any updates during the 2-year cycle.

Transportation Disadvantaged Service Plan

The Pasco MPO produces the Transportation Disadvantaged Service Plan (TDSP) for Pasco County. The TDSP can also serve as the Locally Coordinated Human Services Transportation Plan (LCHSTP), which is required by FTA to identify needs and their potential solutions for older adults, persons with disabilities, low-income persons, and youth to access funding from several grant programs. The Pasco MPO, Forward Pinellas, and the Hillsborough TPO coordinate the identification of the needs of these target populations and potential solutions in coordination with District Seven.



The TDLCB holds a public hearing annually at its May meeting at which the public is invited to share ideas and opinions regarding transportation services in Pasco County. The MPO provides the public notification for this meeting. In addition, all quarterly TDLCB meetings include public comment periods. Updates to the TDSP, if needed, are presented at the annual LCB.

MPO Special Studies

The Pasco MPO conducts special studies in coordination with Pasco County Departments and many of its planning partners, such as adjacent MPOs/TPOs, the FDOT, and the Tampa Bay Regional Planning Council (TBRPC).

Public input for special studies is always encouraged. Please check the MPO’s website for updates on studies and MPO Committees and MPO Board agendas for opportunities to comment. Larger special studies such as the Orange Belt Trail have a dedicated website.

For example, the TBRPC works with the Tampa Bay region and individual MPOs on issues such as resiliency and evacuation plans. Florida Statutes

186.502(4)(1) recognize [Regional Planning Councils](#) as Florida’s only multipurpose regional entities in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues, provide technical assistance to local governments, and meet other needs of the communities.

The need for a special study may arise out of many different planning functions including regional studies conducted by the SCTMA and the TBRPC. The MPO participates with projects that can benefit from the MPO’s 3-C process. The following are summaries of recent special studies involving the MPO that seek public input or the input from the Pasco MPO’s planning partners.



Orange Belt Trail

Pasco County is conducting a Project Development & Environment (PD&E) Study and Trail Segmentation Plan for the Orange Belt Trail (OBT). The MPO is assisting the County with this important project.

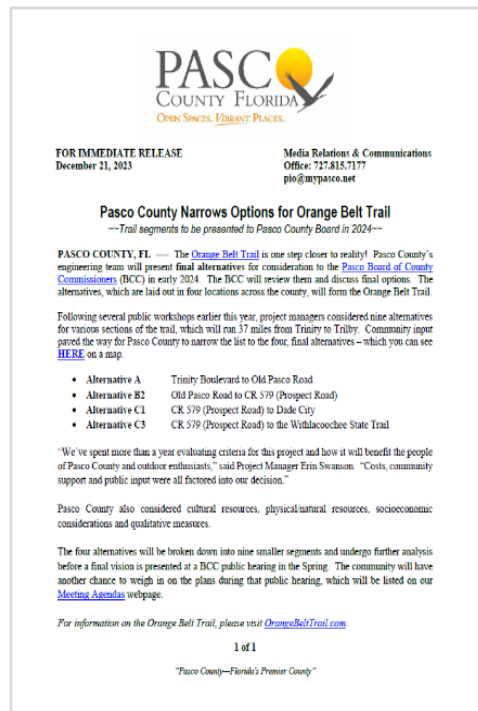
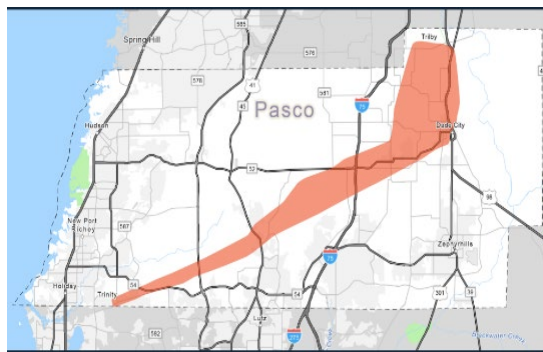
The schedule included kick-off in September 2022 with a public hearing in summer of 2024. The OBT is a proposed regional multiuse trail spanning approximately 37 miles through Pasco County. The OBT will provide regional connectivity and enhance the existing and planned regional trail network by providing key connections to the Coast-to-Coast Trail, Starkey Trail, Suncoast Trail, and Withlacoochee Trail. In addition, the OBT will link communities such as Trinity, Odessa, Land O’Lakes, Wesley Chapel, and Dade City to help fuel economic transformation along the trail corridor.



The trail is proposed to be a 12- to 14-foot-wide paved multi-use trail that will generally follow the path of the Orange Belt Railway. The OBT is envisioned to be off the roadway, where feasible, and follow natural features to the greatest extent possible.

Example of Pasco MPO press release for the OBT project and website.

Orange Belt Trail project website: [Orange Belt Trail – Trinity to Trilby](#)





Agency Safety Assessment: Geiger Road from Eiland Boulevard to U.S. 301 (Gall Boulevard)

The Pasco MPO is often a partner for transportation safety concerns that impact Pasco County and local municipalities such as the City of Zephyrhills.

A recent safety assessment was conducted for the Geiger Road corridor from Eiland Boulevard to U.S. 301 (Gall Boulevard). The Pasco MPO, the City of Zephyrhills and the District Seven Safety Office, participated in the Roadway Safety Audit as part of the existing conditions assessment.



A report on the safety issues in this area was completed in February 2024. As part of this agency coordination, projects may be developed in this corridor that will ultimately include public input and go through the MPO’s 3-C process.

Pasco County MPO Awarded SS4A Grant

An example of the Pasco MPO seeking additional funding for special studies and ultimately the development of safety projects is the MPO’s successful award of a federal Safe Streets and Roads for All (SS4A) discretionary grant in 2023. This SS4A grant will help fund the MPO’s first Comprehensive Safety Action Plan. The MPO’s Safety Action Plan will be developed within the guidelines of the award of the SS4A Grant.



The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with funds to be awarded over five years: 2022 to 2026. The grant program funds local, regional and Tribal initiatives to prevent roadway deaths and serious injuries. The SS4A supports the USDOT’s National Roadway Safety Strategy and the FDOT’s and the Pasco MPO’s commitment to decreasing to zero roadway deaths using the Safe Systems Approach.



The Pasco MPO, once funding is secure through the federal grant process, will proceed with the Safety Action Plan and will follow the MPO’s 3-C engagement strategies, incorporating both partner agency and Pasco County residents.





MPO Notification Process

The Pasco County MPO website is the main source of notifications for updates to plans, programs, special studies, and MPO meetings and activities. The Media Relations and Communications website is also an option for tracking MPO and Pasco community activities.

MPO Public Notices: [Public Notices \(pascocountyfl.net\)](https://www.pascocountyfl.net)

Media Relations and Communications Website:
[Media Relations And Communications \(pascocountyfl.net\)](https://www.pascocountyfl.net)

The MPO coordinates closely with these Pasco County Departments to notify the public about meetings, workshops and other MPO activities:

- ✓ Pasco County Media Relations and Communications
- ✓ Pasco County Development Services

Together with the MPO, these Departments use the latest best practices and media platforms available to the MPO and Pasco County to notify the public.

Examples of Notifications for the MPO Process

In addition, for larger projects such as the Innovate Pasco 2050 LRTP, the Media Relations staff developed a specific Communications Plan for the 2050 LRTP. It was created and integrated with the LRTP’s Public Involvement Plan (PIP). Through Pasco County media channels, LRTP meetings, workshops and on-line surveys were advertised through media sites and posted on social media.

**By: John C. Cotey, Tampa Beacon Newspaper:
 May 20, 2024**

Effort to make area transportation a better experience ongoing

Innovate Pasco 2050’s efforts to get the public involved has resulted in more than a thousand online replies.

By JOHN C. COTEY, Tampa Beacon May 20, 2024 Updated May 28, 2024

At a Glance					
	1,136 participants		16,130 individual data points		1,871 written comments
What is MetroQuest?	An online survey designed to educate the public about the project and collect feedback using five interactive and visual screens				
How long was the survey active?	December 8, 2023, to January 31, 2024				
How was it advertised?	Official County social media channels	Word of mouth	In person promotion at stakeholder events and neighborhood groups		
What were participants asked?	1) To prioritize eight transportation goals		2) To identify project ideas on a map		3) To evaluate funding trade-offs among differ types of projects

INNOVATE PASCO 2050



Minimum Potential Reach of Press Release and Activity Information

The Media Relations staff continuously update the Pasco County Communications Plan to track sources and identify the potential reach of news releases and other information pushed out through media sources. Examples of how the Communications Plan communicates with the public include sending/posting the information to the following sources:

- Pasco County Website Homepage (Approximately 36K Unique Pageviews Daily)
- Pasco County Regional PIOs (Approx. 80 People/Partner Agencies)
- Pasco County Reporters (Approx. 90 Reporters/Media Outlets)
- Tampa Bay Area Media Outlets (Approx. 25 Reporters/Assignment Desks)
- Pasco County Facebook (29K+ Followers)
- Pasco County X (Twitter) (4.5K+ Followers)
- Pasco County Instagram (2K+ Followers)
- Pasco County Nextdoor Page (217K+ Members)
- All County Social Media Accounts Combined (450K+)
- All Pasco BCC Employees, Including Constitutionals (4K+)
- Pasco County HOAs (40+ HOAs)
- Pasco County Chambers of Commerce (6 Chambers)
- Pasco Notify Me (Approx. 10K)

The basic potential reach of components of Media Relations and Communications overall Communications Plan is also shared exponentially. The MPO benefits each time activities are shared with partner agencies, HOA newsletters, other social platform shares.

Video Communication Tools to Assist MPO

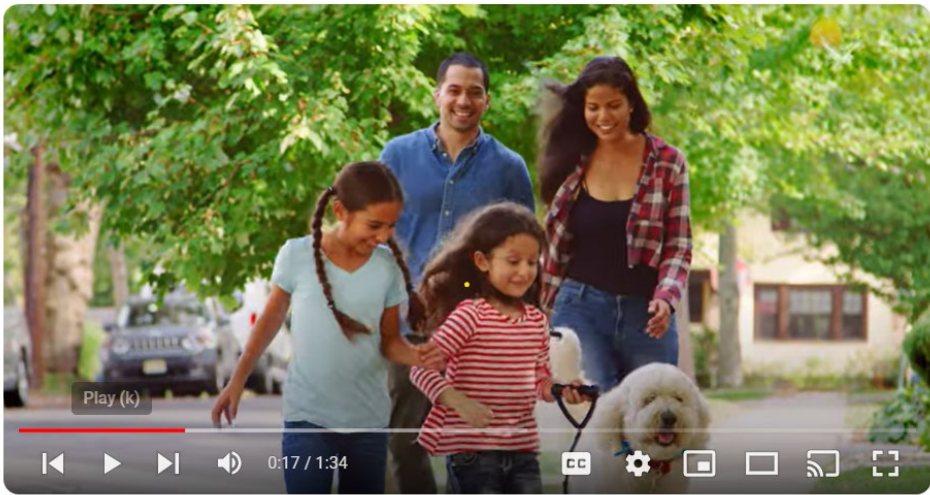
A list of communications tools used to push out video content by the Pasco County Media Relations and Communications staff include these platforms and tools:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Pasco TV Rotation • Spotlight Section on Pasco County Website Homepage • MR&C Website Video Spotlight Section • Pasco County Department Websites • Team Pasco Website • Pasco County YouTube Channel (2.6K+ subscribers) • Pasco County Facebook • Pasco County X (Twitter) • Pasco County Instagram • Pasco Chambers of Commerce • Pasco County HOAs | <ul style="list-style-type: none"> • Pasco County Nextdoor page • County Departments Social Media (via Outreach Coordinators) • MyPasco App • Pasco Notify Me (Opt-in County updates) • Media Alert (Direct Message to Media Outlets) • Pasco Regional PIOs • Pasco Reporters • Tampa Media Outlets • All Pasco BCC Employees, including Constitutionals |
|---|---|



Pasco Metropolitan Planning Organization (MPO) YouTube: For Channel playlist, click [here](#).

Pasco County Development Services Branch YouTube Channel: Click [here](#).



U.S. Census 2020: MAKE PASCO COUNT!

Unlisted



Pasco County Governm...
2.65K subscribers

Subscribe

0

Share

Save

Example of Pasco County Public Notice: Draft TIP

www.pascocountyfl.net/government/public_notices.php#Doc951



Figure 2-3: Example Public Notice for the MPO’s Transportation Improvement Program



REQUEST FOR PUBLIC COMMENTS
PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION
FISCAL YEARS 2025 - 2029
DRAFT TRANSPORTATION IMPROVEMENT PROGRAM

The Pasco County Metropolitan Planning Organization (MPO), the designated organization responsible for conducting a county-wide transportation planning program, has set a 30-day public comment period beginning May 9, 2024 through June 7, 2024 to review the Pasco MPO Draft FY 2025 - 2029 Transportation Improvement Program (TIP). The purpose of this notice is to solicit public comments and input on the Pasco MPO Draft FY 2025 - 2029 TIP. The Draft TIP will be available for public review and comment during this time on the [MPO's website](#) and at the MPO Office at the West Pasco Government Center in New Port Richey. Persons wishing to obtain additional information, or a copy of the proposed Draft TIP, may call the MPO at (727) 847-8140, ext. 8804.

This TIP notice also satisfies the Program of Projects (POP) requirements of the Urbanized Area Formula Program of the Federal Administration (FTA) for GOPASCO as per FTA Circular 9030.1 E. In compliance with 23 CFR 50.316(b)(1)(i), Florida Statutes, and applicable Federal law, the public will have a minimum of 30 days to comment on, and provide input into, the draft TIP before it is adopted. Written comments regarding the draft TIP will be accepted through June 7, 2024, addressed to Pasco County MPO, 8731 Citizens Drive, New Port Richey, Florida 34654, or via email at mpocomments@pascocountyfl.net. The Draft 2025 - 2029 TIP is scheduled for adoption at a public hearing on June 13, 2024, 10:00 a.m., during a regularly scheduled MPO Board meeting at the West Pasco Government Center, BOCC Board Room, 1st Floor, 8731 Citizens Drive, New Port Richey, Florida, 34654.

If you are a person who needs translation services, Pasco County MPO will take reasonable steps at no cost to you to allow participation in this proceeding. At least seven



Figure 2-3 (continued): Example Public Notice for the MPO's Transportation Improvement Program

days prior to the meeting, please contact the MPO, West Pasco Government Center, 8731 Citizens Drive, New Port Richey, Florida 34654-5598.

The Board Room in New Port Richey is served by GOPASCO Routes 14 and 23. To obtain bus schedules or further information, contact GOPASCO at (727) 834-3322 (West Pasco), (352) 521-4587 (East Pasco), or go online at [GOPASCO](#). Individuals unable to access a GOPASCO bus to attend the meeting may contact GOPASCO at least five days prior to the public hearing to find out if they qualify for alternative transportation service.

If you are a person with a disability who needs any accommodation to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Within five working days of receipt of this notice, please contact the Personnel Department, West Pasco Government Center, 8731 Citizens Drive, New Port Richey, Florida 34654-5598; (727) 847-8030 (V) in New Port Richey; (352) 523-2411, Extension 8030 (V), in Dade City; (813) 996-2411, Extension 8030 (V), in Land O' Lakes; or via (727) 847-8949 if you are hearing impaired.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority of the MPO that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, the elderly persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (727) 847-8140, ext. 7567 if you have any discrimination complaints.



Goals, Objectives, and Performance Measures

Purpose

One of the primary federal responsibilities of the Pasco County MPO is to develop and adopt its Public Participation Plan (PPP) with goals, objectives and performance measures providing the framework to guide and assess engagement. The PPP provides the umbrella framework by which the MPO conducts engagement for the plans, programs and special studies it conducts.

The PPP is not project specific, but an overall guide to how the MPO conducts engagement. A specific engagement plan, known as the Public Involvement Plan (PIP) is created using this PPP as a base for the larger projects, such as the LRTP, and special studies conducted by the MPO.

This section of the PPP provides the umbrella goal for the 2024 Major Update to the PPP and examples of how the MPO has conducted events based on this goal, objectives and performance measures.

Federal Guidance

The federal requirements stated in 23 Code of Federal Regulations (CFR), Parts 450.210 and Parts 450.316 require MPOs to provide the general public and other interested parties with reasonable opportunities to comment during the development, adoption, and amendments to the Pasco County MPO's required products: Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and Public Participation Plan (PPP).

Using the umbrella goal, objectives, and performance measures, the MPO collaborates on project development, project priorities and engagement events with its Committees: CAC, TAC, BPAC, and the TDLCB, as well as municipalities and local community groups such as Chambers of Commerce, Civic, and Rotary Clubs. This engagement fosters the federal requirements for early and continuous public outreach.





INNOVATE PASCO 2050



An example of extensive public involvement that was guided by the PPP but had its own specific engagement strategies approved by the MPO staff prior to the project starting was the Innovate Pasco 2050 LRTP. This process included a project website that will remain linked to the MPO’s website until the next cycle of an LRTP begins: [Innovate Pasco 2050 LRTP Project Website](#). All engagement documents and the on-line survey results will remain available to the public and is an excellent example of the MPO meeting federal requirements.

For the Innovate Pasco 2050 LRTP, the MPO conducted engagement over several months, including meeting with local municipalities at their city halls and attending events held by other agencies.

This was an effective use of the MPO’s goal to promote early and continuous engagement to reach as many people as possible. The LRTP was developed considering several local priorities such as overall mobility and bicycle and pedestrian safety. The MPO staff volunteered to get trained as helmet fitters to increase participation.





Based on the MPO’s engagement performance measures, the MPO routinely engages a wide-range of groups to build outreach partnerships and provide safety training and equipment when possible. The MPO teams with the FDOT District Seven and the University of Florida (UF) Bike/Ped Resource Center to acquire safety equipment such as helmets that are funded through federal grants. The MPO is proud to partner with the Pasco County School Board and the Pasco County Sheriff’s Crossing Guard Program on events. In March 2024, the MPO staff conducted helmet fitting training for over 30 new safety ambassadors from the School Board and Crossing Guard units.

In March 2024, the MPO partnered with the UF/Institute of Food and Agricultural Sciences (IFAS) Pasco Cooperative Extension in Dade City to host a One Stop Community Bicycle Helmet Safety Day to provide needed safety education and equipment to communities known to have a transportation disadvantaged population as well as residents with limited English proficiency (LEP) needs. This event fostered new community relationships for the MPO’s objective to provide language translation support at events. The One Stop Safety Day included certified helmet fitters that were bilingual. Everyone interested in a helmet was helped. The MPO and One Stop staff fit almost 50 helmets in one day.



10:21
Messages

Home > News List > News Post

March 14, 2024
[UF/IFAS Pasco County Cooperative Extension](#) and the [Pasco County Metropolitan Planning Organization](#) (MPO) are hosting the **One Stop Community Bicycle Helmet Safety Day** March 25, 2024, – to encourage safe biking practices and provide FREE helmets to people of all ages!

WHAT: Bicycle Helmet Safety Day

WHEN: March 25, 2024 3 – 7 p.m.

WHERE: One Stop Shop [15029 14th Street Dade City](#)

“We’re excited to host this event and provide an opportunity for families to prioritize safety while enjoying outdoor activities,” says Cooperative Extension Director Dr. Whitney Elmore. “Wearing a helmet significantly reduces the risk of head injuries in the event of a bicycle crash, and our goal is to ensure that everyone in our community has access to this crucial safety equipment.”

present and get a required
 at shine event. No reservati
 are needed, but due to limited quantities and

SHARE

Live chat





State of Florida Guidance

Florida Statutes (F.S.), Chapter s.339.175 covers all aspects of the MPO process including outreach. The MPO is required to support a CAC, representing a broad cross-section of residents including minorities, the elderly and people with disabilities to provide public input to the transportation planning process. A TAC must also exist with members from agencies and authorities that plan and provide transportation services in Pasco County. They provide technical input for Pasco County's project priorities.

The Pasco County MPO and County Departments work closely with the Pasco County School Board and Pasco County Sheriff's Office Crossing Guard Program. The MPO provides staff to Chair the Pasco County/FDOT District Seven Traffic Safety Team, including representatives from law enforcement.

Safety for all users is a priority for the Pasco MPO and the MPO staff support an active BPAC that provides input, including attending events with adjacent counties. The Pasco Crossing Guard Program received accolades from the State of Florida in both 2023, Crossing Guard of the Year, and in 2024 for its education program teaching younger students how to cross before starting at a new school. The Pasco MPO participates in these events to foster outreach in all geographic areas and for all ages.

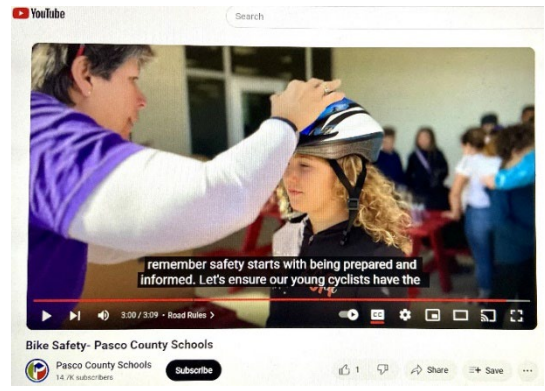
To support the objective for early and continuous involvement, the MPO staff attends several workshops and functions across Pasco County including local citywide visioning workshops. The City of Zephyrhills held a visioning workshop in April 2024 and the MPO was a safety partner at the meeting providing helmet fitting for those interested.



News of the Citywide Mobility Visioning Workshop with the Pasco MPO as a mobility partner was announced on local television stations and posted on social media by the City.



Examples of MPO partners who help the MPO to achieve early and continuous interaction and community engagement are District Seven; the Center for Urban Transportation Research at the University of South Florida; Johns Hopkins All Children's Hospital; Safe Kids Pinellas; and HCA Florida Bayonet Point Hospital. The Pasco MPO has continued to support and host several events with these partners. The *FDOT District Seven Target Zero Safety Newsletter April 2024 Issue* features the Pasco MPO staff. In February and March, Pasco MPO staff trained over 20 (FDOT and interested residents) safety ambassadors as certified helmet fitters. The MPO was also featured in a video for Pasco County Schools on how to fit a bicycle helmet.



An informative guide for engagement maintained by the FDOT is the *MPO Program Management Handbook: MPO Program Management Handbook (fdot.gov)*. The Pasco MPO refers to this Handbook to consider examples of best MPO engagement practices across Florida that can be applied to Pasco County in support of its goal, objectives and performance measures.

To support the MPO's objectives and performance measures to reach out to underrepresented communities and to support persons considered with

LEP needs, the MPO reaches out to community leaders and partners who know their communities best. This includes using resources from the TDLCB members and for agencies in need such as the UF/IFAS Pasco County Extension One Stop Shop. The MPO also trained One Stop staff.

Teaming with the One Stop in Dade City and using staff with bilingual skills set the stage to continue engaging residents in East Pasco. Engagement builds lasting opportunities to conduct outreach and provide necessary safety training for local residents.



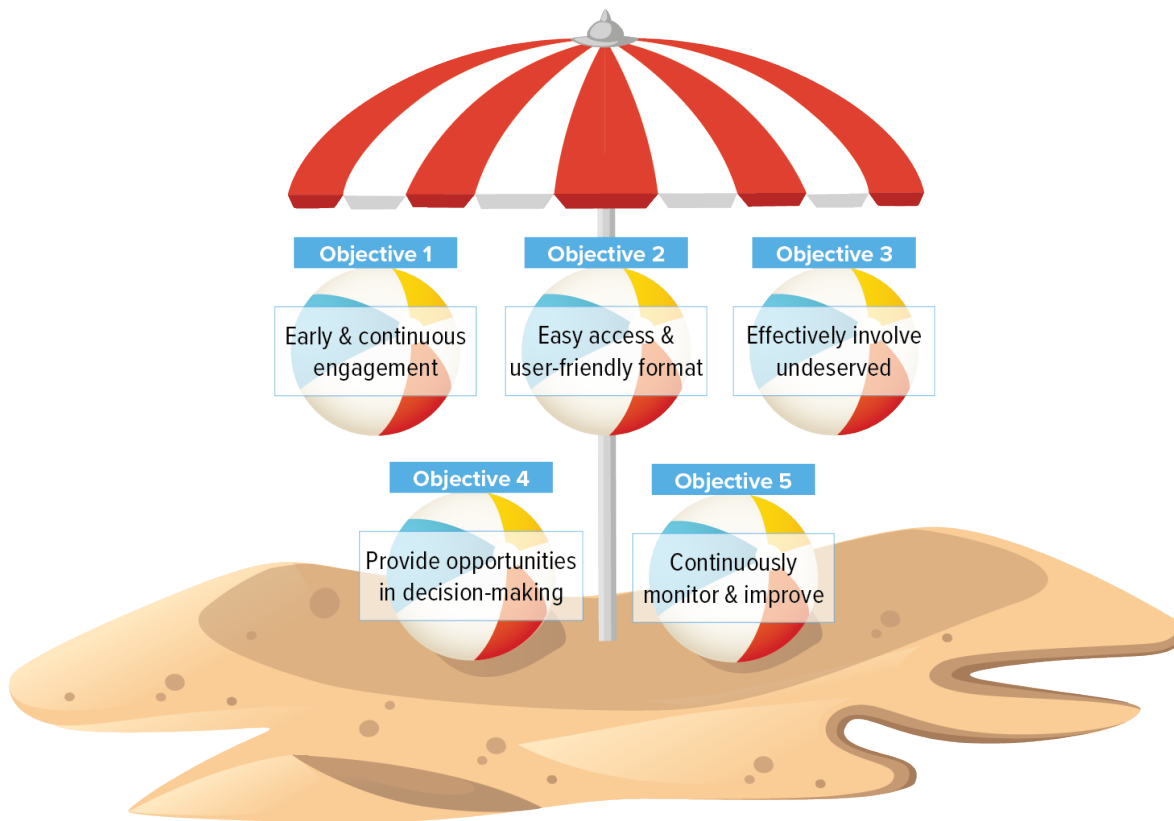


The MPO’s top priority is building new relationships with community leaders in the Lacochee area of East Pasco, a rural community with transportation disadvantaged and LEP residents. The MPO staff are working with the Pasco County Sheriff’s Office on upcoming events, such as back-to-school days, and other opportunities to provide safety and outreach services.

The Sheriff’s Office has recently started a new round of outreach in this community and the MPO staff is invited to participate. This represents not only new partnerships for the MPO, but also an opportunity for the Sheriff’s Office and the Pasco County MPO to provide needed safety education and to have outreach staff available for these types of events. The MPO staff has an objective and performance measures to conduct outreach in these communities and the helmet fitting using bilingual staff promotes helpful communication.

Figure 3-1: MPO’s Public Participation Umbrella Goal and Objectives

Effectively Involve the public in the Pasco County MPO’s Transportation Planning Activities





MPO Umbrella Goal: Effectively Involve the public in the Pasco County MPO’s Transportation Planning Activities

Objective 1: Promote early and continuous public involvement and provide a wide-range of opportunities for public participation by geographic region to as many people as possible.

Performance Measures

- 1.1 Document the number of public workshops, events, presentations, and meetings that are conducted by the MPO as required for the development and adoption of the MPO’s plans and programs and special studies. One hundred percent of all MPO publications supporting PPP, LRTP, TIP, UPWP, and ATP development or updates will be placed on the MPO’s website.
- 1.2 Utilize visualization tools and/or simplified infographics at public workshops, meetings and events to enhance the communication process for citizens. As appropriate, such as with the 2050 Innovate Pasco LRTP’s Project Website, visualization aides if created for a Plan or Program will be available to the public upon request and provided on the MPO’s website.
- 1.3 One hundred percent of MPO’s Board meetings will be rotated between the Dade City Historic Courthouse and the Pasco County Government Center to provide access to both the eastern and western portions of the urbanized areas of the County.
- 1.4 One hundred percent of all MPO Board meetings that invite citizen input as part of the adoption of the MPO’s plans and programs such as the PPP, LRTP, TIP, UPWP and ATP will be held where transit is available.
- 1.5 Hold a minimum of two public workshops for the LRTP update process in convenient locations served by transit and identified by the MPO staff, the Transportation Disadvantaged Local Coordinating Board (LCB), and community leaders as popular locations with particular attention to serving communities identified as an underserved or underrepresented.
- 1.6 One hundred percent of required public notices (see Public Notice Requirements) will be available on the MPO’s website within the recommended public notification time period for the PPP, LRTP, TIP, UPWP, and ATP.

Objective 2: Provide easy access to Plan and Program development and adoption information and key decisions in a user-friendly format, including the latest technology platforms.

Performance Measures

- 2.1 The MPO will continue supporting technology opportunities that increase citizen access of all ages to the MPO’s process including using the MPO’s website, social media tools (as appropriate and if cost effective), Pasco County approved Apps and Pasco County Television, including tracking, when possible, the metrics used to document social media impressions and tools/techniques, particularly during the development of the LRTP.





- 2.2 Provide all major documents/publications produced by the MPO that invite public comment and review or announce public engagement activities on the MPO’s website. Provide other forms of public notification such as local newspapers based on the MPO’s discretion or specific requests by groups such as the TDLCB.

Objective 3: Effectively involve the transportation underserved and underrepresented as identified during development of the 2050 Innovate Pasco LRTP.

Performance Measures

- 3.1 Document the type of outreach materials such as special brochures, informational flyers, comment cards or on-line surveys used specifically for targeted underserved or underrepresented communities (as identified during the 2050 Innovate Pasco LRTP process).
- 3.2 Continuously review and update the membership of organizations representing the underserved/underrepresented with assistance from representatives on the Transportation Disadvantaged Local Coordinating Board (TDLCB).
- 3.3 A minimum of two public workshops and/or forums will be held in locations with high concentrations of the transportation underserved for the LRTP (as identified in 2050 Innovate Pasco LRTP) in coordination with the Transportation Disadvantaged LCB and through other efforts such as the Tri-County Access Plan.
- 3.4 Based on the MPO’s identification and communication with media during the 2050 Innovate Pasco LRTP process, continuously update Limited English Proficiency (LEP) media outlets or identify community-based websites that serve specific LEP or underserved communities.
- 3.5 Continuously evaluate the need to produce MPO engagement announcements, surveys, and other plans and programs notifications and documents for LEP communities based on the most recent American Community Survey data, the 2020 Census data, or other County demographic information.
- 3.6 Provide, upon request and when feasible, a translated version of materials in Spanish, or provide a meeting opportunity for the LEP citizen to work with an interpreter to respond to questions about an MPO Plan or Program or public outreach event, as appropriate.
- 3.7 Maintain the LEP and Title VI link on the MPO’s website and provide, within a reasonable notice of five (5) to ten (10) days, a translator for public meetings or major project public workshops, as requested.

Objective 4: Consider and provide opportunities for public input across all demographics impacted by transportation decision making.

Performance Measures

- 4.1 Document comments made on MPO website, comments made on dedicated special study website links, or comments by other methods such as by on-survey to track by project, date, and location for use with MPO Plan and Program development.
- 4.2 Summarize for reporting to the MPO Board comments from outreach events, with particular focus on the 2050 LRTP, and during MPO Plan, Program and special studies development.



Objective 5: Continuously monitor and improve the PPP.

Performance Measures

- 5.1 Evaluate the performance measures listed in the PPP in coordination with each cycle of the LRTP process, or at least every five years, and document for use in updating the PPP.
- 5.2 Update the PPP in coordination with the MPO’s LRTP process, at least every five years, using an evaluation of performance measures and changes to federal and state rules and regulations concerning public involvement.





Public Notification Procedures

The Pasco County MPO both encourages and incorporates public input into the development of its plans, programs and special studies. This Public Participation Plan (PPP) is a required federal document and must include the notification process for MPO functions, as detailed in this Section.

Florida's Government-in-the-Sunshine Law was enacted in 1967 and today the law regarding open government can be found in Chapter 286 of the Florida Statutes (FS). This law establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local governmental agencies or authorities and requires a board or a commission provide reasonable notice of all such public meetings. In keeping with the Sunshine Law and federal MPO requirements, the Pasco MPO follows the Sunshine Law for inviting public review and comment.

If you have questions or are not able to understand the notification guidelines in this Section, please contact the MPO directly for clarification by calling for assistance: (727) 847-8140.

The MPO coordinates with Pasco County Departments, such as the Media Relations and Communications Office and Development Services, to define and implement the most effective and publicly accepted methods for notifying the public.

MPO Website: www.pascocountyfl.net/

To watch the live broadcast of an MPO Meeting, the County provides these options:

- Pasco TV Online
- Pasco County YouTube
- MyPasco App
- Frontier Channel 42
- Spectrum Channel 643



Another location on the Pasco County website that shows upcoming MPO events, including Committees and MPO Board meetings is the Agendas and Minutes tab. Scheduled MPO events are located by selecting the dates on the calendar.

www.pascocountyfl.net/government/agendas_minutes.php

Notification Tools for Public Participation

Table 4-1 provides a cross reference for the types of meetings and the public notification tools utilized by the MPO. The Pasco County's homepage (<http://pascocountyfl.net/>) and the MPO's website (www.pascompo.net) are the main locations for all of the MPO's public notices and events.



Table 4-1: Notification Tools for Public Participation

Tools Available for Public Notification or Communication	MPO Board Meetings	TAC and CAC Meetings	Public Review and Comment Periods	Public Meetings	Public Workshops	Regional Participation SCTPA
MPO’s Website – Public Notification for all Plans, Programs, Special Projects	X	X	X	X	X	X
Emails	X	X	X	X	X	X
Social Media	X	X	X	X	X	X
Newspaper Notification will be placed at the discretion of the MPO staff if considered necessary for a specific special study or geographic area or if requested by a reviewing agency or group, such as TDLCB. As of January 2023, the Florida Legislative directed that hard copy newspaper notifications are no longer the preferred method of notification due to rising costs and decreasing circulation.						

Public Review, Comment Periods, and Notification Tools

Table 4-2 outlines the MPO’s guidelines for notifying the public regarding adoption activities related to development of the MPO’s plans and programs:

- Public Participation Plan (PPP): 45-day public comment period, per federal MPO requirement
- List of Project Priorities (LOPP)
- Unified Planning Work Program (UPWP)
- Transportation Improvement Program (TIP)
- Long Range Transportation Plan (LRTP)
- Active Transportation Plan (ATP)
- Transportation Disadvantaged Service Plan (TDSP)
- Transportation Management Area (TMA) Annual FDOT Joint MPO Certification
- Transportation Management Area (TMA) Federal Quadrennial Certification

For development of the PPP, federal legislation requires that an MPO must provide 45 days for public comment prior to adoption of any updates to the PPP. The recommended review and comment period for other major plans and programs is set by the discretion of the MPO Board and/or staff and coordinated with the MPO’s Committees and participating reviewing agencies such as the FDOT, FHWA and FTA.

Table 4-3 outlines the public notice guidelines for the MPO’s plans and programs that require either an amendment or modification.

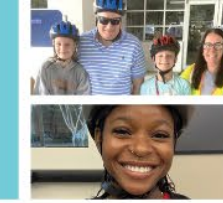


Table 4-2: Notification Procedures for Plans, Programs Adoption

Plan/Program/ Certification	Adopt/Amend/Modify	CAC	TAC	BPAC	LCB	Draft Document Notification on Pasco MPO Website	MPO Board Meeting Notification of Adoption on MPO Website	Required Agency Review	Open Comment Period Guidelines	Notification Tools
Public Participation Plan (PPP)										
Draft PPP	Notification of Draft required for public comment	X	X	X	n/a	X	n/a	MPO/Committees	45-day open comment period required	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
Update/Adopt PPP	Update every 3 to 5 years	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA, FAA	Completed upon adoption	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
PPP Amendment	Necessary to revise process due to changes to MPO actions, Plans or Programs. Draft includes 45-day comment period	X	X	X	n/a	X	n/a	MPO/Committees	45-day open comment period required	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA, FAA	Completed upon approval	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
Modification	Minor updates to clarify public participation process such as notification platforms, use of public involvement tools, public process descriptions, social media platforms	n/a	n/a	n/a	n/a	n/a	n/a	MPO/Committees	Not required	MPO/Pasco County Website
List of Priority Projects (LOPP)										
Draft LOPP	Annually Draft by May	X	X	X	X	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
Update/Adopt LOPP	Annually Adopt by June	X	X	X	X	X	X	FDOT	Completed upon adoption	MPO/Pasco County Website, Agenda Link on Website, Email, Social Media Platforms
LOPP Amendment	If necessary due to a change in project funding or scheduling, the MPO will present the amendment to MPO Board and Committees for review and comment	X	X	X	X	X	n/a	FDOT	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	X	n/a	X	FDOT	Completed once approved	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	No changes to project priorities, text clarification only	n/a	n/a	n/a	n/a	n/a	n/a	FDOT	Not required	MPO/Pasco County Website
Unified Planning Work Program (UPWP)										
Draft UPWP	Two-year cycle for adoption. Reviewed for Draft changes as part of first-year review and any changes to second-year are presented as a Draft Program.	X	X	X	n/a	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Adopt Every 2 Years, Update Every Other Year	Two-year cycle for adoption. Next MPO UPWP two-year adoption in 2024. Update for mid-year review in Year 2023.	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Completed upon adoption	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
UPWP Amendment	Approved by FDOT, FHWA and FTA. Major revision that may change an FHWA approval for planning funds, change the scope of the FHWA work tasks, or add or remove a work task	X	X	X	n/a	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Completed upon approval	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	Requires a notification of the change to FDOT, FHWA, FTA, but does not require approval by the MPO Board	n/a	n/a	n/a	n/a	n/a	n/a	FDOT, FHWA, FTA	n/a	MPO/Pasco County Website



Plan/Program/ Certification	Adopt/Amend/Modify	CAC	TAC	BPAC	LCB	Draft Document Notification on Pasco MPO Website	MPO Board Meeting Notification of Adoption on MPO Website	Required Agency Review	Open Comment Period Guidelines	Notification Tools
Transportation Improvement Program (TIP)										
Draft TIP	Annually Draft by May	X	X	X	n/a	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Update/Adopt TIP	Update/Adopt June	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Completed upon adoption	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
TIP Amendment	A TIP amendment is necessary when one or more of the following criteria are met: adds new individual projects, adversely impacts financial constraint, results in major scope changes, deletes an individually listed project from the TIP, and/or results in a cost increase greater than 20% and \$2 million	X	X	X	n/a	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	X	n/a	X	FDOT, FHWA, FTA	Completed upon approval	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	A TIP administrative modification is a minor revision that includes minor changes to project/phase costs (less than \$2 M), funding sources, or project/phase initiation dates. It does not require public review and comment or re-demonstrating fiscal constraint (23 Code of Federal Regulations (CFR) 450.104) for the FHWA/FTA)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	MPO/Pasco County Website
Long Range Transportation Plan (LRTP)										
Draft LRTP/Draft PIP	Public Involvement Plan (PIP) and Draft of LRTP provided to MPO Board and Committees during LRTP process	X	X	X	X	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Update/Adopt LRTP	Updated every 5 years. Year 2024 is the required adoption for the Pasco MPO's 2050 LRTP	X	X	X	X	n/a	X	FDOT, FHWA, FTA	Completed upon adoption	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
LRTP Amendment	Major revision may occur at any time but does not require a new 20-year horizon. Amendment is necessary when one or more of the following criteria are met: a request to delete or add projects that include major changes to project costs, a change to project phases or initiation dates, and/or a change to design concepts and/or scopes for existing projects	X	X	X	X	X	n/a	FDOT, FHWA, FTA	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Approve Amendment	Amendment approved by MPO Board	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Completed upon approval	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	Modifications may include minor changes to project/phase costs, funding sources, or project/phase initiation dates. It does not require public review and comment or re-demonstrating fiscal constraint (23 Code of Federal Regulations (CFR) 450.104) for the FHWA/FTA)	n/a	n/a	n/a	n/a	n/a	n/a	FDOT	n/a	MPO/Pasco County Website



Plan/Program/ Certification	Adopt/Amend/Modify	CAC	TAC	BPAC	LCB	Draft Document Notification on Pasco MPO Website	MPO Board Meeting Notification of Adoption on MPO Website	Required Agency Review	Open Comment Period Guidelines	Notification Tools
Active Transportation Plan (ATP)										
Draft ATP	Draft ATP may be developed as part of the LRTP	X	X	X	X	X	n/a	MPO/Committees	Open comment period	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Update/Adopt ATP	The Pasco MPO conducted an inventory of facilities in 2021 and presented the inventory and maps to the MPO and Committees. The next ATP phase may include development as part of LRTP	X	X	X	X	n/a	X	FDOT, FHWA	Completed upon adoption	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
ATP Amendment	All amendments to the ATP will be conducted to meet similar LRTP amendment requirements	X	X	X	X	n/a	X	FDOT, FHWA	Aligned with LRTP amendment process	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Modification	All modifications to the ATP will be conducted to meet similar LRTP requirements	n/a	n/a	n/a	n/a	n/a	n/a	FDOT	n/a	MPO/Pasco County Website
Transportation Disadvantaged Service Plan (TDSP)										
Update/Amend/Adopt TDSP	Annually Update (considered an amendment), with the 5th year update considered the Major Adoption					Reviewed by Transportation Disadvantaged Local Coordinating Board	X	Commission for Transportation Disadvantaged (CTD)	Public meeting is noticed	MPO/Pasco County Website Newspaper notification as requested by TDLCB
Transportation Management Area (TMA) Annual FDOT Joint MPO Certification										
Annual FDOT Certification	FDOT Certification process for the Tampa Bay TMA, includes Pasco, Pinellas, and Hillsborough MPOs. Conducted annually, ends approximately in May	X	X	X	n/a	n/a	X	FDOT	Pasco MPO Agenda packet on MPO website	n/a
Transportation Management Area (TMA) Federal Quadrennial Certification										
Quadrennial Certification Review	Certification process part of the Tampa Bay TMA and includes Pasco, Pinellas, and Hillsborough MPOs. Conducted every four years, generally ends in June	X	X	X	n/a	X	n/a	MPO/Committees	30-day open comment period during review based on FHWA/FTA schedule	MPO/Pasco County Website, Agenda Distribution, Email, Social Media Platforms
Certification Approval	Every 4 years, most recent approval by FHWA/FTA in 2021 and approves the TMA MPOs through June 2025	X	X	X	n/a	n/a	X	FDOT, FHWA, FTA	Open comment period completed based on FHWA/FTA schedule	MPO/Pasco County Website, Agenda Distribution, Social Media Platforms



Table 4-3: Amendment and Modification Procedures

Plan, Program, TMA Certification	Public Comment Period	Notification Guidelines
Draft Document Review/Adoption		
Public Participation Plan (PPP)	45 Days, Required by FHWA/FTA	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
List of Priority Projects (LOPP) for Transportation Improvement Program	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Transportation Improvement Program (TIP)	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Unified Planning Work Program (UPWP)	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Long Range Transportation Plan (LRTP)	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Active Transportation Plan (ATP), Part of LRTP	Open Comment Period Once Draft Document Linked on MPO Website	Five Days Prior to Draft and Five Days Prior to Adoption on MPO Website
Transportation Disadvantaged Service Plan (TDSP) - LCB Annual Public Meeting (one of the four quarterly meetings advertised as a public meeting)	Quarterly Public Meeting is Noticed on MPO Website	Not Applicable
Transportation Management Area (TMA) Quadrennial Certification (Federal)	30 days, Comment Period Based on Schedule Assigned by FHWA/FTA	Based on Date Assigned by FHWA/FTA During Review
Amendment		
Public Participation Plan (PPP)	45 Days, Required by FHWA/FTA	Five Days Prior to Approval of Amendment
List of Priority Projects (LOPP) for Transportation Improvement Program	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Transportation Improvement Program (TIP)	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Unified Planning Work Program (UPWP)	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Long Range Transportation Plan (LRTP)	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Active Transportation Plan (ATP), Part of LRTP	Open Comment Period Prior to Approval of Amendment	Five Days Prior to Approval of Amendment
Transportation Disadvantaged Service Plan (TDSP)	Not Applicable	Not Applicable
Transportation Management Area (TMA) Quadrennial Certification (Federal)	Not Applicable	Not Applicable
Modification		
Public Participation Plan (PPP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
List of Priority Projects (LOPP) for Transportation Improvement Program	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Transportation Improvement Program (TIP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Unified Planning Work Program (UPWP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Long Range Transportation Plan (LRTP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Active Transportation Plan (ATP), Part of LRTP	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Transportation Disadvantaged Service Plan (TDSP)	Comment Period Not Required due to Minor Modification Only	Linked on MPO Website
Transportation Management Area (TMA) Quadrennial Certification (Federal)	Not Applicable	Not Applicable



Public Notice Guidelines for Plans, Programs, and Certifications

The following information summarizes the revision process for the PPP, UPWP, TIP, ATP and LRTP. Additional information is available through the FDOT's MPO Program Management Handbook (June 2023): www.fdot.gov/planning/policy/metrosupport/mpohandbook.shtm

PPP Amendments

An amendment to the PPP is considered any major change to the document and may occur at any time but always requires a 45-day review and comment period prior to amending the Plan.

UPWP Revisions – Amendments and Modifications

A UPWP amendment must be approved by FHWA/FTA and is noticed on the MPO's website. A UPWP amendment is defined by these guidelines: the amendment is a major revision that may change an FHWA approval for planning funds, change the scope of the FHWA work tasks, or add or remove a work task. The amendment is posted on the MPO's website.

A UPWP modification requires a notification of the change to FDOT and FHWA/FTA but does not require approval by the MPO Board. A modification is defined by these guidelines: the modification is a minor revision that does not change the FHWA approved planning budget reflected in the adopted UPWP, scope of a project, remove a task, or change the ratio of consultant verses staff time within an individual task.

LRTP and TIP Revisions – Modifications and Amendments

For the LRTP and TIP, federal regulations define two types of revisions: 1) administrative modifications and 2) amendments, as described below:

- 1) An LRTP or TIP administrative modification is a minor revision that includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. It does not require public review and comment or re-demonstrating fiscal constraint (23 Code of Federal Regulations (CFR) 450.104) for the FHWA/FTA. An administrative modification is posted on the MPO's website.
- 2) An LRTP or TIP Amendment.
 - LRTP Amendment - An LRTP amendment is a major revision to the adopted 20-year plan, and may occur at any time, but does not require a new 20-year horizon. An LRTP amendment is necessary when one or more of the following criteria are met:
 - A request to delete or add projects that includes major changes to project costs,
 - A change to project phases or initiation dates, and
 - A change to design concepts and/or scopes for existing projects.

An LRTP amendment requires public review and comment and re-demonstrating fiscal constraint for the FHWA/FTA. An LRTP amendment is posted on the MPO's website.

- TIP Amendment - A TIP amendment is a major revision to the program and is typically initiated by FDOT. The TIP amendment may include adding or deleting a project due to changes in the FDOT's Five-Year Work Program, and the FDOT is required to present the



change to the CAC and TAC prior to requesting a review and approval by the MPO Board.

A TIP amendment is necessary when one or more of the following criteria are met:

- The change adds new individual projects,
- The change adversely impacts financial constraint,
- The change results in major scope changes,
- The change deletes an individually listed project from the TIP, and
- The change results in a cost increase greater than 20% and \$2 million.

A TIP amendment requires public review and comment, re-demonstration of financial constraint, or an air conformity determination, if applicable. All TIP amendment requests are reviewed by the FDOT Office of Policy Planning and the Federal Aid Office to ensure they are accurate and complete prior to submittal to the FHWA and/or the FTA for their review and approval.

Short Notice/Special Meetings

Periodically, the MPO is requested to hold special meetings on short notice to address an item that requires immediate MPO Board action. The MPO consistently uses the MPO's website for all notifications, however, the notification may be on the website for a shorter period of time than recommended in Table 4-2 for each of the major plans and programs.

The MPO will coordinate with the Media Relations and Communications Office and Development Services to assist with an immediate notification item to push out a press release or public notice as quickly as possible based on the recommended Communications Plan notification procedures.



Innovate Pasco 2050 Demographics

This 2024 Pasco County MPO's Public Participation Plan (PPP) document was updated intentionally in concert with the Innovate Pasco 2050 Long Range Transportation Plan process.

The timing by the Pasco County MPO to align both of these efforts created the opportunity to share the latest demographic information for countywide outreach.

As the LRTP was conducted countywide, the Pasco MPO will continue to use this countywide demographic data and maps as the base for outreach strategies for plans and programs development and engagement.

The Pasco County MPO has adopted the objective to update this PPP again in five years in concert with the next LRTP cycle.

NOTE: All demographic data and maps included with this PPP were created as part of the Innovate Pasco 2050 Long Range Transportation Plan document. The MPO staff will revise information over time if additional demographic information becomes available.



Map 5-1: Innovate Pasco 2050 LRTP - Existing (2022) Population Density

POPULATION GROWTH

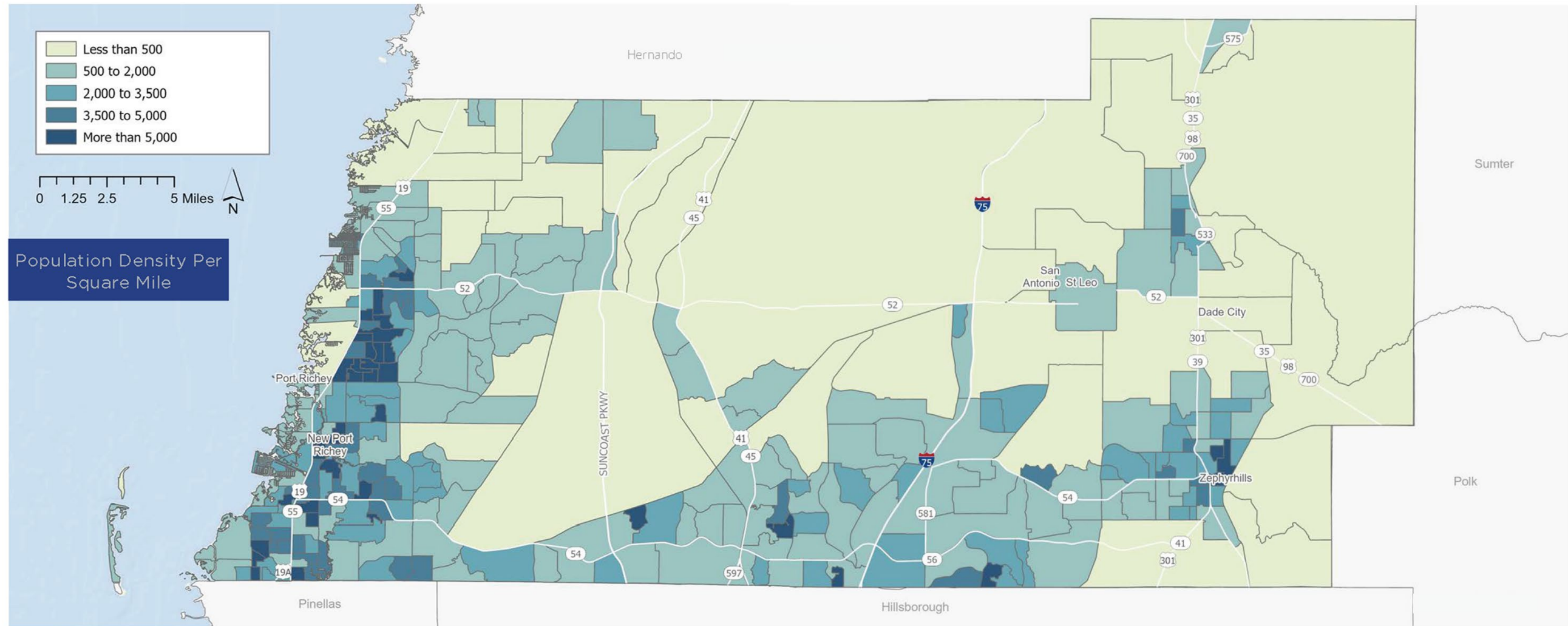
TOTAL POPULATION

According to the Business Analyst Online, the 2023 population of Pasco County is estimated at 597,882. Between the decennial census in 2020 and 2023, the population increased by more than 20.0%.

597,882
Total Population
2023 Estimate
Business Analyst Online

POPULATION DENSITY

The map below shows the population density of Pasco County Census Block Groups per square mile. The western and southern portions of Pasco County have more people per square mile than the central and eastern portions of the county, as shown by the map below. This is indicative of higher populations in urban areas, including Port Richey, New Port Richey, and Zephyrhills, and along major thoroughfares. In the central and eastern portions of the county, several block groups largely contain nature preserves and state forest.



Source: American Community Survey (ACS) 2022



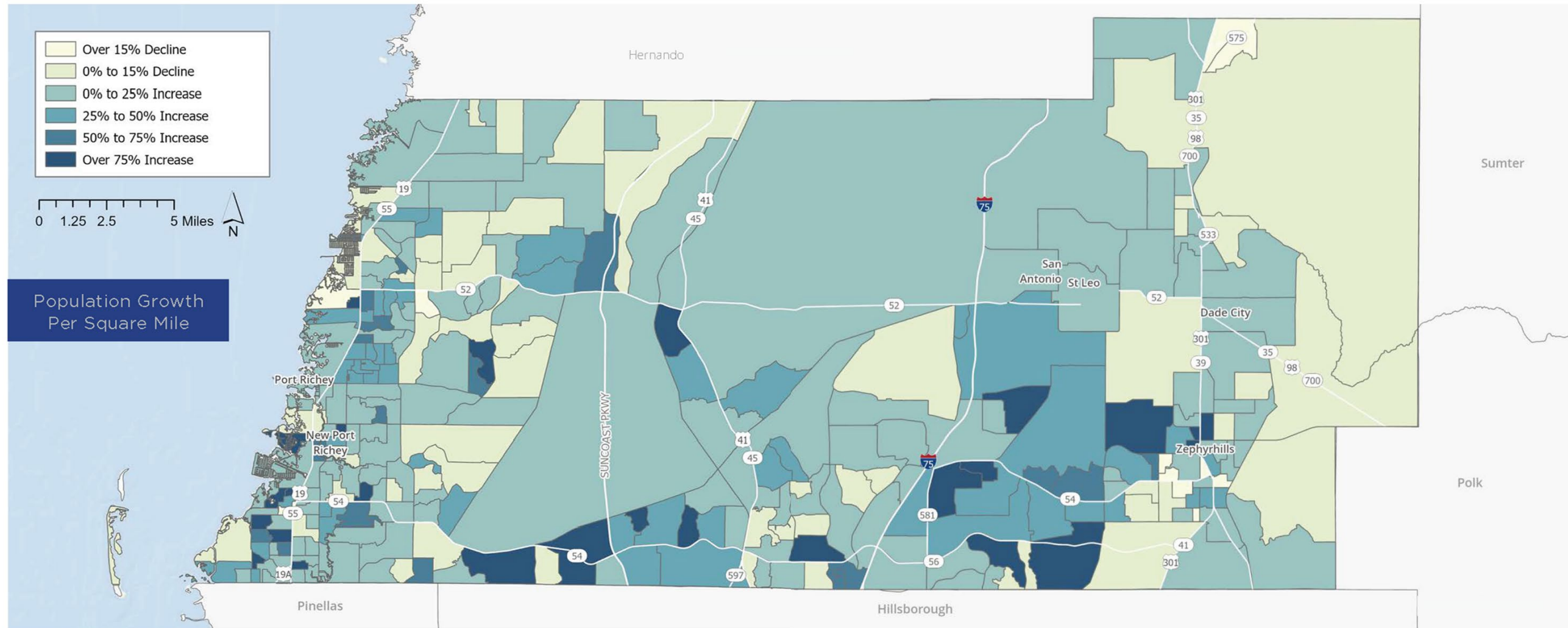
Map 5-2: Innovate Pasco 2050 LRTP - Population Growth

POPULATION GROWTH

The map below shows the population growth per square mile in Pasco County by Census block group between 2010 and 2023. Based on growth rates alone, the areas experiencing some of the highest rate of growth are the large block groups in the central portion of the County. However, because these block groups have fewer people moving into them overall, their *adjusted* growth rates are lower than other areas in the county. The areas south of San Antonio and St. Leo are experiencing some of the highest growth rates per square mile in the County.

23.7%
Pasco County Growth Rate, 2010-2022
US Census Bureau

Based on growth rates alone, some of the areas experiencing the highest rate of growth are the large block groups in the central portion of the County. However, because these block groups have fewer people moving there overall, their adjusted growth rates are lower than other areas in the County.



Source: Business Analyst Online (BAO) 2022



Map 5-3: Innovate Pasco 2050 LRTP – Minority Population

INNOVATE PASCO 2050

STATE OF THE POPULATION

AGE COHORTS

Pasco County's population is fairly evenly spread among working-age adults, particularly those between 35 to 64. The County is home to a significant population aged 0 to 14. Millennials (those aged roughly 25 to 44), make up the largest cohort, at 23.7% of the total population. However, Baby Boomers (roughly 60 to 79), are the fastest growing age group. Additionally, the younger and senior populations are spread geographically throughout the County. Concentrations of younger populations are located in south central Pasco County near Wesley Chapel and San Antonio. Concentrations of senior populations are generally located west of the Suncoast Parkway.

Cohort	2010	2022	% Change
0 - 14	81,349	94,322	13.8%
15 - 24	49,828	62,936	20.8%
25 - 34	49,207	63,782	22.9%
35 - 44	60,711	71,354	14.9%
45 - 54	66,594	74,050	10.1%
55 - 64	60,763	76,572	20.6%
65 - 74	50,870	68,885	26.2%
75 - 84	32,822	42,938	23.6%
85+	12,553	14,372	12.7%

Decennial Census 2010 | ACS 2022

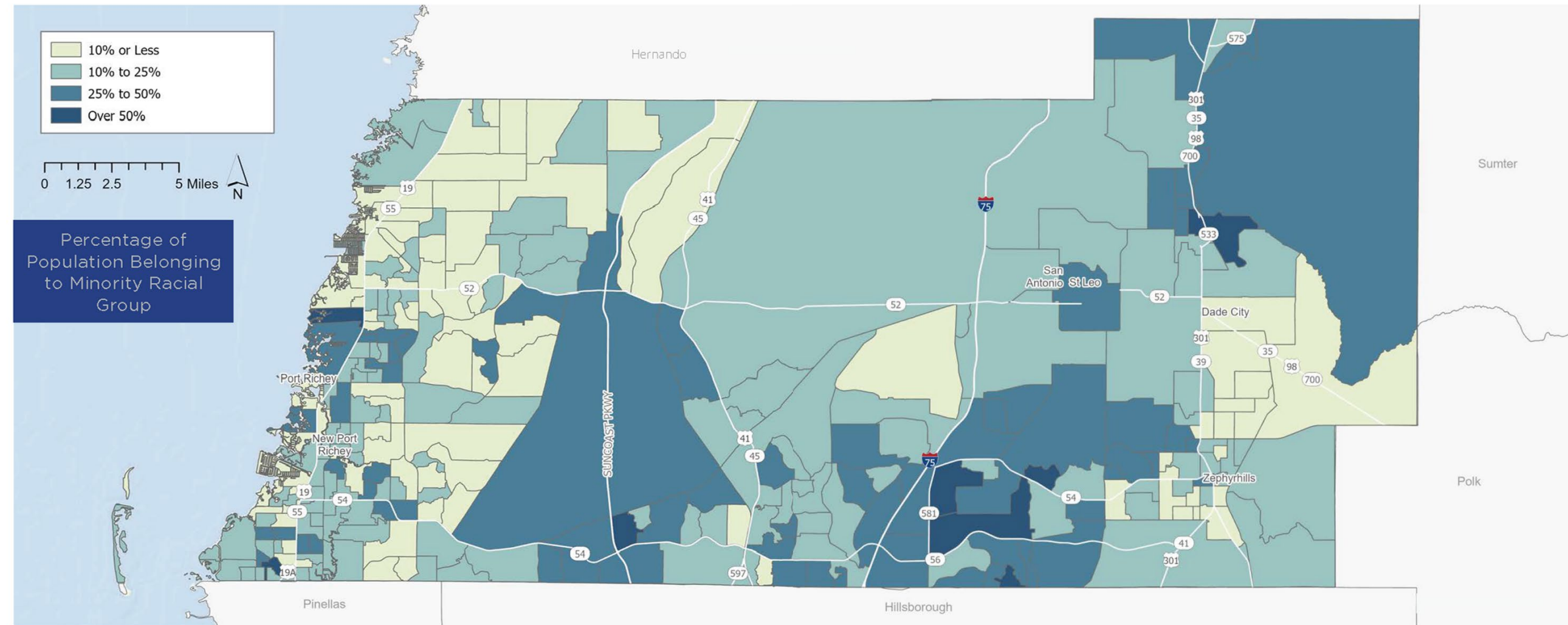
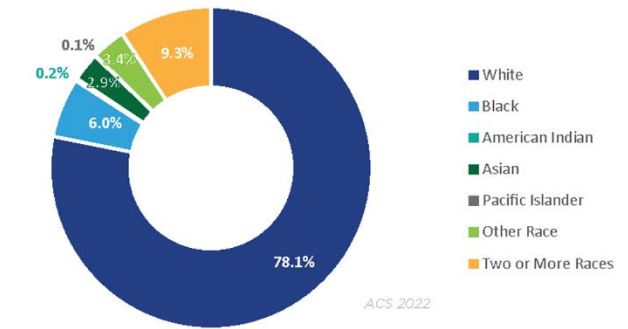
RACIAL AND ETHNIC DIVERSITY

The map below illustrates the percentage of each census block's population belonging to a racial minority group in the County. The US Census defines race as a person's self-identification with one or more social groups. Ethnicity determines whether a person is of Hispanic origin. Both Hispanics and non-Hispanics may report as any race or races.

17.4%
Hispanic Population
ACS 2022

POPULATION BY RACE

Nearly 22.0% of Pasco County residents belong to a racial minority group.





Map 5-4: Innovate Pasco 2050 LRTP - Disadvantaged Communities

INNOVATE PASCO 2050

STATE OF THE POPULATION

ENVIRONMENTAL JUSTICE

DISADVANTAGED COMMUNITIES

This map below uses data provided by the US Department of Transportation's (USDOT) Justice40 initiative to indicate block groups that are home to disadvantaged communities. According to the Justice40 initiative, disadvantaged communities are disproportionately affected by categories of burdens, including climate change, pollution, poor health outcomes, historic underinvestment in housing and/or infrastructure, poverty, low transportation access, etc. Communities designated as disadvantaged predominantly lie in the western and eastern portions of Pasco County, with a large proportion of block groups in and around New Port Richey and Zephyrhills being identified as disadvantaged. Central Pasco County is more rural and less populated than the western portion.

PASCO COUNTY VULNERABILITY METRICS PER JUSTICE40 ETC CENSUS TRACT DATA

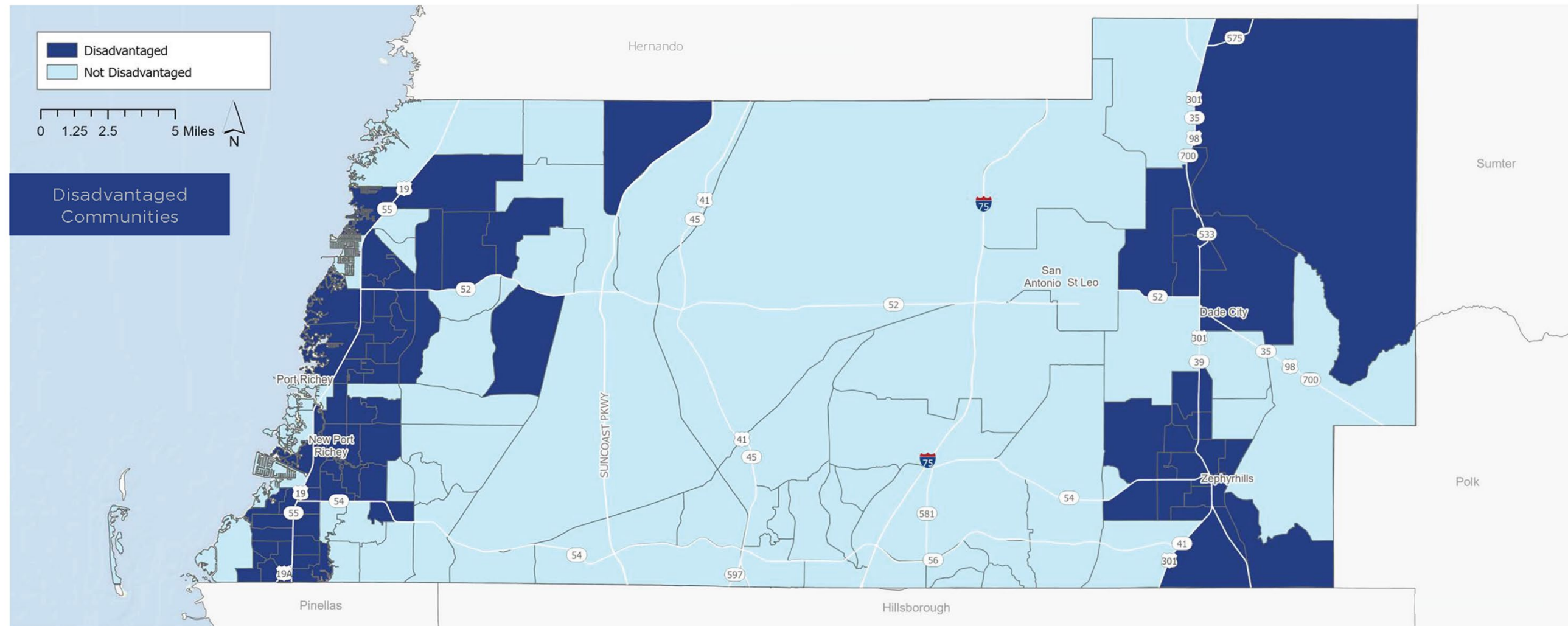
285.4k
Total Population Living
in Disadvantaged
Census Tracts

62.0%
Of Census Tracts In County
Designated Disadvantaged

66th
Percentile for
Health Vulnerability

69th
Percentile for Annualized
Disaster Losses

Source: Justice40 Equitable Transportation Explorer (ETC)



Source: USDOT Justice40 Initiative 2022



Map 5-5: Innovate Pasco 2050 LRTP - Median Household Income

INCOME

INCOME

The majority of households earning \$25,000 or less reside in the western and eastern portions of the County. Central Pasco County, while much less heavily populated than western and eastern Pasco County, is disproportionately home to residents with incomes exceeding \$100,000. The map below shows the distribution of the population by income. Data is unavailable for several block groups in the County.

PASCO COUNTY MEDIAN INCOME

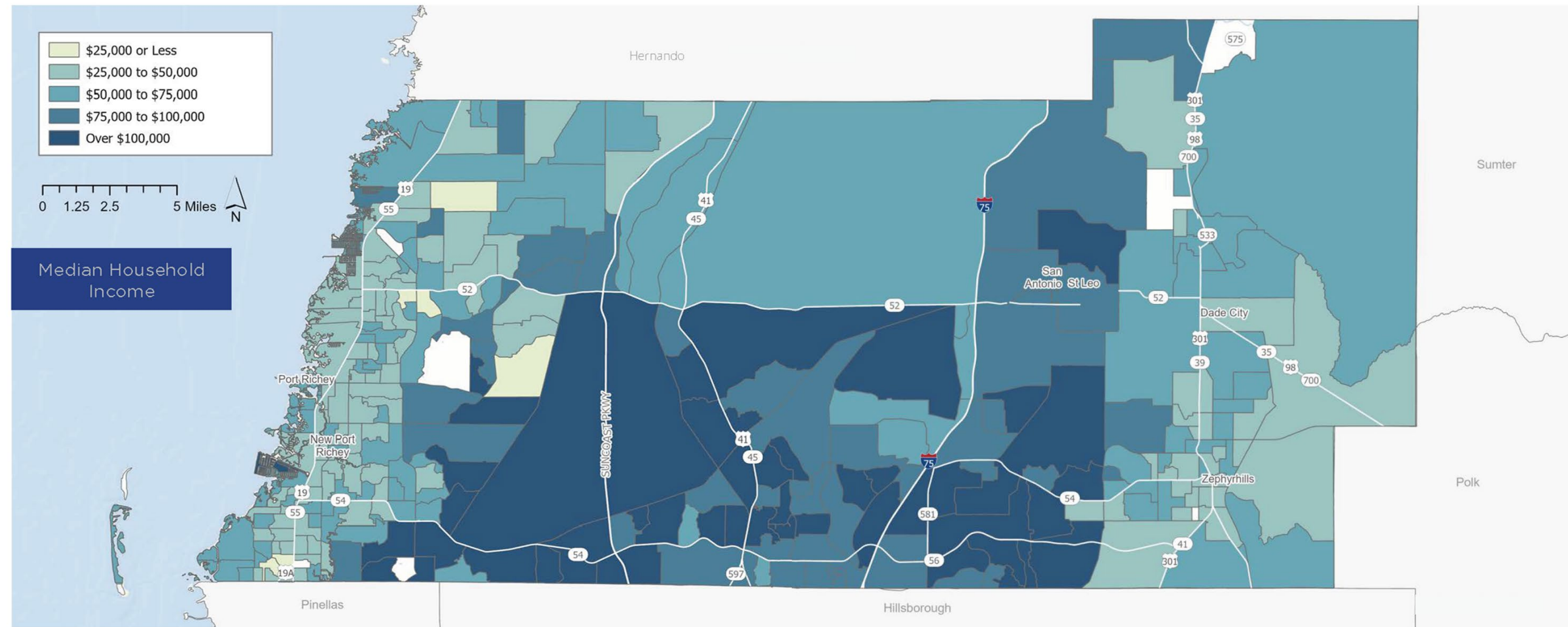
According to the American Community Survey 5-Year Estimates, the median income in Pasco County in 2022 was \$63,187.

\$63,187

Pasco County Median Income

40.1%

Block Groups With Median Incomes Above Countywide Median



Source: ACS 5-Year Estimates 2022



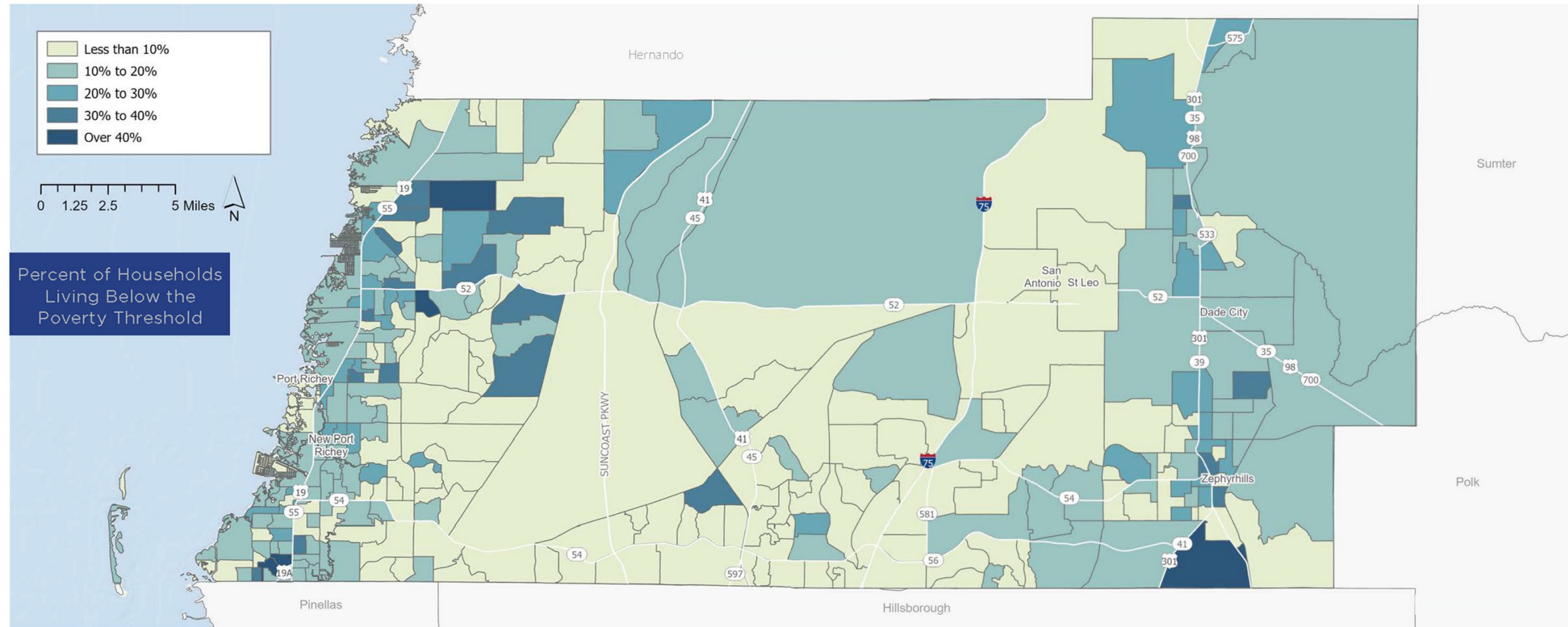
Map 5-6: Innovate Pasco 2050 LRTP – Low-Income Households

DISTRIBUTIONS OF LOW-WAGE HOUSEHOLDS

According to the US Census Bureau, the poverty threshold for a four-person household in 2022 was an annual income of \$29,950. The map below illustrates the percentage of households by block group living below the 2022 poverty threshold. These households are less likely to be able to afford a motor vehicle, which highlights a need to improve access to a variety of quality transportation options for these residents and workers.

53rd
Percentile for Social Vulnerability Per Justice40 ETC

The highest proportion of low-wage households live in northwestern Pasco County and in and around Zephyrhills. These areas overlap heavily with the Justice40-defined disadvantaged communities.



Source: ACS 5-Year Estimates 2022



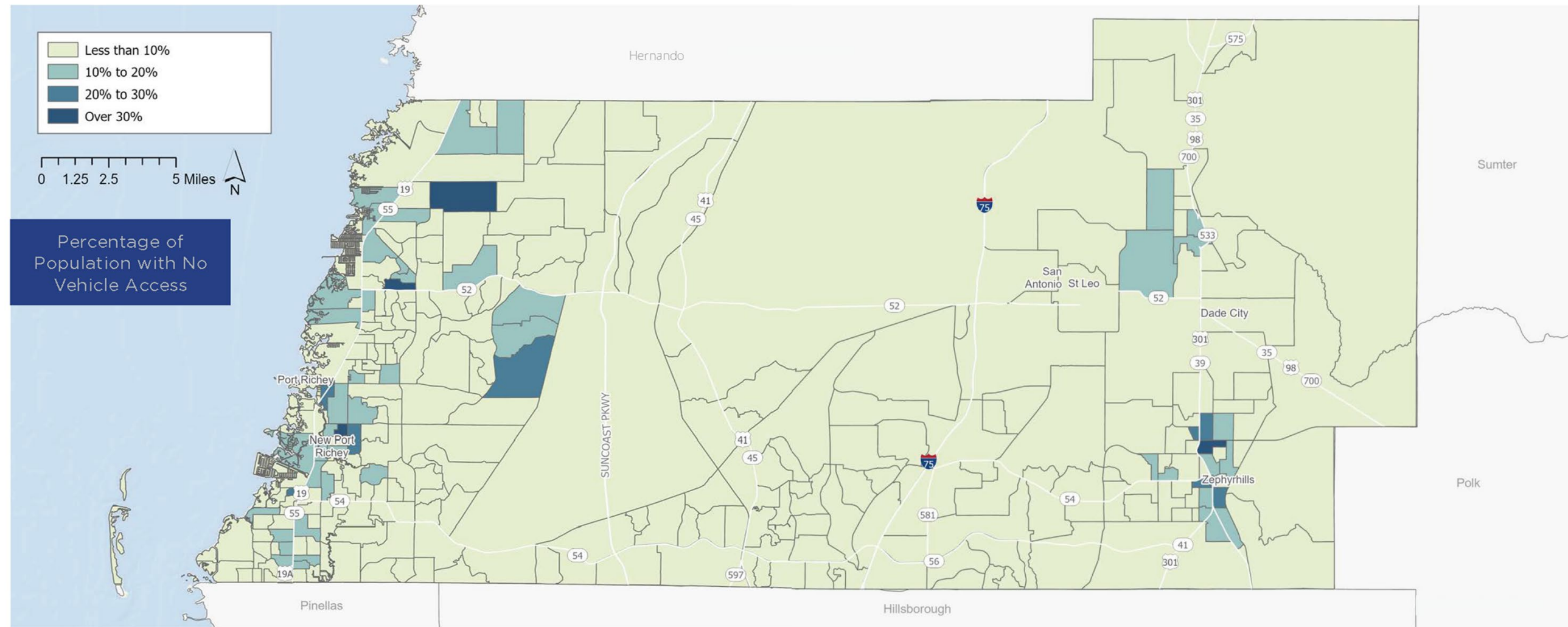
Map 5-7: Innovate Pasco 2050 LRTP – Population with No Access to Vehicles

VEHICLE ACCESS

Given the County's reliance on automobiles as the main source of transportation for residents and workers within Pasco County, most households within the County have access to at least one vehicle. No vehicle access is more common in western and eastern Pasco County, particularly in the block groups in and surrounding New Port Richey and Zephyrhills, which enjoy greater access to other modes of transportation, including public transit.

57th
 Percentile for
 Transportation Access
 Per Justice40 ETC

No vehicle access is more common in western and eastern Pasco County, particularly in the block groups in and surrounding New Port Richey and Zephyrhills, which enjoy greater access to other modes of transportation, including public transit.



Source: ACS 5-Year Estimates 2022



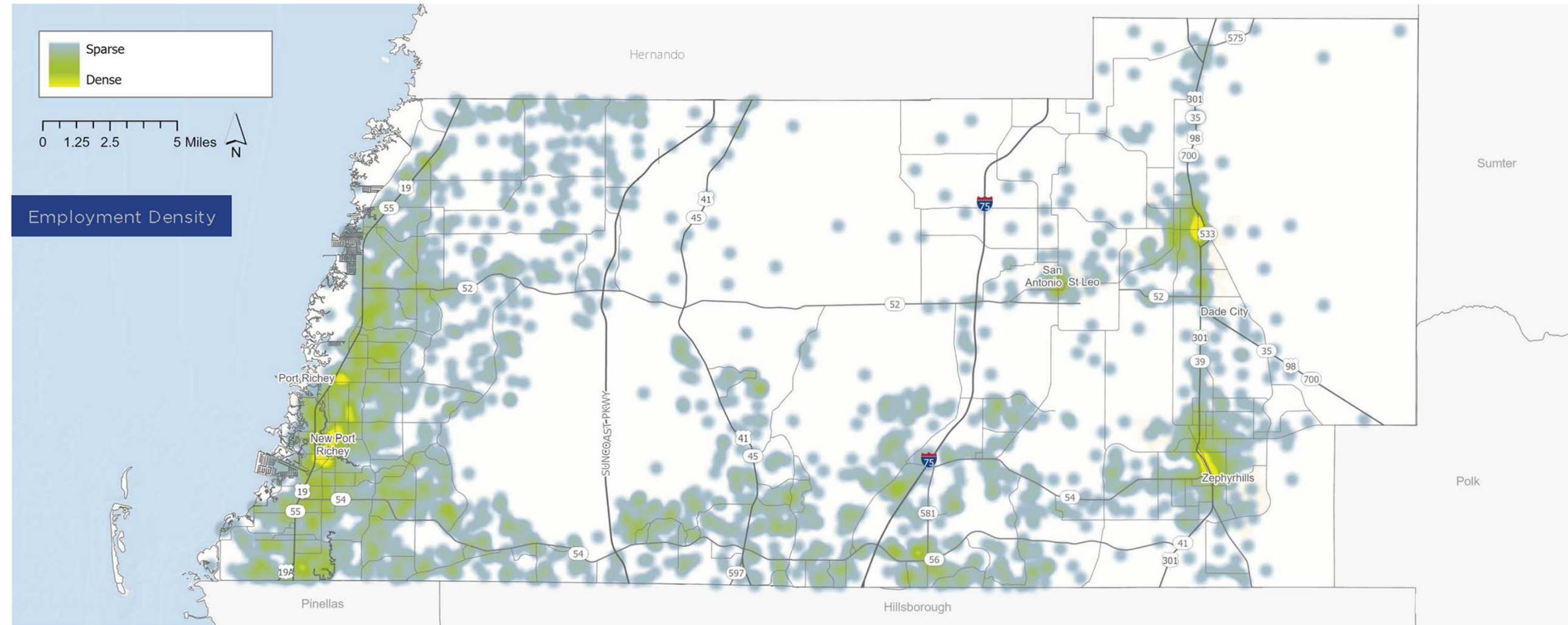
Map 5-8: Innovate Pasco 2050 LRTP – Existing (2021) Employment Density

EMPLOYMENT

EMPLOYMENT DENSITY

The data from the US Census Bureau shown on the map below was used to evaluate the areas within Pasco County that have the highest concentration of jobs. The map shows clusters of employment in the County's largest cities, including Port Richey, New Port Richey, and Zephyrhills. Clusters can also be seen at points along major thoroughfares, including SR 56 and US 301.

JOBS PER SQUARE MILE IN PASCO COUNTY'S LARGEST CITIES IN 2021



Source: LEHD On the Map 2021



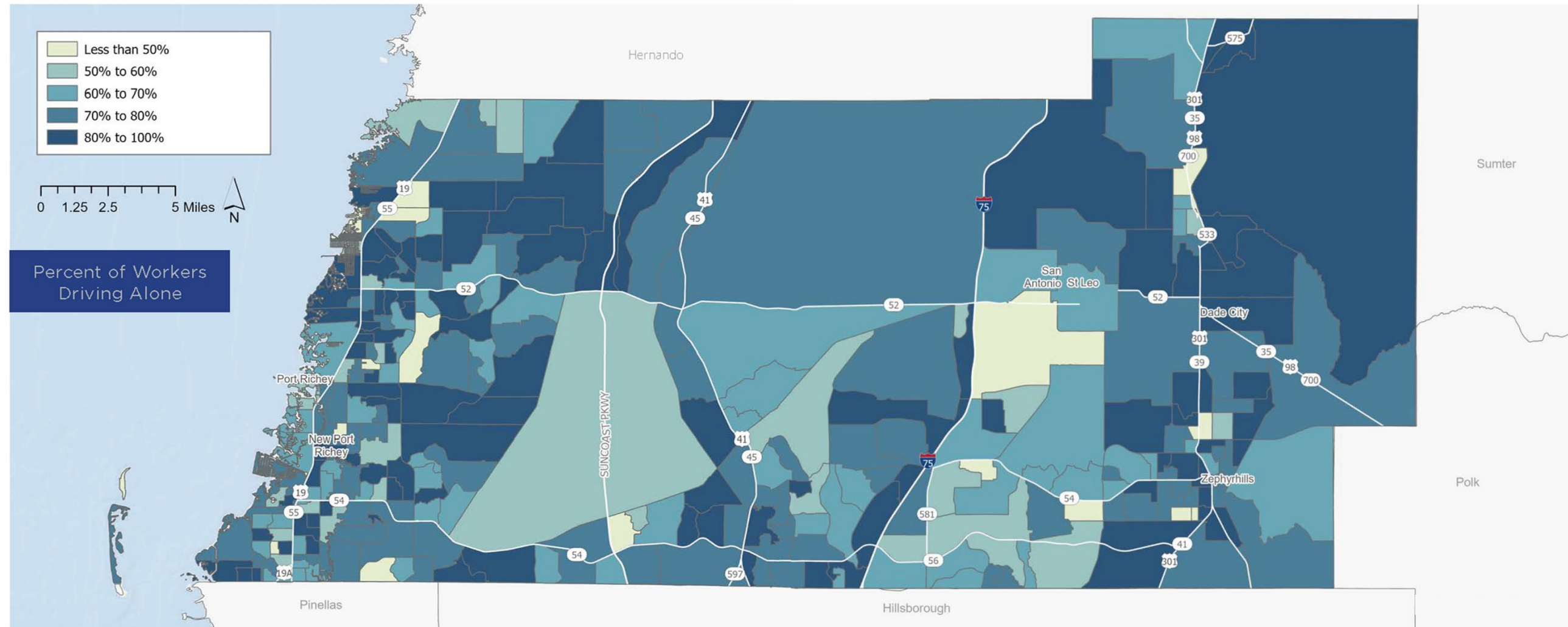
Map 5-9: Innovate Pasco 2050 LRTP – Commuters Who Drive Alone

SINGLE OCCUPANCY VEHICLE (SOV) DISTRIBUTION

Generally, the further away a Pasco County resident lives from an urban area, the more likely they are to drive alone to work. Exceptions to this may be in rural block groups, where farm workers are often more likely to carpool. However, SOV commuting is extremely common throughout the County, even in the block groups in and surrounding more urban areas like New Port Richey and Zephyrhills. Providing more public transit and bike/pedestrian options in areas where feasible can help reduce SOV commuting.

72.5% Drove Alone to Work in 2022 ACS 2022

Providing more public transit and bike/pedestrian options in areas where feasible can help reduce SOV commuting.



Source: ACS 5-Year Estimates 2022



Map 5-10: Innovate Pasco 2050 LRTP - Freight and Rail Network and Airport Locations

FREIGHT, RAIL, AND AVIATION

Pasco County's location in West Central Florida along the Gulf Coast makes it a strategic thoroughway for logistics operations, including easy access to Latin American imports and exports operations, connection with Florida's more than 3,000 miles of CSX rail lines, and a multitude of some of the largest seaports in the state (Pasco EDC). Based on current data, Pasco County is home to 16 airports and heliports, nearly 60 miles of CSX rail lines, and more than 90 miles of specified freight routes, made up of a combination of the National Highway Freight Network, the Florida Strategic Intermodal System, and the Freight Analysis Framework Network

16

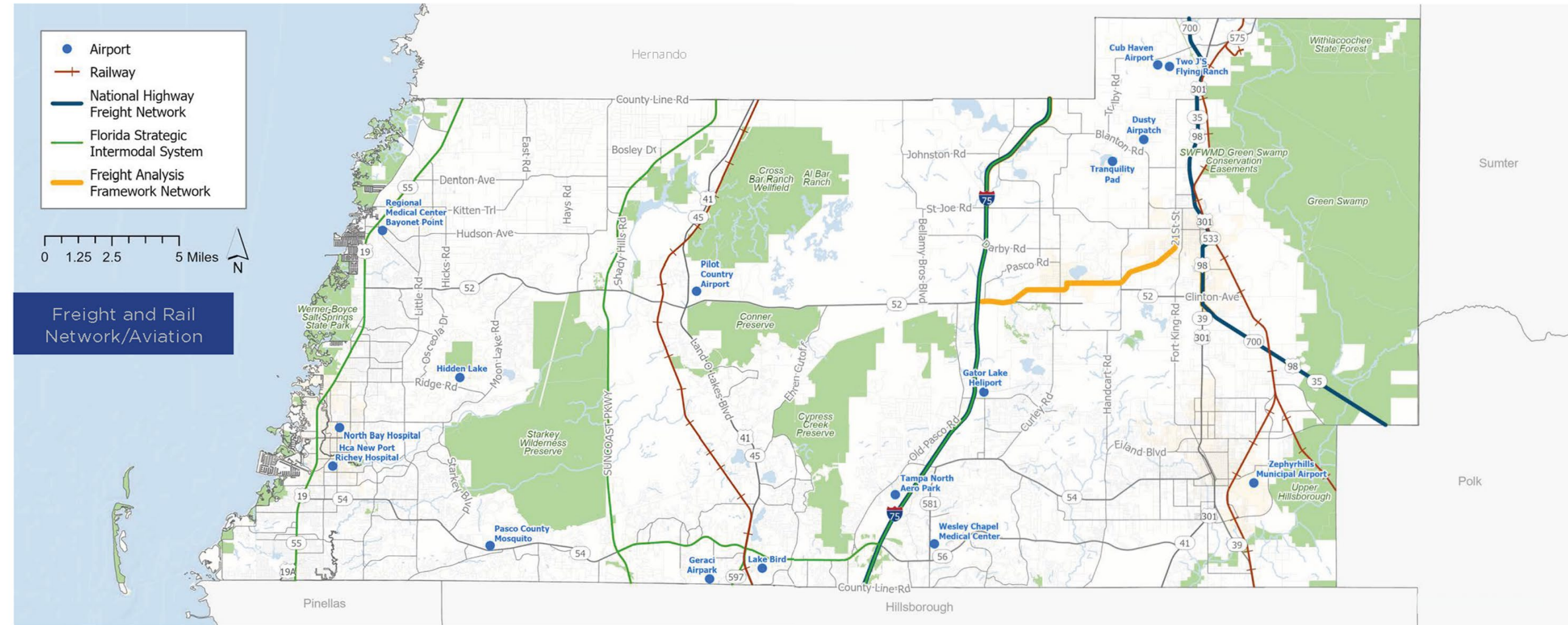
Airports and Heliports

60

Miles of CSX Rail

90+

Miles of Specified Freight Routes



Source: Pasco County



Map 5-11: Innovate Pasco 2050 LRTP – Existing Transit

INNOVATE PASCO 2050

STATE OF TRANSPORTATION

TRANSIT

The Pasco County Public Transportation service, called GOPASCO, provides fixed-route and paratransit service in various locations throughout the County. GOPASCO maintains 11 fixed routes that cover the entire county—from Wesley Chapel to Zephyrhills to Dade City in eastern Pasco County and Holiday to New Port Richey to Hudson to Shady Hills in the western portion of the County. Regional connections are available through five routes.

On-demand transit service and paratransit are available upon request to those with mobility impairments, disabilities, or residents who qualify as transportation disadvantaged.

11

GOPASCO Fixed Routes

5

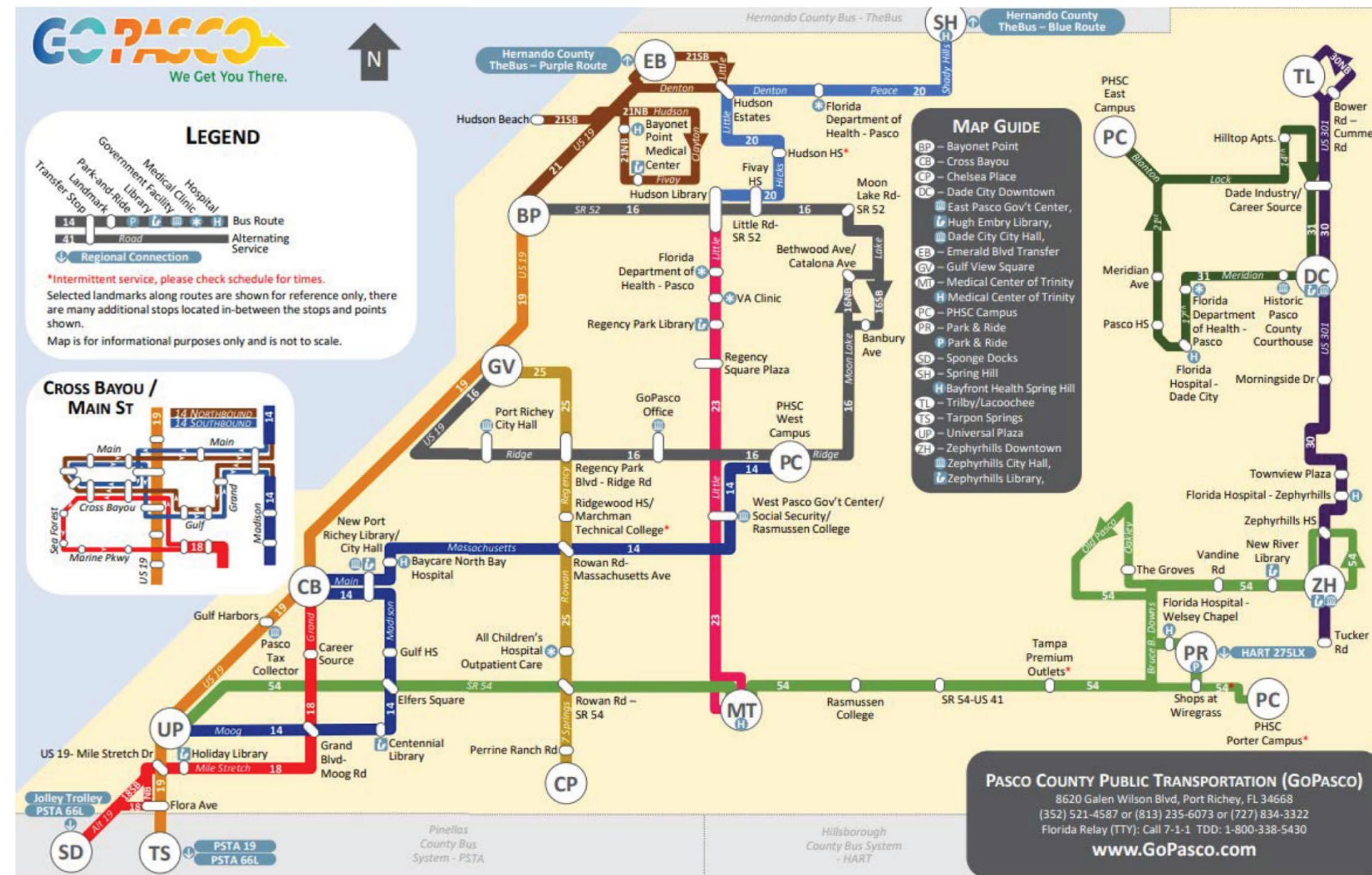
Routes Providing Regional Connectivity

5:30am-8pm

Monday through Friday Service

7am-7pm

Saturday Service



Source: Pasco County



Appendix A - Commonly Used Acronyms

ACS

The American Community Survey: ACS is part of the U.S. Census Bureau program. Conducted every month, ACS releases new data every year. It helps local officials, community leaders, and businesses understand the changes taking place in their communities using a smaller, concentrated sampling. ACS is sent to a sample of addresses (about 3.5 million) in the 50 states, District of Columbia, and Puerto Rico. ACS asks about topics not on the Census (10-year count) such as education, employment, internet access, and transportation. It also provides local and national leaders with the information they need for programs, economic development, emergency management, and understanding local issues and conditions.

ADA

Americans with Disabilities Act of 1990: A Federal law that requires public facilities, including transportation services, to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

ATP

Active Transportation Plan, also referred to as a Pedestrian and Bicycle Safety Action Plan (references provided by FHWA and FDOT): The purpose of this type of plan is to improve conditions for bicycling and walking. The plan lays out a vision for improving safety, examining existing conditions, and using a data-driven approach to match safety programs and improvements with demonstrated safety concerns. It is a multidisciplinary and collaborative approach to safety, including street designs and countermeasures, policies, and behavioral programs and it prioritizes safety improvements and justifies investment decisions, including communicating more clearly with stakeholders and increasing access to funding opportunities.

BCC

Pasco County Board of County Commissioners: The BCC is the legislative and policy-making body of the County government. The five members of the BCC are elected countywide from all districts. The BCC appoints the County Administrator and the County Attorney and confirms the appointment of department heads. They establish policy and make all budget decisions with regard to appropriation of funds to County departments, divisions, and some constitutional officers.

BPAC

Bicycle and Pedestrian Advisory Committee: A subcommittee formed by the MPO governing board to advise, address, and promote bicycle and pedestrian policies, programs, and plans as an alternative means of transportation.



CAC

Citizens Advisory Committee: An advisory committee utilized by most metropolitan planning organizations for citizen input into the transportation planning process.

Census

The United State Census Bureau: The 2020 Census is the most recent data used by the Pasco County MPO to develop its 2050 Innovate Pasco LRTP and other plans and programs. Conducted every ten years, the Census counts every person living in the 50 states, District of Columbia, and the five U.S. territories; asks a shorter set of questions, such as age, sex, race, Hispanic origin, and owner/renter status; provides an official count of the population, which determines congressional representation; and provides critical data that lawmakers and many others use to provide daily services, products, and support for communities.

CFR

Code of Federal Regulations: Compilation of the rules of the Executive Department and agencies of the Federal government.

CIP

Capital Improvement Program: A multiyear schedule of capital improvement projects, including priorities and cost estimates, budgeted to fit the financial resources of the community. This plan is updated annually and is part of the County's Comprehensive Plan, currently for a five-year period.

CMP

Congestion Management Process: A federally-mandated program, the CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs. A CMP is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the MPO process; however, Federal regulations are not prescriptive regarding the methods and approaches that must be used to implement a CMP.

CST

Construction: A funding category represented in Pasco County MPO Plans (such as the TIP) and FDOT documents, which includes building or constructing a project.

CTC

Florida's Community Transportation Coordinators: The Florida Commission for the Transportation Disadvantaged designates a CTC for each county/service area. For Pasco County, the CTC is GOPASCO. The CTC is responsible for coordinating and/or providing transportation services to individuals who are transportation disadvantaged because of age, income, or a disability, you cannot drive and do not have access to other transportation options.



CTD

Florida Commission for the Transportation Disadvantaged: In 1989, the Florida Legislature created CTD to ensure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons. The Commission sets policies and provides direction to its staff in quality assurance and program evaluation, technical assistance, and training, review of policies and procedures, contract management, and financial accountability. The CTD administers the Transportation Disadvantaged Trust Fund and implements all provisions in Chapter 427.013 F.S. and Rule 41-2, Florida Administrative Code.

DOPA

Designated Official Planning Agency (DOPA): For Pasco County, the MPO is the designated DOPA with the purpose to assist the Transportation Disadvantage Commission. Each county/service area has a DOPA, at the local level, in accomplishing the coordination of safe, efficient, cost-effective transportation services to those who are transportation disadvantaged. The DOPA appoints members and provides staffing to the service area's transportation disadvantaged local coordinating board (LCB). The LCB is an advisory committee to the Community Transportation Coordinator (CTC).

EO

Executive Order: An order or directive issued by the head of the executive branch at some level of government. The term executive order is most commonly applied to orders issued by the President, who is the head of the Executive Branch of the Federal Government. Executive orders may also be issued at the state level by a state's governor or at the local level by the city's mayor.

ETDM

Efficient Transportation Decision Making: An on-line, GIS-based FDOT project review program developed in response to the federal Environmental Streamlining initiative. It is available with usage rights to agencies such as the Pasco County MPO to provide input that is early and continuous for major transportation projects, regarding both the transportation network and potential impacts to the environment. ETDM is carried out through the use of the Environmental Screening Tool (EST) which allows agencies and concerned communities to comment on GIS-based maps on potential impacts of candidate transportation projects during the development stage of the project.

FAA

Federal Aviation Administration: Provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of U.S. aerospace safety. As the leading authority in the international aerospace community, the FAA is responsive to the dynamic nature of customer needs, economic conditions, and environment concerns.

F.A.C.

Florida Administrative Code: A set of administrative codes regulating the State of Florida.



FAST Act

On December 4, 2015, President Obama signed into law the Fixing America’s Surface Transportation Act, or (FAST) Act (Pub. L. No. 114-94). It was the first law enacted in over ten years that provided long-term funding certainty for surface transportation, meaning states and local governments could move forward with critical transportation projects, like new highways and transit lines, with the confidence that they would have a federal partner over the long term.

FAR

Florida Administrative Register: The publication in Florida where proposed rules, workshops, hearings, and final rules are advertised for public notice.

FD

Federal Funds: Funds distributed from the Federal government for transportation projects which includes Federal expenditures or obligation for the following categories: grants, salaries and wages, procurement contracts, direct payments for individuals, other direct payments, direct loans, guaranteed or insured loans, and insurance. Dollar amounts can represent either actual expenditures or obligations. The FHWA is the largest single source of funding for shared-use paths, trails, and related projects in the U.S. Until 1991, Federal highway funds could be used only for highway projects or specific independent bicycle transportation facilities. Now, bicycle and recreational trails, pedestrian projects and programs are eligible for nearly all major Federal highway funding programs.

FDOT

Florida Department of Transportation: A State governmental agency responsible for transportation issues and planning in Florida. Pasco County falls within FDOT’s District Seven covering Pasco, Pinellas, Hillsborough, Hernando and Citrus Counties.

FHWA

Federal Highway Administration: A division of the USDOT responsible for administration of Federal highway transportation programs.

FS

Florida Statutes: The laws governing the State of Florida.

FTA

Federal Transit Administration: A division of the USDOT responsible for transit/multimodal planning and federal programs.

FY

Fiscal Year: A budget year that runs from July 1 through June 30 for the State of Florida, and from October 1 through September 30 for the Federal and County Governments.



GOPASCO

GOPASCO (formerly PCPT - Pasco County Public Transportation) transportation services are provided by the Pasco County Board of County Commissioners through Pasco County Public Transportation (GOPASCO). Bus service includes general fixed-route and paratransit services. Demand response service is available upon request to qualified and registered mobility impaired individuals, as well as those who are transportation disadvantaged qualified through the GOPASCO paratransit service program. GOPASCO reports to the Pasco County Board of County Commissioners and is a part of the Public Service Branch. In addition to passenger fares, funding for GOPASCO is obtained through county ad valorem taxes, as well as state and federal grants.

IIJA

Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58, also known as the “Bipartisan Infrastructure Law,” or **BIL** was signed on November 15, 2021, by President Biden. The BIL is the largest long-term investment in our infrastructure and economy in our Nation’s history, providing \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

ISTEA

Intermodal Surface Transportation Efficiency Act of 1991: The Federal Transportation Bill which governs transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation.

JPA

Joint Participation Agreement: A legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.

LCB

Local Coordinating Board for the Transportation Disadvantaged: An advisory board, which provides information, advice, and direction to the CTC. Serves in an advisory capacity over the TD program in Pasco County. The purpose of the LCB is to identify local service needs and to provide information, advice, and direction to the CTC. The CTC is responsible for arranging transportation for people who are elderly, low-income, or who have a disability. The membership is comprised of agencies and private citizens. The PCLCB rotates meetings in different areas of Pasco County (New Port Richey, Land O’ Lakes, and Dade City) on a quarterly basis.

LEP

Limited English Proficiency: Individuals who do not speak English as their primary language and who have limited ability to read, speak, write, or understand English can be limited English proficient. These individuals may be entitled language assistance with respect to a particular type of service, benefit, or encounter. Executive Order 13166, signed by President Clinton in 2000,



requires federal agencies to develop and implement systems to provide meaningful access to LEP residents.

LF

Local Funds: Any funds other than State or Federal that are applied to the planning program are considered local funds.

LG

Local Government (Pasco LG): An elected and/or appointed public body existing to coordinate, govern, plan, fund, and administer public services within a designated, limited geographic area of the state. Pasco County is governed by five elected Commissioners and an appointed County Administrator. The Administrator has executive powers to implement the policies and procedures set forth by the Board of County Commissioners. The County Administrator provides direct oversight to the Assistant County Administrators for Development Services, Internal Services, Public Safety, Public Services, and Public Infrastructure. The Intergovernmental Affairs team and the Organizational Performance Management team work directly with Administration as part of the Legislative and Administrative Branch.

L RTP

Long Range Transportation Plan: A document resulting from a regional or statewide process of collaboration and consensus on a region or State transportation system. This document serves as the defining vision for the region or State's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years. The Pasco County MPO's Innovate Pasco 2050 will be adopted by December 2024. The next cycle will be the 2055 LRTP.

MAP-21

The 2012 Moving Ahead for Progress to the 21st Century Act (MAP-21) extended the funding authorization for federal surface transportation programs for highways, highway safety, and transit through 2014.

MOE

Measure of Effectiveness: A criterion used to assess changes in the transportation system behavior, capability, or operational environment that is tied to measuring the attainment of an end state, achievement of an objective, or creation of an effect. The focus is on the results or consequences of task execution and provides information that guides decisions to take additional or alternate actions.

MPA

Metropolitan Planning Area: Each designated MPO carries out the metropolitan transportation planning process within a defined MPA. The MPA must encompass the entire urbanized area (UA) plus the contiguous area expected to become urban within a 20-year forecast period. An MPA



boundary may encompass more than one UA and may be established to coincide with regional economic development and growth forecasting areas, as well as with a Metropolitan Statistical Area or Combined Statistical Area, as defined by the U.S. Office of Management and Budget. The Federal requirements for establishing and adjusting MPA boundaries are set out in 23 C.F.R 450.312. The boundaries of an MPA must be determined by agreement between the MPO and the Governor. In addition, MPA boundaries must not overlap with each other. If more than one MPO is designated within an urban area with a population of 50,000 or more, the Infrastructure Investment and Jobs Act (IIJA) requires MPOs to ensure, to the maximum extent practicable, consistency of any data used in the planning process. The IIJA also clarifies that MPOs are not required to jointly develop planning documents (i.e., a unified LRTP or unified TIP). [23 U.S.C. 134(g)(4) and (5)].

MPO

Metropolitan Planning Organization: A Federally funded and mandated organizational entity designated by Federal law (23 U.S.C., Section 134-135) as provided in 23 U.S.C., Section 104(f)(3), and Florida Law (Chapter 339 Section 175, Florida Statutes) that has the lead responsibility for developing transportation plans and programs for urbanized areas with a population over 50,000 and also serves as the created to ensure that existing and future expenditures of governmental funds for transportation projects and programs based on a continuing, cooperative, and comprehensive (3-C) planning process. Transparency through public access to participation in the planning process and electronic publication of plans is required.

MPOAC

Florida Metropolitan Planning Organization Advisory Council: The MPOAC assists all MPOs/TPOs TPAs in Florida to carry out the metropolitan transportation planning process by serving as the principal forum for collective statewide policy discussion. The MPOAC was created by the Florida Legislature in 1984 as a statewide transportation planning and policy organization to augment the role of individual MPOs in the cooperative transportation planning process [s.339.175(11) F.S.]. According to its mission statement, the MPOAC improves transportation planning and education by engaging and equipping its members to deliver results through shared FDOT MPO Program Management Handbook Office of Policy Planning 1-19 innovations, best practices, enhanced coordination, communication, and advocacy. The organization is made up of a 27-member Governing Board consisting of local elected officials from each of the MPOs, as well as a 27-member Staff Directors Advisory Committee consisting of the staff directors from each MPO. The MPOAC also includes a Policy and Technical Subcommittee and other committees, as assigned by the Governing Board.

MPO Handbook

The FDOT's MPO Program Management Handbook is updated periodically by the FDOT and provides current procedures, policies, and timelines for the purpose of developing MPO planning and programming products that are required by Federal and State laws, as well as the related administrative requirements MPOs and FDOT must follow.



NEVI

National Electric Vehicle Infrastructure: The BIL establishes a National Electric Vehicle Infrastructure Formula Program (“NEVI Formula”) to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

PIP

Public Involvement Plan: The Pasco County MPO develops a project-specific PIP that is provided to the public to reference throughout the LRTP process including schedules, dates of public workshop, on-line surveys, committee meetings and other events. The MPO created a PIP for the Innovate Pasco 2050 Long-Range Transportation Plan and linked it to a project website. The PIP draws upon the MPO’s adopted PPP which provides the MPO’s overall public involvement goals for all plans, programs and special studies conducted by the MPO.

PL

Planning Funds: Funds that are provided through each Federal highway act. The distribution of PL funds is accomplished through a formula developed by the FDOT in consultation with the MPOs and must be approved by the FHWA.

PPP

Public Participation Plan: The Pasco County MPO has an updated PPP as of August 2024. A federally-mandated document, the PPP is the primary public engagement outline that MPOs must develop and maintain to define a process for providing interested parties reasonable opportunities to review and comment on the MPO’s plans, programs and special study products. It provides goals, objectives and performance measures and a set of notification requirements to guide all of the MPO’s outreach activities. In contrast, a PIP is a project-specific subset of the PPP and is most commonly created to show the schedule and activities for the MPO’s LRTP process.

PT

Public Transit: The transporting of people by conveyances or systems of conveyances traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be governmental or privately owned. Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation," "mass transit," "transit," and "paratransit."

PTGA

A Public Transportation Grant Agreement (PTGA) is the agreement between a recipient, such as GOPASCO, and FDOT that establishes a public transportation project and responsibilities related to the project including project details, funding and invoicing.



RR

Railroad: A track consisting of steel rails usually fastened to wood or concrete ties designed to carry a locomotive and its cars or anything similar.

SAFETEA-LU

Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, enacted in 2005. Additional funding changes were implemented for transportation in the Surface Transportation Extension Acts of 2010 and 2011.

SB

Senate Bill, the principal vehicle employed by lawmakers for introducing their proposals (for example, enacting or repealing laws) in the Senate. The bills are designated S.1, S.2, and so on, depending on the order in which they are introduced; they address either matters of general interest (public bills) or narrow interest (private bills).

SCTPA

Sun Coast Transportation Planning Alliance (formerly known as the MPO Chairs Coordinating Committee-CCC) the Pasco County MPO participates a member of the 8-county SCTPA that works as a region to prepare plans, studies, and priorities for regionally significant projects, reviews the impact of significant land-use decisions, shares current travel data and trends, and adopts regional transportation plans and priorities for highway, public transportation, and multi-use trail improvements.

SR

State Road: Roads maintained by the FDOT, or a toll authority are referred to officially as State Roads, abbreviated SR. SRs are always numbered; in general, the numbers follow a grid. Odd numbered roads run north-south, and even numbered roads run east-west. One- and two-digit numbers run in order from 2 in the north to 94 in the south, and A1A (formerly 1) in the east to 97 in the west (99 used to exist but is now a County road). The major cross-State roads end in 0 and 5.

TAC

Technical Advisory Committee: An advisory committee of most MPOs that consists of professional and technical planners, engineers, and other appropriate disciplines. Their function is to provide advice on plans or actions relating to transportation issues.

TA Set-Aside

Transportation Alternatives Set Aside (§ 11109; 23 U.S.C. 133(h): The Federal BIL (a.k.a. as IIJA) continues the TA set-aside from the Surface Transportation Block Grant (STBG) program. The contract authority is from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-



scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TBRPC

Tampa Bay Regional Planning Council: TBRPC was the first of ten RPCs to be established in Florida. Florida Statutes 186.502(4)(1) recognize Regional Planning Councils as multipurpose regional entities in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues for economic development, emergency preparedness, environmental planning, resiliency planning, planning/design visualization, and geographic information systems; however, additional programs and projects that support federal/state/local government, non-profit, and private entities are also undertaken to meet the needs of the region. The TBRPC includes Pasco County.

TCAP

Tri-County Access Plan: Pasco, Pinellas, and Hillsborough County partnered together to develop a coordinated public transit-human services transportation plan that stemmed from a new Federal legislation requirement for all urbanized areas. The plan identifies the transportation needs of older adults, persons with disabilities, and individuals with lower incomes; inventories existing transportation services available for these groups; identifies gaps and overlaps in existing services; develops strategies to address the gaps and overlaps.

TD

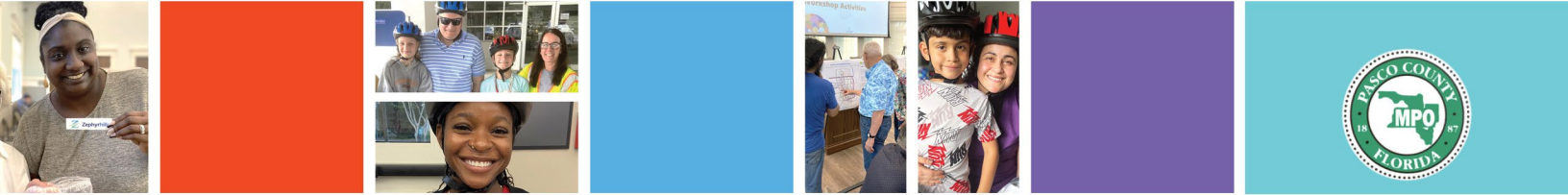
Transportation Disadvantaged Program: The TD Program is a coordinated state-wide effort that groups riders together for a shared ride service. Transportation services are available in all 67 Florida counties for those who are eligible and have no access to transportation. Federal, state, and local agencies join together to provide necessary transportation to medical appointments, employment, educational, and other life-sustaining services. People, including children as defined in Section 411.202, Florida Statutes, who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202 are eligible.

TDP

Transit Development Plan: A short-term, 10-year plan (updated every five years) that identifies the intended development of transit, including equipment purchase, system management, and operations. For Pasco County, GOPASCO is responsible for the TDP, and the Pasco MPO assists as a local planning partner.

TDSP

Transportation Disadvantaged Service Plan: For Pasco 2020 to 2025 is current TDSP. A five-year plan with annual updates developed by the CTC and the planning agency which contains the



provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the local coordinating board. Together, the DOPA, LCB, and CTC develop the service area's Transportation Disadvantaged Service Plan (TDSP). The TDSP is a comprehensive analysis of the service area, identifies the transportation services available, and provides local service standards.

TEA-21

Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998. TEA-21 authorized federal surface transportation programs for highways, highway safety, and transit a 6-year period from 1998 to 2003. TEA 21 established education as one of the primary objectives of a University Transportation Center (UTC) and institutionalized the use of strategic planning in university grant

TIP

Transportation Improvement Program: A priority list of transportation projects developed by an MPO that is to be carried out within the five-year period following its adoption; it must include documentation of Federal and State funding sources for each project and be consistent with adopted local comprehensive plans. The TIP is designed to implement the goals and objectives of the Long-Range Transportation Plan (LRTP).

TMA

Transportation Management Area: A special designation given to all urbanized areas with a population of over 200,000 (or other area when requested by the Governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; and requires being identified in 23 CFR 450.300-336.

UA

Urbanized Area: UAs are the building blocks of MPO formation. Federal law and regulations require an MPO to be designated for each UA with a population of 50,000 or more, or group of contiguous UAs. [23 C.F.R 450.310(a)] The designation must be made by agreement between the Governor and units of general-purpose local government that together represent at least 75 percent of the affected population, including the largest incorporated city, or according to procedures established by State or local law. [23 C.F.R 450.310(b)] To the extent possible, only one MPO shall be designated for each UA or group of contiguous UAs. More than one MPO may be designated to serve a UA only if the Governor and the existing MPO determine that the size and complexity of the UA makes designation of more than one MPO appropriate. [23 C.F.R. 450.310(e), s.339.175(2)(a)(2), F.S.] If more than one MPO is designated for a UA, the MPOs must establish an official written agreement that identifies the areas of coordination and division of responsibilities between MPOs.

UPWP

Unified Planning Work Program: An annual planning work program developed by the MPO that identifies all transportation activities and the associated budget to be undertaken in the metropolitan area.



U.S.C.

United States Code: Contains a consolidation and codification of all general and permanent laws of the United States of America.

USDOT

United States Department of Transportation: A department in the United States government whose mission it is to serve the Country by ensuring a fast, safe, efficient, accessible, and convenient transportation system, while enhancing quality of life today and in the future through its planning process.

West Central Florida Regional LRTP 2045

Regional Long Range Transportation Plan covering 8 counties, including Pasco, which directs federal and state dollars toward transportation investments in our region. It considers future needs for at least 20 years and must be updated every five years. It is based on forecasts of future growth, on analysis of existing and future needs for many types of improvements, and on the opinions and feedback of people in the community. Ultimately, it is adopted by a vote of an MPO or TPO governing board at a public hearing. The MPOs and TPOs in West Central Florida have focused on increasing the transportation choices available in the region; expanding use of technology & innovative solutions; balancing development with environmental preservation; and using performance measures to prioritize investments in transportation, environment, social, and economic concerns that are looked at on a larger basis than municipality by municipality. Planning on a regional level can be very beneficial as it allows cities, towns, and districts to pool resources, and tools that will be beneficial for the region.



Appendix B - Summary of Federal and State Regulations Addressing MPOs and Public Participation

NOTE: This section provides a summary related to requirements for the MPO to carry out public participation. A very helpful guide that is updated periodically is the FDOT's MPO Program Management Handbook (as of June 2023).

Statewide and metropolitan transportation planning processes are governed by Federal law (23 USC 134 and 135). Compliance with applicable state and local laws is required if Federal highway or transit funds are used for transportation investments. Federal planning regulations are codified in 23 CFR 450. **Although MPOs carry out the federally mandated transportation planning process and its core membership is dictated by law, the organizational structure and staff arrangements for the Pasco MPO is determined by agreement between its local officials and the State of Florida.**

Every urbanized area with a population of more than 50,000 persons must have a designated Metropolitan Planning Organization (MPO) to address transportation planning and to qualify for federal highway or transit assistance (23 CFR 450.310(a)). The United States Department of Transportation (USDOT) relies on the MPO to ensure that highway and transit projects that use federal funds are products of a credible planning process and meet local priorities.

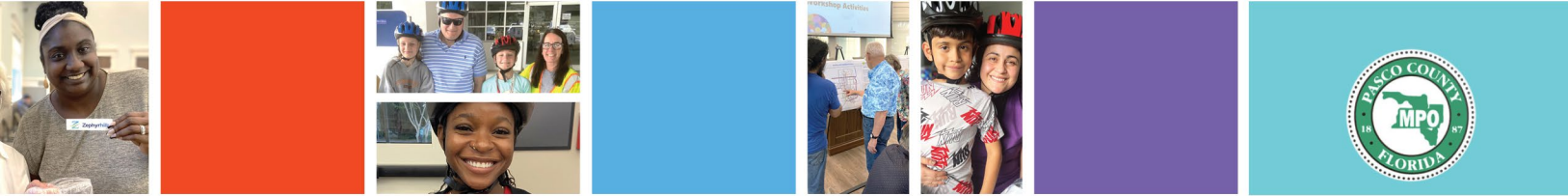
Within an MPO area, USDOT will not approve federal funding for urban highway and transit projects unless they are adopted by the MPO Board as priority projects. The Pasco County MPO's plans and programs are reviewed by the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), which are both under the umbrella of the USDOT.

Brief Overview: Federal Requirements Addressing MPOs and Public Participation

With the Federal-Aid Highway Act of 1962, Congress passed legislation making the urban transportation planning process a condition for receipt of federal highway funds in urban areas. This legislation encouraged the 3-C process: a continuing, cooperative, and comprehensive transportation planning process carried on by the states and local communities.

Historically, transportation planning had been voluntarily conducted by state and local agencies in the United States (US); however, not until the Federal-Aid Highway Act of 1962 was the process of urban transportation planning federally mandated in the US. This mandate required transportation projects in urbanized areas with populations of 50,000 or more to be based on an urban transportation planning process. This 1962 Act was significant since it expanded the planning process beyond the scale of the city, to the larger metropolitan or regional level. It also required planning coordination and cooperation between the state and local jurisdictions.

It was not until the passage of the Federal-Aid Highway Act of 1973 that federal law required urbanized areas of populations of 50,000 and more to have a designated MPO to facilitate the



transportation planning process. This legislation provided the federal backing and funding to establish a more formal planning organization which would meet or carry out the federal mandate.

MPOs represent local governments and work in coordination with state departments of transportation (for Pasco the Florida DOT, District Seven) and other major transportation service providers to conduct the regional transportation planning process for urbanized areas. In order to receive federal transportation funding for projects in an urbanized area, these projects must emerge from the planning process undertaken by the relevant MPO and state department of transportation (US Government Accountability Office (GAO), 2009).

All MPOs have the same **basic requirements** which include the production of a long-range transportation plan (**LRTP**) covering at least a 20-year horizon, production of short-range Transportation Improvement Program (**TIP**) covering a 4–5-year period, an annual statement of planning priorities and activities known as the Unified Planning Work Program (**UPWP**), and a Public Participation Plan (**PPP**).

An area’s transportation goals and visions are determined by the MPO board which can include representatives from member jurisdictions, transportation operators, area-wide stakeholders, and the general public. MPOs must develop their plans and programs in cooperation with their respective state departments of transportation, local transit providers, land-use entities, environmental resource agencies as well as with tribal governments, airports, Amtrak, or any freight rail entities (GAO, 2009).

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) greatly strengthened the MPO’s responsibilities by placing the MPO in a primary role for the programming of transportation projects to be carried out in any given year. The MPO was also given the responsibility to involve the public in this process through expanded participation efforts.

When ISTEA expired, the Transportation Equity Act for the 21st Century (TEA-21), signed in 1998 took the place of ISTEA. TEA-21 emphasized public involvement as well. Over successive authorization cycles leading to the passage of the TEA, Congress has added and revised the substantive content expected from the 3-C planning processes.

TEA-21 was replaced by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU), signed in 2005, which further increased the Public Participation Plan requirements. Since the MPO is made up of agencies responsible for carrying out transportation programs in the MPO area, SAFETEA-LU allowed for input from all agencies within the MPO area to be engaged in the process. The rule stated that Public Participation Plans be developed in consultation with interested parties and expanded the definition to include representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of people with disabilities, freight shippers, and providers of freight transportation services. SAFETEA-LU also required that MPOs provide adequate, timely public notices; employ visualization techniques; make information available in electronic formats; and hold meetings at convenient and accessible locations and times. Additionally based on SAFETEA-LU, MPOs are required to:



- Provide a minimum of 45 calendar days to adopt or revise the PPP document(s).
- Provide timely information about transportation issues and processes to the public, affected public agencies, transportation agency employees, other interested parties, freight shippers, private providers of transportation, and the segment of the community affected by transportation plans, programs, and projects including, but not limited to, central city and other local jurisdictions.
- Provide reasonable public access to technical and policy information used in the development of plans, Transportation Improvement Programs (TIPs), and open public meetings where matters related to the Federal-aid highway and transit programs are being considered.
- Require adequate public notice of public involvement activities and time for public review and comment at key decision points including, but not limited to, approval of plans and TIPs.
- Demonstrate explicit consideration and response to public comments received during the planning and program development processes.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households in an effort to be inclusive and to ensure that the requirements of Title VI and Environmental Justice have been met during the planning and project process.
- When significant written and oral comments are received on the draft LRTP or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the United States Environmental Protection Agency's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP.
- If the final LRTP or TIP differs significantly from the one which was made available for public comment by MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available.
- Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in ensuring that the process provides full and open access to all.
- Participation procedures will be reviewed by the FHWA and the FTA during quadrennial certification reviews for Transportation Management Areas, and as otherwise necessary for all MPOs, to ensure that full and open access is provided to the MPO decision-making processes.
- The PPP shall be coordinated with Statewide and regional public involvement plans wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.
- The MPO public involvement process must also abide by Title VI of the Civil Rights Act of 1964, and related federal and state nondiscrimination regulations. Therefore, the MPO does not exclude anyone on the basis of race, sex, color, national origin, religion, age, physical condition, family, or income status.



The 2012 Moving Ahead for Progress to the 21st Century Act (MAP-21) (2012) extended the funding authorization for federal surface transportation programs for highways, highway safety, and transit through 2014. MAP-21 provided a large investment in transportation, building on and refining many of the highway, transit, bike, and pedestrian programs and policies established in 1991. MAP-21 required the Metropolitan Planning Organizations (MPOs) to provide for consideration of projects and strategies that served to implement six (6) transportation planning factors as follows:

- **Strengthened America's Highways:** MAP-21 expanded the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targeted the enhanced NHS, with more than half of highway funding going to a new program devoted to preserving and improving the most important highways - the National Highway Performance Program.
- **Established a Performance-Based Program:** Under MAP-21, performance management transformed Federal Highway programs and provided a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal Highway programs, and improving transportation investment decision-making through performance-based planning and programming.
- **Created Jobs and Supported Economic Growth:** MAP-21 authorized federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21 enhanced innovative financing and encouraged private sector investment through funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. It also included a number of provisions designed to improve freight movement in support of national goals.
- **Supported the USDOT's Aggressive Safety Agenda:** MAP-21 continued the successful Highway Safety Improvement Program (HSIP), doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continued to build on other aggressive safety efforts, including the Department's fight against distracted driving and its push to improve transit and motor carrier safety.
- **Streamlined Federal Highway Transportation Programs:** MAP-21 simplified existing programs and many smaller programs were eliminated, including most discretionary programs, with the eligibilities generally continuing under core programs.
- **Accelerated Project Delivery and Promoted Innovation:** MAP-21 incorporated a host of changes directed at ensuring the timely delivery of transportation projects.

The Fixing America's Surface Transportation Act or "FAST Act" signed on December 4, 2015, by President Obama was the first law enacted in over ten years that provided long-term funding certainty for surface transportation. Overall, the FAST Act largely maintained current program structures and funding shares between highways and transit. The law also made changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. The FAST Act addressed these MPO planning areas:



- **Freight:** Established both formula and discretionary grant programs to fund critical transportation projects to benefit freight movements; provided a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasized the importance of Federal coordination to focus local governments on the needs of freight transportation providers.
- **Safety:** Prohibit rental car companies from knowingly renting vehicles subject to safety recalls; bolstered the Department’s safety oversight of transit agencies and also streamlined the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas.
- **Transit:** Reinstated the popular bus discretionary grant program and strengthened the Buy America requirements that promoted domestic manufacturing through vehicle and track purchases.
- **Ladders of Opportunity:** Allocated slightly more formula funds to local decision makers and provided planners with additional design flexibility. Notably, FAST made Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promoted dense commercial and residential development near transit hubs to increase transit ridership and promote walkable, sustainable land use.

On November 15, 2021, President Biden signed into law the **Infrastructure Investment and Jobs Act (IIJA)**, also known as the Bipartisan Infrastructure Law (BIL). The White House continues to update (as of January 2024), A Guidebook to the Bipartisan Infrastructure Law (BIL) at www.build.gov. Details on funding and guidance is provided for these topics:

- **Roads, Bridges and Major Projects:** BIL reauthorized Federal surface transportation programs for five years and invests approximately \$400 billion to repair our roads and bridges and support transformational projects to increase transportation system safety.
- **Passenger Rail and Freight Rail:** BIL added funding to USDOT’s rail programs including modernizing the US Northeast Corridor (bringing world-class rail service to areas outside the northeast and mid-Atlantic); refurbishing Amtrak’s fleet and facilities; upgrading freight rail service in rural communities and on shared freight-passenger routes.
- **Public Transportation:** BIL invests \$91.2 billion to repair and modernize transit. The legislation supports expanded public transportation choices nationwide, replacing thousands of deficient transit vehicles, including buses with zero emission vehicles, and improving accessibility for the elderly and people with disabilities.
- **Metropolitan Transportation Planning Program:** The BIL addresses funding for the Metropolitan Planning Program to carry out the metropolitan transportation planning process and meet the transportation planning requirements of the joint FTA and FHWA planning regulations. The eligible activities for the metropolitan planning funds include work elements that result in a balanced and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area.
- **Statewide Transportation Planning:** BIL funds the statewide planning and research program through a source of Federal financial assistance to the States to meet the planning requirements of the joint FTA and FHWA Administration planning regulations for Statewide



transportation planning. The Statewide planning and research program funds can be used for comprehensive planning, engineering, design, and evaluation of public transportation projects and studies involving modes other than transit when performed as part of the metropolitan transportation planning process

Brief Overview: State Requirements Addressing MPOs and Public Participation

The MPO's role is to develop and maintain the required transportation plans for a metropolitan area in order to ensure Federal funds support local priorities. In Florida, MPOs are also referred to as Transportation Planning Organizations, or TPOs, and Transportation Planning Agencies, or TPAs, with the same responsibilities. The state requirements for the MPO's public involvement requirements are outlined in Chapter 339.175, Florida Statutes (FS), requiring opportunities for public participation for citizens, public agencies, and other known interested parties be given during development of the LRTP and TIP.

Additional requirements for public access to governmental proceedings are addressed in Chapter 286, FS, commonly referred to as "The Sunshine Law." This law requires meetings of boards and commissions to be open to the public, reasonable notice of such meetings to be given, and minutes taken and made available to the public in a timely manner.

As of June 2023, 27 agencies exist that represent MPOs/TPOs/TPAs and non-TMA MPOs serving a wide range of population sizes in Florida. **The Pasco MPO is part of the TMA that includes Pasco, Hillsborough TPO and Forward Pinellas (MPO).** The FDOT's MPO Program Management Handbook (as of June 2023) lists all applicable legislation on how an MPO is formed; how its membership is apportioned in metropolitan areas; the establishment of transportation planning boundaries, areas, and designations; and requirements for cooperative agreements between the FDOT and the MPOs.



2.2 Authority

This section lists the Federal and State statutes, regulations, and rules related to the designation of MPOs.

Table 2.1 Federal and State Statutes and Codes

Citation	Description
Designation/Redesignation	
23 U.S.C. 134(d) and (e) 49 U.S.C. 5303(d) and (e) 23 C.F.R. 450.310 s.339.175(2), F.S.	Describes the requirements for the designation and redesignation of MPOs
Voting & Apportionment	
23 U.S.C. 134(d)(2) 49 U.S.C. 5303(d)(2) 23 C.F.R. 450.310(d) s.339.175(3) and (4), F.S. s.339.176, F.S.	Describes the MPO voting membership and membership apportionment requirements
Planning Boundaries	
23 U.S.C. 134(e) 49 U.S.C. 5303(e) 23 C.F.R. 450.312 s.339.175(2)(c) and (d), F.S.	Describes the requirements and process for establishing MPO transportation planning boundaries
Agreements	
23 C.F.R. 450.314 s.339.175(2)(b), F.S. s.339.175(10), F.S.	Describes the agreements necessary to implement the metropolitan transportation planning process
Advisory Committees	
s.339.175(6)(d) and (e), F.S.	Specifies the requirement to appoint an MPO Technical Advisory Committee and Citizens' Advisory Committee



Citation	Description
Census	
Urban Area for the 2020 Census-Final Criteria	Census Bureau, Department of Commerce, Federal Register March 24, 2022, pages 16706-16715
2020 Census Qualifying Urban Areas and Final Criteria Clarifications	Census Bureau, Department of Commerce, Federal Register December 29, 2022, pages 80114-80154

2.3 Census Designation of Urban Areas

The United States Census Bureau conducts a census of the population and housing of the United States of America every 10 years. Approximately two years after the census, the Census Bureau designates Urban areas throughout the United States. For the 2020 Census, urban areas are defined as areas that comprise a densely settled core of census blocks that encompass at least 2,000 housing units or has at least 5,000 people.

The Census Bureau used to designate Urbanized Areas (UZA) as urban areas with 50,000 residents or more. Additionally, the Census used to define urban clusters as densely settled cores created from census tracts or blocks and contiguous qualifying territory that together have at least 2,500 residents but fewer than 50,000 residents. The 2020 Census no longer distinguishes between urbanized areas and urban clusters. All qualifying areas are now designated as urban areas. [\[Urban Area Criteria for the 2020 Census-Final Criteria\]](#)

Urban areas (UAs) designations are critical to the administration of the nation’s surface transportation programs. Key Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) planning programs impacted by UA designations include MPO designation, application of metropolitan transportation planning requirements, FHWA and FTA funding availability and eligibility, and application of air quality conformity requirements.



2.11 References

This section provides a list of references/definitions from State law, including key procedures and forms, related to MPOs.

Table 2.2 **References**

Reference	Description
Florida Constitution	
Article VIII of the Florida Constitution Section 6(e)	Provides for home rule and charter counties
Florida Statutes	
s.125.011(1), F.S.	Defines “county”
Section 163.01, F.S., The Florida Intergovernmental Cooperation Act of 1969	Provides for interlocal agreements
Section 339.175, F.S.	Florida's MPO Statute
FDOT Procedures	
Procedure No. 525-020-311	FHWA Urban Boundary and Federal Functional Classification, defines the procedures and responsibilities for designating urban boundaries and determining Federal functional classification designations for all public roads
<i>(The language in the samples may be adjusted with the advice and guidance of the District general counsel to address an individual MPO's needs.)</i>	
Form No. 525-010-01	Interlocal Agreement for Creation of the MPO
Form No. 525-010-02	Metropolitan Planning Organization Agreement



FDOT MPO Program Management Handbook

Reference	Description
Procedure No. 725-000-005-j Form No. 725-000-01	Public Transportation Grant Agreement
Form No. 725-000-02	Public Transportation Grant Agreement Exhibits
Form No. 725-000-03	Amendment to the Public Transportation Grant Agreement
Form No. 725-000-04	Amendment for Extension of the Public Transportation Grant Agreement
Form No. 525-010-03	Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement



PASCO COUNTY MPO

**LIMITED
ENGLISH
PROFICIENCY
(LEP) PLAN**

August 8, 2024





Pasco County Metropolitan Planning Organization (MPO)

West Pasco Government Center,
8731 Citizens Drive, New Port Richey, FL 34654
Phone: 727-847-8140 (Main MPO Desk)

This document contains tables, charts, and maps. If you need assistance with reviewing the information provided, for any reason, or due to a disability, please contact the MPO directly at 727-847-8140.

Pasco County MPO Board Members as of June 2024

The Honorable Matt Murphy (MPO Chair)
Councilmember, City of New Port Richey

The Honorable Seth Weightman
County Commissioner, District 2

The Honorable Scott Black (MPO Vice-Chair)
Mayor, Dade City

The Honorable Kathryn Starkey
County Commissioner, District 3

The Honorable Lance Smith
Councilmember, City of Zephyrhills

The Honorable Lisa Yeager
County Commissioner, District 4

The Honorable John Eric Hoover
Mayor, City of Port Richey

The Honorable Jack Mariano
County Commissioner, District 5

The Honorable Ron Oakley
County Commissioner, District 1

Mr. David Gwynn, P.E. (Non-voting Advisory)
FDOT, District Seven Secretary

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration (U.S. Department of Transportation) under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104[f]), of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority for the MPO that all citizens of Pasco County be given the opportunity to participate in the transportation planning process, including low-income individuals, the elderly, persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist by calling (727) 847-8140 if you have any discrimination complaints.



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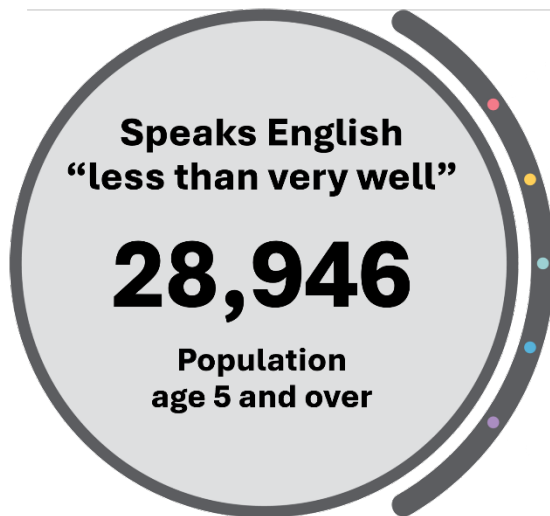


Limited English Proficiency Analysis and Conclusions Snapshot

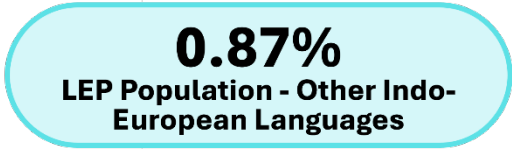
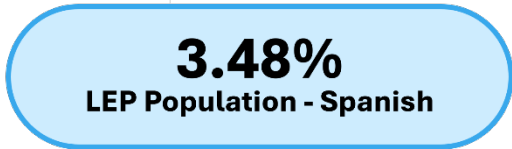
The Pasco County Metropolitan Planning Organization (MPO) conducted a comprehensive analysis of the countywide Limited English Proficient (LEP) population to pinpoint where LEP communities are located and ensure they receive appropriate support during MPO planning activities. This effort is in line with federal laws and Executive Order 13166, which mandate meaningful access to programs and services for individuals with Limited English proficiency.

The MPO’s analysis revealed that none of the non-English languages spoken by the LEP population in Pasco County exceed the “Safe Harbor” 5 percent threshold for mandatory written translations of documents. The LEP population for the predominant non-English language spoken by LEP persons in Pasco County represents 3.48 percent of the countywide population, falling short of the 5 percent threshold. Despite this finding, the MPO remains dedicated to ensuring accessibility to its planning processes and products and will continue to offer oral translation services and other forms of assistance to LEP individuals as needed.

Limited English Proficient (LEP) Population (2022)



Planning Service Area
Pasco County MPO





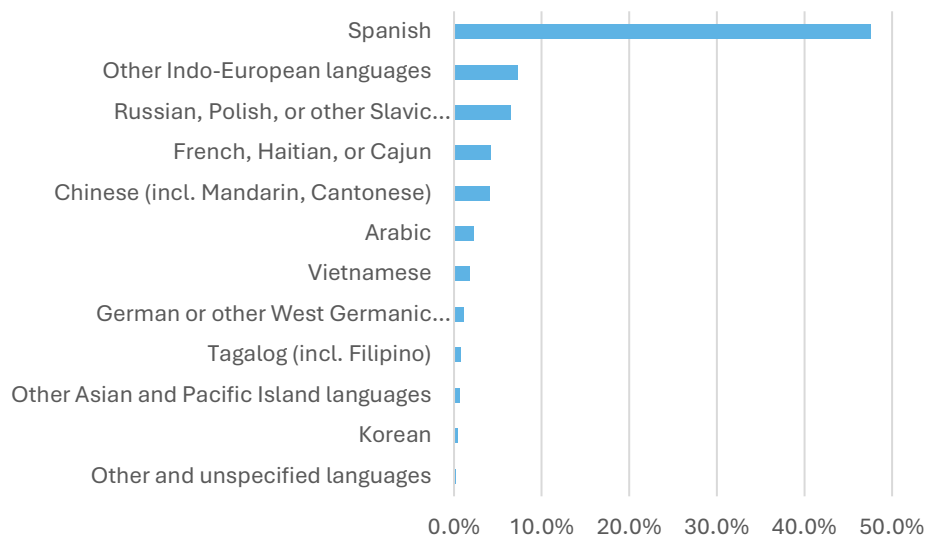
Introduction

The United States Department of Transportation (USDOT) provides guidance to Metropolitan Planning Organizations on how to address the needs of Limited English Proficient (LEP) populations in their transportation plans and programs. The USDOT guidance ensures that MPOs comply with federal laws and Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” which mandates that federally funded agencies provide meaningful access to LEP individuals.

What is a Limited English Proficient Population?

As defined by the USDOT, individuals are considered “limited English proficient” if they have a limited ability to read, speak, write, or understand English. For most people residing in Pasco County, English is the only language spoken in the home. However, languages other than English are spoken in many homes across the county. **Figure 1** highlights the diversity of languages spoken among Pasco households with limited English proficiency.

Figure 1: Percent Household Languages by Household with Limited English-Speaking Status



Source: ACS 5-Year Estimates (2018-2022), Table B16002 (Household Language by Household Limited English-Speaking Status).



The regulations established in Title VI of the Civil Rights Act of 1964 and Executive Order 13166 provide the basis for a Limited English Proficiency Plan. These federal regulations apply to entities receiving federal financial assistance of any kind.

As the federally designated transportation planning organization for Pasco County, the MPO utilizes federal transportation funds from various sources to prepare and maintain its transportation plans and programs. As such, the requirements set forth under Title VI of the Civil Rights Act and Executive Order 13166 apply.

What is a Limited English Proficiency Plan?

A Limited English Proficiency Plan is one of several components that comprise an MPO's public participation process. The purpose of an LEP Plan is to establish a clear strategy that ensures meaningful access for people with limited English proficiency to an MPO's planning and decision-making processes. Developing and maintaining an LEP Plan is not only essential for effective community engagement, but it is also a requirement for compliance with Title VI of the Civil Rights Act and other related laws and regulations.

LEP persons may encounter language barriers that hinder access to essential services, programs, and information, including those related to transportation planning conducted by an MPO. An LEP Plan enables an MPO to identify the geographic locations of limited English proficient populations within its planning area and outlines strategies and initiatives to ensure these individuals have meaningful access to the MPO's transportation planning and decision-making processes.

The USDOT published guidance¹ concerning services and policies by recipients of federal financial assistance related to persons with limited English proficiency. The guidance is based on the prohibition against national origin discrimination in Title VI of the Civil Rights Act of 1964, as it affects LEP persons. Originally published in 2005 and last updated in 2015, the guidance includes the four-factor analysis approach to determine a recipient's obligation to provide LEP services. This LEP plan for the Pasco County MPO was developed to follow the most recent iteration of this guidance.

Non-Discrimination Policy

The mission of the Pasco County MPO is to develop a continuing, cooperative, and comprehensive, long-range transportation plan that supports the mobility needs and economic development of the community that preserves the neighborhoods, protects the environment, enhances the

Title VI of the Civil Rights Act of 1964

Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. This includes ensuring that limited English proficient individuals can access services without facing language barriers.

Executive Order 13166

Issued in 2000, Executive Order 13166 requires federal agencies and recipients of federal funds to improve access to services for limited English proficient individuals by developing LEP Plans and providing necessary language assistance.

¹ Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons, U.S. Department of Transportation. gpo.gov/fdsys/pkg/FR-2005-12-14/html/05-23972.htm



community's quality of life, promotes usage of public transportation, and cooperates with and coordinates between the community and agencies to enable the plan to work.

Integral to the plan are policies that guide development of a balanced transportation system that is inclusive of the public's opinions. Engaging the public in the transportation decision-making process is the vision that drives the Public Participation Plan. Communication regarding the range of choices for the future; the role transportation improvements can play in securing that future to the public, agencies, constituencies, and affected communities; and allowing for multiple ways of public feedback are the foundation on which the goals and objectives of the MPO are built.

It is a priority that all citizens in Pasco County be given the opportunity to participate in the transportation planning process, including low-income individuals, the elderly, persons with disabilities, and persons with limited English proficiency.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority for the MPO that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, the elderly persons with disabilities, and persons with limited English proficiency.

The responsibility for carrying out Pasco County's commitment to this program has been delegated to the Title VI Coordinator identified below who will receive and investigate Title VI complaints, which come through the complaint procedure. However, all managers, supervisors and employees share in the responsibility for making the County's Title VI Program a success.

Pasco County Title VI Coordinator	Pasco County MPO Title VI and Non-Discrimination Coordinator
<p>Barbara Hitzemann HR Director 7536 State St, Suite 111 New Port Richey, FL 34654</p>	<p>Tania Gorman 8731 Citizens Drive New Port Richey, FL 34654 www.pascocountyfl.net/services/human_resources/title_vi_non_discrimination_policy.php</p>

The Pasco County MPO Title VI Non-Discrimination Policy and the associated complaint procedure and forms are available on the MPO website.² The Title VI Program and Related Statutes Discrimination Complaint Form (English and Spanish) is provided in **Appendix 1**. These forms and the LEP Plan are made available at all MPO workshops open to the public.

Four-Factor Analysis

The Four-Factor Analysis is a framework outlined in the Limited English Proficiency (LEP) Guidance issued by the United States Department of Justice (USDOJ). This guidance, first released in 2002, provides standards and recommendations for assessing the language assistance needs of

² Pasco County MPO Title VI Complaint Procedure (pascocountyfl.net/services/mpo/title_vi_nondiscrimination_policy.php).



individuals with limited English proficiency. It ensures that these individuals have meaningful access to services and programs, in compliance with Title VI of the Civil Rights Act of 1964.

The Four-Factor Analysis consists of four key considerations:

1. Number or proportion of LEP individuals served or encountered in the eligible service population.
2. Frequency of contact of LEP individuals with the program, activity, or service provided.
3. Nature and importance of the program, activity, or service provided to LEP individuals' lives.
4. Resources available to the recipient and costs of language assistance measures to provide meaningful access to LEP individuals.

By conducting a Four-Factor Analysis, organizations can determine the appropriate, cost-effective language assistance measures needed to ensure meaningful access to LEP persons. These measures may include translation of vital documents, provision of interpreters, language assistance services, or other methods to overcome language barriers.

The USDOT Policy Guidance gives recipients substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above. The following is an assessment of the language assistance need in Pasco County in relation to the four factors and the transportation planning process.

Factor 1 – Number and Proportion of LEP Persons Encountered

A comprehensive understanding of language demographics is necessary to identify where LEP populations are located within the county as well as the most efficient implementation strategies. Factor 1 of the Four-Factor Analysis evaluates the number of LEP persons served and the concentration of LEP persons in the service area population. In the case of the Pasco County MPO, the service population is the total population within Pasco County.

Language characteristics within Pasco County were identified using U.S. Census Bureau 2018-2022 American Community Survey (ACS) data. The dataset for “Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over” (Table B16001) was compiled and mapped at the Census block group level. Individuals are characterized as speaking English “very well” or “less than very well.” For the purposes of this analysis, an individual who speaks English “less than very well” is considered an LEP person.

What is a Block Group?

A block group is the smallest geographical unit for which the US Census Bureau publishes American Community Survey (ACS) data. Each block group typically contains between 600 and 3,000 people, with an optimum population of around 1,500. Block groups are used to present detailed demographic and socio-economic data, offering insights into smaller communities within larger census tracts.



Note: The ACS data includes the institutionalized population of the Zephyrhills Correctional Institution, a Florida Department of Corrections facility located in southeast Pasco County. The MPO does not provide services to these 666 institutionalized persons³.

Total LEP Population

Table 1 compares the LEP population in Pasco County with that of the state of Florida. Countywide, approximately 28,946 individuals, or 5.3 percent of the population age 5 years and older, have limited English proficiency. This percentage is notably lower than the statewide LEP percentage of 11.87 percent, a difference of 6.6 percentage points.

Table 1: LEP Population for All Language Groups, Pasco County and Florida

	Pasco County		Florida	
	Estimate	Percent of Total Population	Estimate	Percent of Total Population
Total population 5 years and older	541,157	100%	20,529,964	100%
Total LEP population (all language groups)	28,946	5.35%	2,436,852	11.87%

Source: ACS 5-Year Estimates (2018-2022), Table S1601 (Language Spoken at Home).

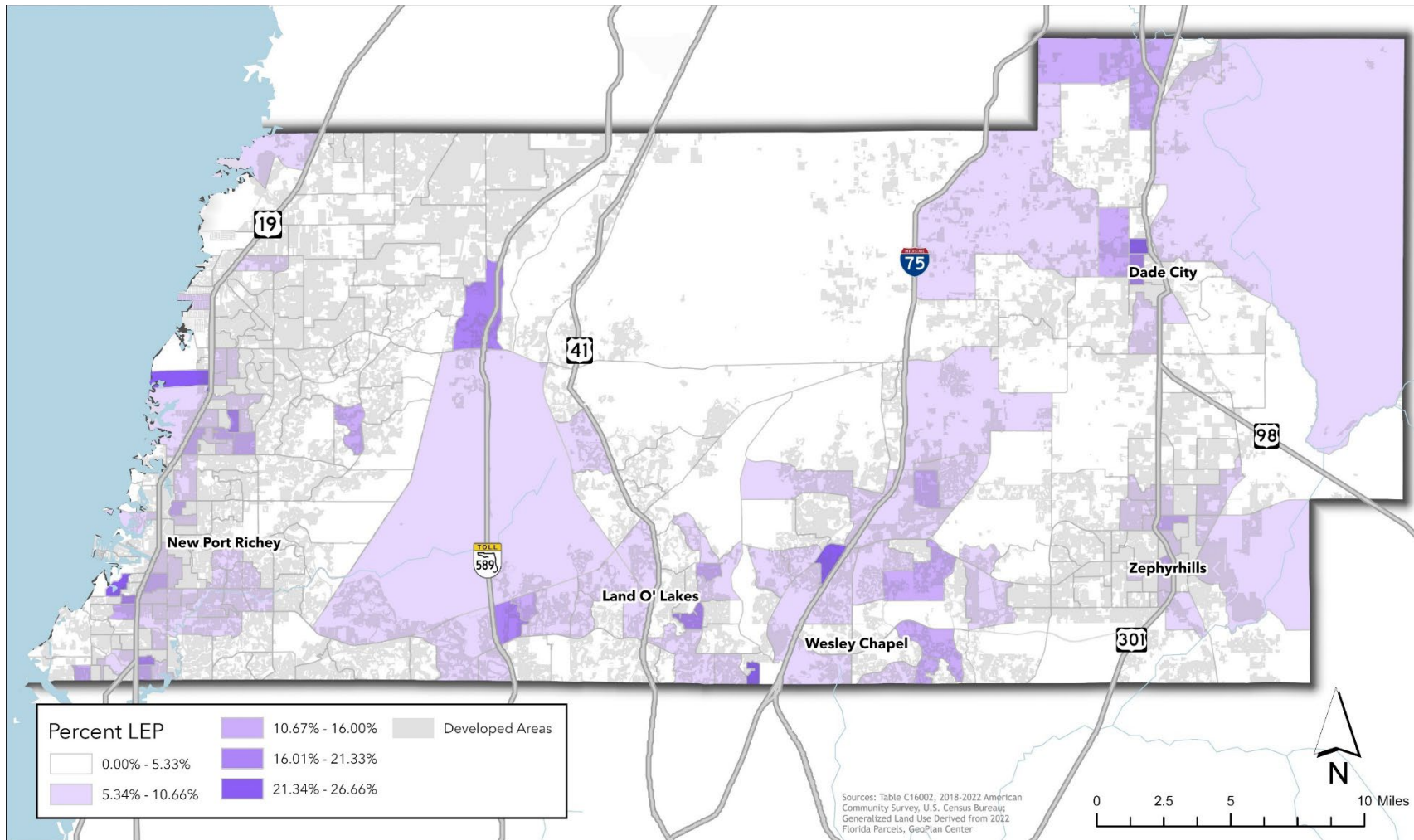
The **Figure 2** map depicts the countywide distribution of LEP individuals by Census block group as a percentage of the total population age five years and older. Analyzing the LEP data at the Census block level offers a granular understanding of the geographical distribution of LEP populations within the county. This analysis enables MPO planners to pinpoint specific areas where language services may be most needed in order to allocate resources more effectively.

In **Figure 2**, the LEP percentages are categorized into five ranges, based on equal divisions between the highest and lowest percent LEP block groups observed in the 2018-2022 ACS data for Pasco County (i.e., 0% to 26.66%). Higher concentrations of LEP residents, indicated by darker purple block groups, are prominently distributed along the county’s major transportation corridors, including US 19, Suncoast Parkway, Interstate-75, and US 301.

³ Florida Estimates of Population, 2023 Bureau of Economic and Business Research, University of Florida.



Figure 2: Limited English Proficiency Population by Census Block Group, Pasco County



This map shows the LEP population in Pasco County as a percentage of the Census block group population. Census block groups with the highest percentage LEP persons are shown in the darker purple hues.



LEP Population by Language Groups

The tables in this section provide a detailed breakdown of the LEP population by primary language groupings for Pasco County (countywide) and each of the county’s six municipalities. These tables provide insights into the linguistic diversity and specific language needs of various communities in the county.

The U.S. Census Bureau reports LEP populations by primary language groups including Spanish, Other Indo-European Languages, Asian and Pacific Island Languages, and Other Languages. These groupings encompass a wide range of individual languages. For example:

- Spanish includes all Spanish dialects from various regions.
- Other Indo-European Languages includes languages such as French, German, Italian, Portuguese, Russian, Hindi, and many others from Europe and parts of Asia.
- Asian and Pacific Island Languages includes languages such as Chinese (including Mandarin and Cantonese), Korean, Japanese, Vietnamese, Tagalog, and other languages from Asia and the Pacific Islands.
- Other Languages includes a diverse set of languages not covered by the other three groups, often from regions such as Africa and indigenous languages of the Americas.

Table 2 examines the countywide LEP population by primary language group. At 3.48 percent of the total LEP population, the predominant language spoken by LEP persons in Pasco County is Spanish.

Table 2: LEP Population and Language Groups, Pasco County

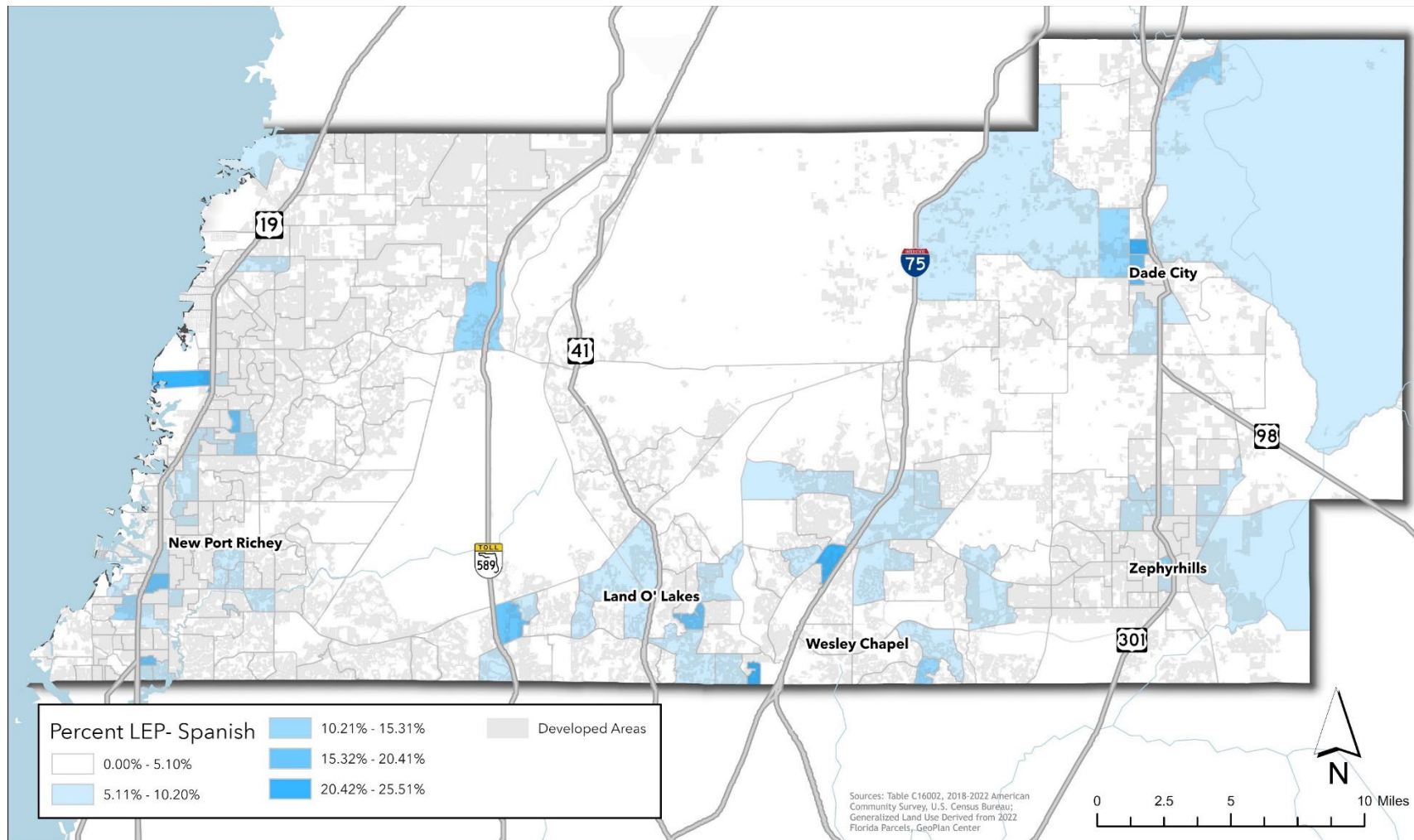
Population Characteristic	Population Age 5 Years and Over	Percent of Total Population
Total population age 5 years and over	541,157	100%
Total LEP population	28,946	5.35%
LEP Language Groups (Speaks English “less than very well”)		
<i>Spanish</i>	18,836	3.48%
<i>Other Indo-European Languages</i>	4,682	0.87%
<i>Other Asian and Pacific Island Languages</i>	4,009	0.74%
<i>Other Languages</i>	1,149	0.26%

Source: ACS 5-Year Estimates (2018-2022), Table S1601 (Language Spoken at Home).

Figure 3 through **Figure 6** show the distribution of LEP persons by the primary language groups.



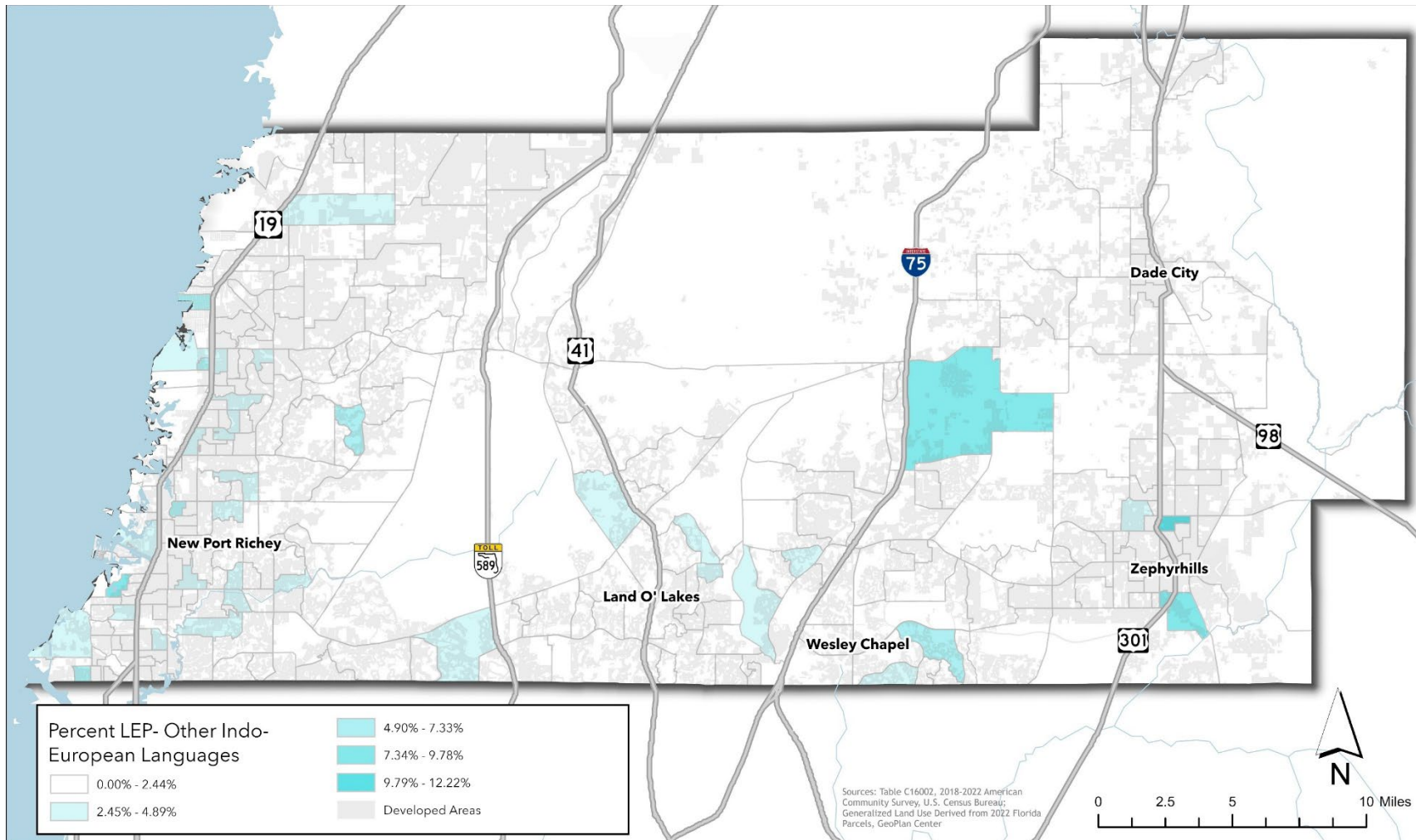
Figure 3: Percent LEP by Block Group – Spanish Languages



This map shows the Spanish LEP population in Pasco County as a percentage of the Census block group population. Census block groups with the highest percentage Spanish LEP persons are shown in the darker blue hues.



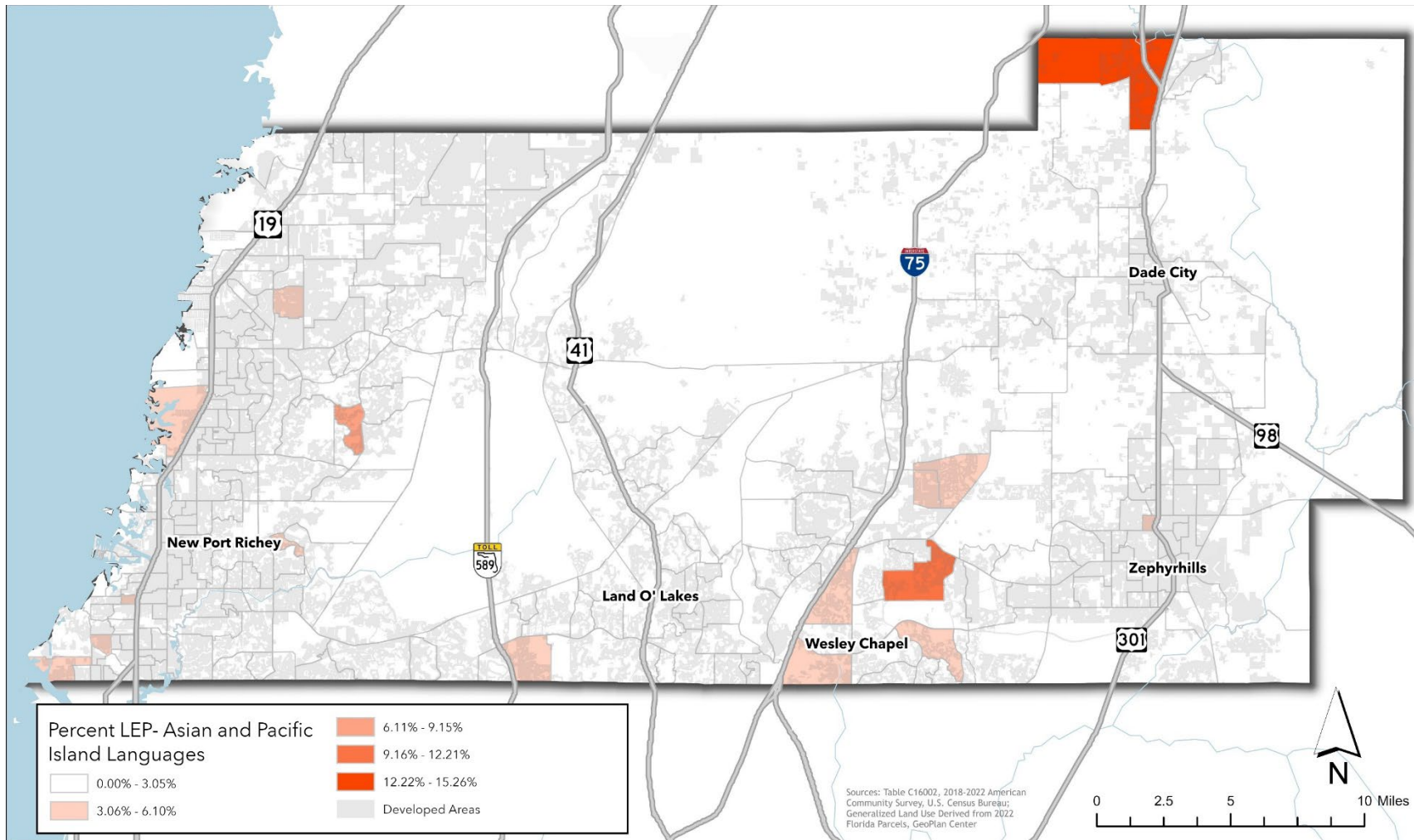
Figure 4 Percent LEP by Block Group – Other Indo-European Languages



This map shows the Other Indo-European Languages LEP population in Pasco County as a percentage of the Census block group population. Census block groups with the highest percentage Other Indo-European Languages LEP persons are shown in the darker aqua hues.



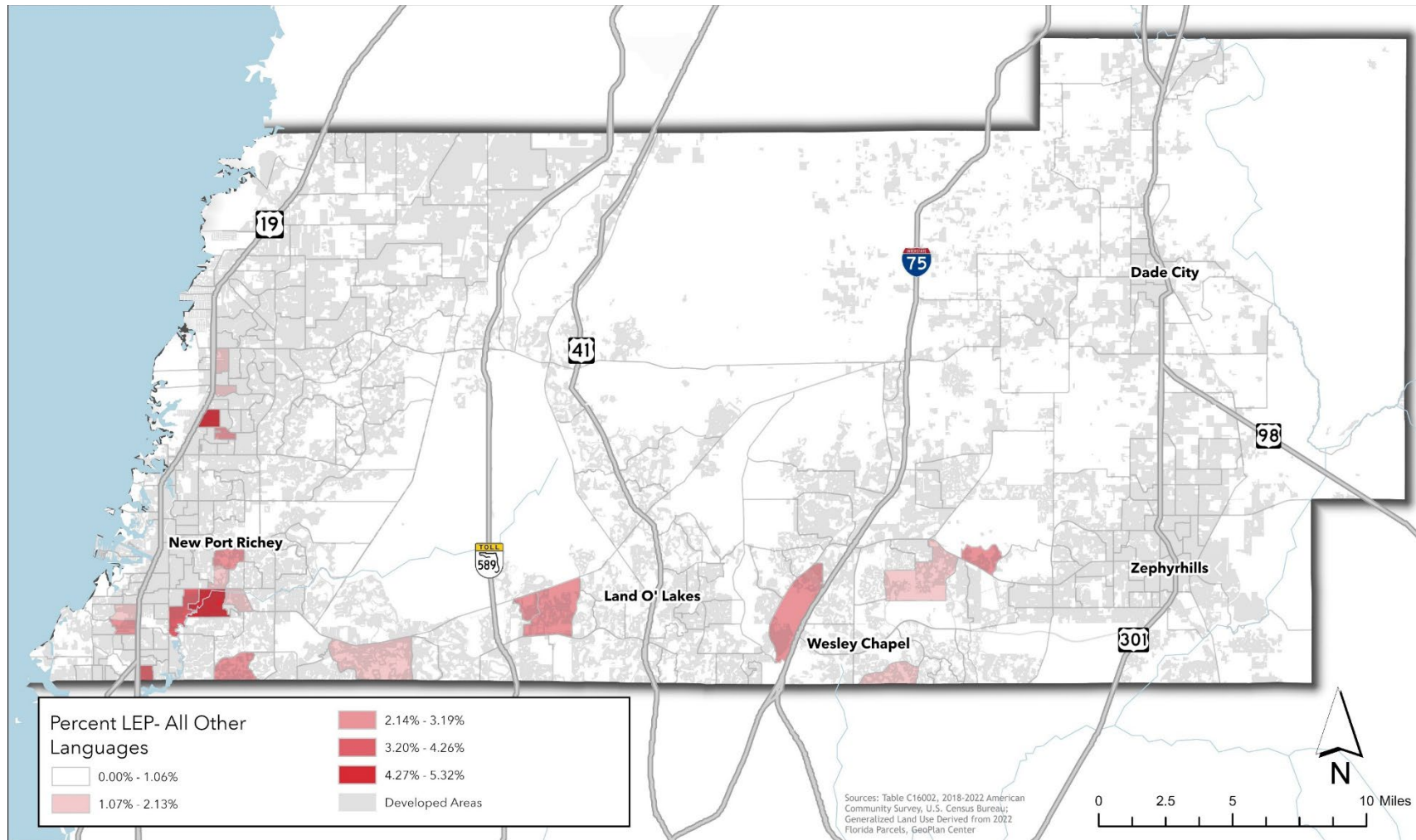
Figure 5: Percent LEP by Block Group – Asian and Pacific Islander Languages



This map shows the Asian and Pacific Languages LEP population in Pasco County as a percentage of the Census block group population. Census block groups with the highest percentage Asian and Pacific Languages LEP persons are shown in the darker orange hues.



Figure 6: Percent LEP by Block Group – All Other Languages



This map shows the All Other Languages LEP population in Pasco County as a percentage of the Census block group population. Census block groups with the highest percentage All Other Languages LEP persons are shown in the darker red hues.



Table 3 through **Table 8** illustrate the distribution of LEP populations by primary language group in the six municipalities. Consistent with the county, Spanish is the predominant language spoken by the LEP population within the municipalities. Notably, three municipalities—the cities of Dade City, New Port Richey, and Zephyrhills—surpass the countywide Spanish LEP percentage of 3.48 percent.

Table 3: LEP Population and Language Groups, City of Dade City

Population Characteristic	Population Age 5 Years and Over	Percent of Total Population
Total population age 5 years and over	6,976	100%
Total LEP population	248	3.56%
LEP language groups (Speaks English “less than very well”)		
<i>Spanish</i>	248	3.56%
<i>Other Indo-European Languages</i>	0	0.00%
<i>Other Asian and Pacific Island Languages</i>	0	0.00%
<i>Other Languages</i>	0	0.00%

Source: ACS 5-Year Estimates (2018-2022), Table S1601 (Language Spoken at Home).

Table 4: LEP Population and Language Groups, City of New Port Richey

Population Characteristic	Population Age 5 Years and Over	Percent of Total Population
Total population age 5 years and over	16,156	100%
Total LEP population	885	5.48%
LEP language groups (Speaks English “less than very well”)		
<i>Spanish</i>	682	4.22%
<i>Other Indo-European Languages</i>	73	0.45%
<i>Other Asian and Pacific Island Languages</i>	127	0.79%
<i>Other Languages</i>	3	0.02%

Source: ACS 5-Year Estimates (2018-2022), Table S1601 (Language Spoken at Home).



Table 5: LEP Population and Language Groups, City of Port Richey

Population Characteristic	Population Age 5 Years and Over	Percent of Total Population
Total population age 5 years and over	3,030	100%
Total LEP population	117	3.86%
LEP language groups (Speaks English “less than very well”)		
<i>Spanish</i>	92	3.04%
<i>Other Indo-European Languages</i>	25	0.83%
<i>Other Asian and Pacific Island Languages</i>	0	0.00%
<i>Other Languages</i>	0	0.00%

Source: ACS 5-Year Estimates (2018-2022), Table S1601 (Language Spoken at Home).

Table 6: LEP Population and Language Groups, City of San Antonio

Population Characteristic	Population Age 5 Years and Over	Percent of Total Population
Total population age 5 years and over	1,310	100%
Total LEP population	7	0.53%
LEP language groups (Speaks English “less than very well”)		
<i>Spanish</i>	7	0.53%
<i>Other Indo-European Languages</i>	0	0.00%
<i>Other Asian and Pacific Island Languages</i>	0	0.00%
<i>Other Languages</i>	0	0.00%

Source: ACS 5-Year Estimates (2018-2022), Table S1601 (Language Spoken at Home).

Table 7: LEP Population and Language Groups, City of Zephyrhills

Population Characteristic	Population Age 5 Years and Over	Percent of Total Population
Total population age 5 years and over	16,668	100%
Total LEP population	912	5.47%
LEP language groups (Speaks English “less than very well”)		
<i>Spanish</i>	736	4.42%
<i>Other Indo-European Languages</i>	92	0.55%
<i>Other Asian and Pacific Island Languages</i>	84	0.50%
<i>Other Languages</i>	0	0.00%

Source: ACS 5-Year Estimates (2018-2022), Table S1601 (Language Spoken at Home).



Table 8: LEP Population and Language Groups, Town of St. Leo

Population Characteristic	Population Age 5 Years and Over	Percent of Total Population
Total population age 5 years and over	2,426	100%
Total LEP population	109	4.49%
LEP language groups (Speaks English “less than very well”)		
<i>Spanish</i>	74	3.05%
<i>Other Indo-European Languages</i>	33	1.36%
<i>Other Asian and Pacific Island Languages</i>	2	0.08%
<i>Other Languages</i>	0	0.00%

Source: ACS 5-Year Estimates (2018-2022), Table S1601 (Language Spoken at Home).

“Safe Harbor” Qualified LEP Populations

The USDOJ “Safe Harbor” provision is designed to assist federal agencies and recipients of federal funding in identifying and addressing the needs of LEP populations. This framework ensures compliance with federal regulations by systematically promoting access to transportation planning and services for individuals with limited English proficiency.

The “Safe Harbor” provision states that the following actions will be considered strong evidence of compliance with the recipient's written-translation obligations:

- a) The recipient provides written translations of vital documents for each eligible LEP language group that constitutes 5 percent or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered. Translation of other documents, if needed, can be provided orally; or
- b) If there are fewer than 50 persons in a language group that reaches the 5 percent threshold, the recipient does not translate vital documents but provides written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost.

The population encompassed by the plans and services of the MPO primarily consists of residents within Pasco County. Among this population, the LEP population for which Spanish is their primary language represents 3.48 percent of the countywide population, falling short of the 5.0 percent "Safe Harbor" threshold.

The analysis also considered other primary language groups recognized in the ACS, including Other Indo-European Languages, Other Asian and Pacific Island Languages, and Other Languages. The LEP population among these groups collectively represents smaller percentages of the countywide population compared to the Spanish LEP population and includes multiple languages rather than a single identifiable language. This finding reinforces that the "Safe Harbor" threshold is not reached by the other language groups in Pasco County.



Factor 2 – Frequency of Contact with LEP Persons

By understanding how LEP individuals interact with the Pasco County MPO’s programs and planning efforts, areas of improvement can be identified and implemented. Table 9 provides data on interactions with LEP persons by the Pasco County MPO. As of the publication date of this plan, the MPO has not received any requests for translation or interpretation of its programs, services or activities into another language.

Table 9: Interactions with LEP Persons

Interaction Type	Occurrence
Formal Complaints	
<i>LEP-related</i>	0
<i>National origin discrimination-related</i>	0
Translation or Interpretation Service Requests	
<i>Translation services (e.g., documents)</i>	0
<i>Interpretation services (e.g., meetings)</i>	0
Public Input Received in Non-English Language	
<i>Input on MPO planning documents</i>	0
<i>Input on other MPO products</i>	0

Source: Pasco County Metropolitan Planning Organization, June 2024.

The Pasco County MPO has observed LEP persons attending its engagement events with English-speaking family members. Community and agency partners at these events can usually assist with translation if needed. By recognizing these interaction patterns, the MPO can tailor its outreach and engagement strategies to ensure accessibility and meaningful participation from LEP persons.

The Pasco County MPO shall continue to assess the frequency with which staff may contact or have contact with LEP persons. Additionally, the MPO staff is prepared to assist LEP individuals whenever they engage with the MPO's programs and initiatives through arrangements with Pasco County to provide translation/interpretation services once the need is identified.

Factor 3 – Nature and Importance of MPO Programs, Activities, and Services

Transportation investments play a critical role in shaping the lives, experiences, and opportunities of all people residing in, working in, and visiting Pasco County. These investments have far-reaching effects on mobility, accessibility to health care, emergency services, employment, other essentials, and overall quality of life.

The Pasco County MPO programs use federal funds to develop and maintain a wide variety of planning documents and programs that guide transportation investments countywide, including the following types of plans and studies:

- Long Range Transportation Plan
- Five-Year Transportation Improvement Program
- Congestion Management Process
- Transportation Disadvantaged Service Plan



- Biennial Unified Planning Work Program
- Public Participation Plan
- Limited English Proficiency Plan
- Safety Action Plans
- Active Transportation Plans and Studies
- Special Studies

Understanding the significance of transportation investments underscores the importance of ensuring access to MPO programs, activities, and services for all community members, including those facing language barriers. By engaging all Pasco communities, transportation investments can contribute to building a more connected and opportunity-rich community for everyone.

The Pasco County MPO recognizes the impacts that its products and services may have on the quality and accessibility of the countywide transportation network. Therefore, the MPO is committed to taking the necessary steps to ensure that its plans and initiatives are accessible to LEP groups and that LEP persons can meaningfully participate in MPO public engagement activities.

Factor 4 – Available Resources and Costs of Language Assistance Services

The Pasco County MPO is a hosted agency under Pasco County government. The MPO operates within the framework of the county's broader language assistance services administered by the Pasco County Human Resources Department.

Pasco County provides comprehensive language assistance services and upholds a Title VI policy and plan to address potential instances of discrimination and ensure equitable treatment in all county programs and activities.

Cost-effective solutions are continually being researched to ensure appropriate costs align with the services needed.

The analysis of Factor 1 of the four factors suggests that extensive LEP services are not required at this time. Nevertheless, the MPO believes that occasional foreign language assistance may be a good investment to achieve greater access and participation by members of the public. Thus, the MPO will:

- Maintain a list of employees who competently speak foreign languages, including sign languages, and who are willing to provide translation or interpretation services;
- Distribute this list to staff who regularly have contact with the public;
- Add foreign language resources such as booklets and pamphlets for our employees to better communicate;
- Continue to provide public relations activities.

Persons requiring special language assistance services are directed to contact the Pasco County Title VI Coordinator.



Language Assistance Plan

To plan for an efficient, effective, safe, equitable, and reliable transportation system for all county residents and other stakeholders, the Pasco County MPO must have public input. Federal law requires that reasonable steps be taken to provide language assistance for LEP persons seeking meaningful access to MPO programs, services, and activities.

To remain compliant with Title VI of the Civil Rights Act of 1964, Executive Order 13166, and various directives from the USDOJ and USDOT, the Pasco County MPO is committed to implementing the necessary measures to ensure meaningful access to MPO programs, services, and activities by LEP persons.

The Language Assistance Plan presented in the following addresses both oral and written language assistance tools, resources, and services.

Language Assistance Tools and Resources

Identification of LEP Individuals

In addition to the results of the Four-Factor Analysis conducted as part of this plan, the Pasco County MPO will document and evaluate all requests for translation services, regardless of format (e.g., phone, email, in-person, etc.) to further identify language needs and determine whether language assistance may be needed at future meetings or as part of other planning activities.

Language Identification Flashcard

A language identification flashcard is a resource designed to assist individuals with limited English proficiency in identifying their preferred language for communication. The purpose of this tool is to help service providers, such as government agencies, quickly identify the language needs of individuals to provide appropriate language assistance services. The flashcard is used as follows:

- **Identification:** An individual who needs language assistance can point to the language they speak on the poster.
- **Assistance:** Service providers can then arrange for an interpreter or appropriate language services based on the identified language.

The "I Speak" language identification flashcard located in Appendix 2 features a list of 63 languages, including sign language, each presented with a phrase that translates to "I speak [language]."

To ensure that LEP persons receive effective language assistance, the MPO will make a language identification tool available at entry points for public meetings.

Collaboration with Community Organizations

Collaborating with community organizations that serve LEP individuals is a best practice for enhancing participation in transportation planning. These groups can play a crucial role in bridging language and cultural barriers to expand the reach of MPO activities in communities. By partnering with community organizations, MPO planners can leverage the existing networks and expertise of



these groups to effectively reach and involve LEP populations. Key steps to facilitating collaboration with community groups are:

- *Identify relevant organizations:* These may include cultural associations, immigrant advocacy groups, language schools, and religious institutions.
- *Establish relationships:* Reach out to these organizations to introduce yourself and your planning initiatives. Attend their events, meetings, or cultural celebrations to demonstrate your commitment to engaging with their communities.
- *Provide resources and support:* Offer resources and support to help community groups assist LEP individuals in understanding planning processes and participating effectively. This may include translated materials, interpretation services, or training sessions on planning topics.
- *Collaborate on outreach efforts:* Work together with community groups to develop tailored outreach strategies that resonate with their constituents. This could involve hosting bilingual informational sessions, organizing focus groups, or conducting outreach through culturally relevant channels such as local media or community events.
- *Incorporate feedback:* Actively seek feedback from community groups to incorporate their perspectives and priorities into decision making and be responsive to their input.
- *Acknowledge and appreciate contributions:* Publicly acknowledge the efforts of community groups in facilitating participation and express gratitude for their partnership.

Notice and Advertisement of Language Assistance Services

The Pasco County MPO employs a comprehensive outreach strategy to announce the dates and locations of upcoming workshops, ensuring broad dissemination of information countywide.

Collateral materials such as brochures, flyers, or fact sheets are used to inform the public of major milestones and planning activities and to assist the members of the public in making informed decisions. Such materials are produced in Spanish when appropriate, particularly for the Long Range Transportation Plan and the Transit Disadvantaged Service Plan outreach.

Flyers are strategically posted in high-traffic locations including the West Pasco Government Center in New Port Richey, the Historic Pasco County Courthouse in Dade City, various agency and organizational offices, county libraries, and on public transit vehicles.

Flyers are also distributed to public school students in areas of the county that are traditionally underserved or underrepresented in transportation planning processes. This method has been effectively utilized for the Long Range Transportation Plan and the Transit Disadvantaged Service Plan outreach and may be extended to other planning activities in the future.

To specifically engage LEP persons, the Pasco County MPO coordinates with Gaceta Latina, a prominent Spanish-language publication in Pasco County. Through this partnership, the MPO ensures that newspaper articles and announcements about upcoming workshops, public hearings, and other community engagement opportunities are accessible to Spanish LEP persons.



Certain planning activities may require more intensive outreach, for which the MPO may use the following measures to reach LEP populations:

- Design and distribute information materials about the MPO and its planning efforts in non-English languages, including radio or public service announcements
- Provision of real-time translation services at public meetings or events with the use of headsets
- Presenting information at community organizations frequented by LEP persons

Digital/Web-Based Translations

The Pasco County MPO website⁴ uses Google Translate for its translation services. This tool allows users to select their preferred language from a drop-down menu, providing automated translations of the website content into various languages. This functionality aims to enhance accessibility for non-English speakers.

Interpretation Services

The Pasco County MPO defines an interpreter as a person who translates spoken language orally into another language. Requests for interpretation services must be made at least seven days in advance.

The MPO aims to provide relevant interpreters free of charge, including sign language interpreters for LEP persons who are deaf or hard of hearing, where appropriate.

Within Pasco County there are a number of institutions of higher education and community-based organizations, some of which have language services. Through its partnership with Pasco County, the MPO continues to develop relationships with these and other organizations through public relations activities.

If the MPO discovers a shift in demographics, interpretation services will be expanded.

Translation Services for Vital Documents

The MPO defines a translator as a person who translates written language and transfers the meaning of written text from one language into another. Requests for translation services must be made at least seven days in advance.

In addition to utilizing internet-based translation tools like Google Translate, the MPO is committed to providing human-translated materials where appropriate. Human translation is mandatory for “vital documents” as per the USDOJ “Safe Harbor” provisions. However, for Pasco County, these translated documents are not currently required because the “Safe Harbor” threshold has not been reached. The Pasco County MPO will make a reasonable effort to provide some publications in Spanish, including Braille, large print, or audio for LEP individuals with visual impairments, upon request. The Pasco County MPO considers “vital” documents to be those that convey critical

⁴ Pasco County Metropolitan Planning Organization website (pascocountyfl.net/services/mpo/index.php).



information to the public or are required by law or federal regulation. Based on this definition, the MPO will consider vital documents to include:

- MPO Title VI Policy and Non-Discrimination Complaint Procedure and Forms
- Annual MPO Meeting Schedule
- Public Meeting Notices
- Long-Range Transportation Plan (executive summary)
- Transportation Improvement Program (executive summary)
- Public Participation Plan (executive summary)

Should public outreach activities reveal a shift in demographics, the MPO will expand services to accommodate the evolving needs of the County's LEP population.

Public Meeting Notices

The Pasco County MPO circulates advertisements in advance for all meetings open to the public through various means. This includes press releases, website updates, social media posts, and email blasts to county stakeholders and other interested parties as outlined in the MPO Public Participation Plan. Flyers/surveys are produced in English and Spanish and posted on the MPO website. The MPO also uses the following text in English and Spanish as a way to communicate the availability of language assistance services:

- English
The content of this [advertisement / press release / posting] is available in alternative formats and other languages upon request by contacting the MPO at 727-847-8140.”
- Spanish
" El contenido de este [anuncio / comunicado de prensa / publicación] está disponible en formatos alternativos y otros idiomas a pedido comunicándose con la MPO al 727-847-8140.”

Written Communications

Upon receiving a written communication in a non-English language via email, mail, or other physical or electronic means, the Pasco County MPO will initially use an automated translation tool like Google Translate to detect and translate the language. Recognizing the potential inaccuracies of these tools, the MPO will then consult a professional translation service to accurately identify the language and provide an English translation. If a response is required, the MPO will coordinate with the translation service to ensure the reply is both accurate and effectively communicated in the original language. For immediate or simple messages, automated translation tools may suffice.

Staff Training

All Pasco County MPO staff will be trained on the elements of the LEP plan and available language assistance services to ensure that the plan is successfully implemented and that LEP populations



are provided access to MPO planning processes and programs. Staff training materials should include the following:

- An overview of the MPO LEP plan and associated laws and policies;
- Staff roles and responsibilities in the implementation of the LEP plan;
- Guidance on how to provide notice of language services to LEP individuals; and
- Tips on communicating with LEP individuals over the phone or in-person.

The MPO will maintain a binder of language assistance materials so they can be accessed quickly should a translation request be made by phone or in-person.

All persons who will serve as translators or interpreters will be properly trained to ensure full awareness of the MPO's LEP procedures and the ability to provide language assistance services in-person or by telephone.

In addition to in-house training, Pasco County MPO staff will actively participate in training opportunities provided by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT) whenever these opportunities are available and feasible. This ongoing education ensures that MPO staff remain well-informed about the latest regulations, best practices, and innovative strategies in transportation planning and public participation to enhance the effectiveness and compliance of the MPO's programs and initiatives.

Implementing, Monitoring, and Updating the LEP Plan

The Pasco County MPO is committed to ensuring that reasonable efforts are made to identify and address the needs of LEP populations countywide. To this end, the MPO will review and update its LEP Plan every five years, in conjunction with the update of the Public Participation Plan. This process will involve activities designed to maintain and enhance the effectiveness of the LEP Plan. The next LEP Plan update is scheduled for June 2029.

Five-Year Comprehensive Review and Update

Each five-year review will include a thorough update of the four-factor analysis, which assesses:

- The number or proportion of LEP persons in the service area;
- The frequency with which LEP persons encounter MPO services;
- The nature and importance of the services provided by the MPO to the LEP population; and
- The resources available to the MPO and the costs associated with providing language assistance.

The MPO will review the latest demographic data from the U.S. Census Bureau American Community Survey to ensure an accurate understanding of the LEP population size, distribution, and language needs.

Each update will also examine the number of encounters with LEP persons, including the specific languages spoken; how requested language assistance services needs were met; any changes in



the need and type of language assistance services provided; any changes in the MPO's available resources, and any complaints received.

Ongoing Data Analysis and Tracking

The Pasco County MPO will engage in continuous monitoring and tracking efforts to address the needs of LEP populations effectively:

- *Language assistance requests.* The MPO will systematically track all language assistance requests received, noting the frequency and specific languages requested.
- *Utilization of language assistance tools.* Usage data for language assistance tools and resources will be collected and analyzed to identify trends and gaps in service.
- *Annual updates and assessments.*
 - Update contact lists for LEP stakeholders to ensure ongoing communication with relevant community organizations and individuals.
 - Assess the availability and effectiveness of existing language assistance resources and the potential costs of additional tools and resources; and
 - Identify any gaps in existing language assistance measures and implement necessary adjustments or new measures to enhance service delivery.

Continuous Improvement and Community Engagement

The Pasco County MPO recognizes the importance of continuous improvement and proactive engagement with LEP populations. The MPO will seek regular feedback from LEP groups and representative community organizations to inform ongoing improvements to the LEP Plan.

Dissemination of the Pasco County MPO LEP Plan

The MPO will post the LEP Plan on its website where any interested person will be able to access the plan. For those without personal internet service, the Pasco County Library System offers free internet access in libraries located throughout the county. The LEP Plan will be provided to the Pasco County Human Resources Department, the Florida Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and other agencies or persons requesting a copy.

Any questions or comments regarding this plan should be addressed to the following:

Pasco County MPO
Attention: Tania Gorman
West Pasco County Government Center
8731 Citizens Drive, Suite 320
New Port Richey, FL 34654
Telephone (727) 847-8140
E-Mail: tgorman@pascocountyfl.net
E-Mail: mpocomments@pascountyfl.net

Additionally, the LEP Plan and the importance of providing language assistance will be conveyed to each MPO Board member and MPO subrecipient.



Appendix 1: Title VI Discrimination Policy and Complaint Form (English and Spanish)

PASCO COUNTY MPO DISCRIMINATION COMPLAINT PROCEDURE

Title VI of the Civil Rights Act of 1964 as amended prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving Federal financial assistance. As a subrecipient of the FDOT, the Pasco County MPO has in place the following discrimination complaint procedures:

1. Any person who believes that he or she or any specific class of persons has been subjected to discrimination or retaliation prohibited by Title VI of the Civil Rights Act of 1964 as amended and related statutes may file a written complaint. All written complaints received by the Pasco County MPO shall be referred immediately by the Pasco County MPO Title VI Specialist to the FDOT, District Seven, Title VI Coordinator for processing in accordance with approved State procedures.
2. Verbal or nonwritten complaints received by the Pasco County MPO shall be resolved informally by the Pasco County MPO Title VI Specialist. If the issue has not been satisfactorily resolved through informal means, or if at any time the person(s) request(s) to file a formal written complaint, the Pasco County MPO Title VI Specialist shall refer the complainant to the FDOT, District Seven, Title VI Coordinator for processing in accordance with approved State procedures.
3. The Pasco County MPO Title VI Specialist will advise the FDOT, District Seven, Title VI Coordinator within five calendar days of receipt of the complaint. The following information will be included in every notification to the FDOT, District Seven, Title VI Coordinator:
 - a. Name, address, and phone number of the complainant.
 - b. Name(s) and address (es) of alleged discriminating official.
 - c. Basis of complaint; i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation.
 - d. Date of alleged discriminatory act(s).
 - e. Date of complaint received by the Pasco County MPO.
 - f. A statement of the complaint.
 - g. Other agencies (State, local, or Federal) where the complaint has been filed.
 - h. An explanation of the actions the Pasco County MPO has taken or proposed to resolve the allegation(s) raised in the complaint.
4. Within ten calendar days, the Pasco County MPO Title VI Specialist will acknowledge receipt of the complaint(s), inform the complainant of action taken or proposed action to process the allegation(s), and advise the complainant of other avenues of redress available, such as the FDOT Equal Opportunity Office (EEO).
5. Within 60 calendar days, the Pasco County MPO Title VI Specialist will conduct and complete a review of the verbal or nonwritten complaint(s) and based on the information obtained, will render a recommendation for action in a report of findings to the head of the Pasco County MPO.
6. Within 90 calendar days of receiving the verbal or nonwritten complaint(s), the Pasco County MPO Title VI Specialist will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her right to file a formal complaint with the FDOT, EEO, if they are dissatisfied with the final decision rendered by the

Pasco County MPO. The Pasco County MPO Title VI Specialist will also provide the FDOT, District Seven, Title VI Coordinator with a copy of this decision and summary of findings.

7. The Pasco County MPO Title VI Specialist will maintain a log of all verbal or nonwritten complaints received. The log will include the following information:
 - a. Name of complainant.
 - b. Name of alleged discriminating official.
 - c. Basis of Complaint; i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation.
 - d. Date verbal or nonwritten complaint was received by the Pasco County MPO.
 - e. Date the Pasco County Title VI Specialist notified the FDOT, District Seven, Title VI Coordinator of the verbal or nonwritten complaint.
 - f. Explanation of the actions the Pasco County MPO has taken or proposed to take to resolve the allegation(s) raised in the complaint(s).

**TITLE VI PROGRAM AND RELATED STATUTES
DISCRIMINATION COMPLAINT FORM**

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Home Telephone No.: (_____) _____

Work Telephone No.: (_____) _____

You were discriminated against because of:

- | | | |
|---------------------------------------|--|--|
| <input type="checkbox"/> Race | <input type="checkbox"/> National Origin | <input type="checkbox"/> Familial Status |
| <input type="checkbox"/> Color | <input type="checkbox"/> Sex | <input type="checkbox"/> Disability |
| <input type="checkbox"/> Retaliation | <input type="checkbox"/> Age | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Other: _____ | | |

Date of Alleged Incident: _____

Name(s) of the person(s)/program that are the basis of this complaint: _____

Explain as briefly and clearly as possible what happened and how you were discriminated against. Indicate who was involved. Be sure to include how other persons, if any, were treated differently than you. Also attach any written material pertaining to your case.

Signature _____ Date _____

Please mail this form to: Metropolitan Planning Organization
Attention Manny Lajmiri
Title VI Specialist
West Pasco Government Center
8731 Citizens Drive, Suite 320
New Port Richey, FL 34654

**PROGRAMA Y ESTATULOS RELACIONADOS A TITULO VI
FORMULARIO DE RECLAMO DISCRIMINATORIO**

Nombre _____
Dirección _____
Ciudad _____ Estado _____ Código Postal _____
Número Telefónico (Residencia) (_____) _____ Número Telefónico (Trabajo) (_____) _____

Marque la(s) razón(es) por la cual(es) usted piensa que ha sido discriminado:

- | | | |
|--|---------------------------------------|--|
| <input type="checkbox"/> Raza | <input type="checkbox"/> Nacionalidad | <input type="checkbox"/> Estado Civil |
| <input type="checkbox"/> Color de Piel | <input type="checkbox"/> Sexo | <input type="checkbox"/> Impedimento Físico o Mental |
| <input type="checkbox"/> Represalias | <input type="checkbox"/> Edad | <input type="checkbox"/> Religión |
| <input type="checkbox"/> Otro _____ | | |

Día y fecha del supuesto incidente _____

Nombre(s) de la(s) persona(s)/programa involucrado(s) en este reclamo: _____

Explique brevemente y de la manera más clara posible, como ocurrieron los hechos, como ha sido discriminado y quienes participaron. Incluya también en este reclamo cualquier conocimiento que tenga del trato diferente que ha recibido con respecto a otras personas. Adjunte cualquier tipo de material escrito pertinente al caso.

Firma

Fecha

Por favor, envíe este formulario a: Metropolitan Planning Organización
Manny Lajmiri
Title VI Specialist
West Pasco Government Center
8731 Citizens Drive, Suite 320
New Port Richey, FL 34654



Appendix 2: “I Speak” Language Identification Flashcard

ISpeak Cards

**2004
Census
Test**

United States
**Census
2010**

LANGUAGE IDENTIFICATION FLASHCARD

ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية.

1. Arabic

Խոսողո՞ւմ ե՞ք նշո՞ւմ կատարե՞ք այս քանակություն, եթե խոսում կամ կարդում եք հայերեն:

2. Armenian

যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্সে দাগ দিন।

3. Bengali

ឈ្លមបញ្ជាក់ក្នុងប្រអប់នេះ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ ។

4. Cambodian

Motka i kakhon ya yangin ûntûngnu' manaitai pat ûntûngnu' kumentos Chamorro.

5. Chamorro

如果你能读中文或讲中文，请选择此框。

6. Simplified Chinese

如果你能讀中文或講中文，請選擇此框。

7. Traditional Chinese

Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik.

8. Croatian

Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky.

9. Czech

Kruis dit vakje aan als u Nederlands kunt lezen of spreken.

10. Dutch

Mark this box if you read or speak English.

11. English

اگر خواندن و نوشتن فارسی بلد هستید، این مربع را علامت بزنید.

12. Farsi

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ISpeak Cards

- | | |
|---|-----------------------|
| <input type="checkbox"/> Cocher ici si vous lisez ou parlez le français. | 13. French |
| <input type="checkbox"/> Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen. | 14. German |
| <input type="checkbox"/> Σημειώστε αυτό το πλαίσιο αν διαβάσετε ή μιλάτε Ελληνικά. | 15. Greek |
| <input type="checkbox"/> Make kazyè sa a si ou li oswa ou pale kreyòl ayisyen. | 16. Haitian
Creole |
| <input type="checkbox"/> अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ। | 17. Hindi |
| <input type="checkbox"/> Kos lub voj no yog koj paub twm thiab hais lus Hmoob. | 18. Hmong |
| <input type="checkbox"/> Jelölje meg ezt a kockát, ha megérti vagy beszél a magyar nyelvet. | 19. Hungarian |
| <input type="checkbox"/> Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano. | 20. Ilocano |
| <input type="checkbox"/> Marchi questa casella se legge o parla italiano. | 21. Italian |
| <input type="checkbox"/> 日本語を読んだり、話せる場合はここに印を付けてください。 | 22. Japanese |
| <input type="checkbox"/> 한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오. | 23. Korean |
| <input type="checkbox"/> ໃຫ້ໝາຍໃສ່ຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກພາສາລາວ. | 24. Laotian |
| <input type="checkbox"/> Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim. | 25. Polish |

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ISpeak Cards

- Assinale este quadrado se você lê ou fala português. 26. Portuguese
- Însemnați această casuță dacă citiți sau vorbiți românește. 27. Romanian
- Пометьте этот квадратик, если вы читаете или говорите по-русски. 28. Russian
- Обележите овај квадратих уколико читате или говорите српски језик. 29. Serbian
- Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky. 30. Slovak
- Marque esta casilla si lee o habla español. 31. Spanish
- Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog. 32. Tagalog
- ให้กาเครื่องหมายลงในช่องถ้าท่านอ่านหรือพูดภาษาไทย. 33. Thai
- Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga. 34. Tongan
- Відмітьте що клітинку, якщо ви читаете або говорите українською мовою. 35. Ukrainian
- اگر آپ اردو پڑھتے یا بولتے ہیں تو اس خانے میں نشان لگائیں۔ 36. Urdu
- Xin đánh dấu vào ô này nếu quý vị biết đọc và nói được Việt Ngữ. 37. Vietnamese
- באצייכנט דעם קעסטל אויב איר לייענט אדער רעדט אידיש. 38. Yiddish

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