Chapter II: Goals and Objectives

DEVELOPMENT OF THE GOALS AND OBJECTIVES

One of the first tasks after initiating the 2025 Plan Update was to define Plan policies to guide development and evaluation of transportation alternatives. The Goals, Objectives and Measures of Effectiveness listed in Table II-1 were derived from policies first adopted in the Year 2020 Long Range Transportation Plan. However, these policies were significantly modified to conform to the seven required planning factors contained in the federal Transportation Equity Act for the 21st Century (TEA-21). Additionally, other Plan policies previously contained in the MPO's Policy Framework have since been included in the revised Goals and Objectives.

The Goals and Objectives were reviewed by the full MPO committee structure and were subsequently adopted by the MPO Board following a public hearing in November of 2003. The corresponding Measures of Effectiveness have been used to develop specific evaluation criteria which were then applied to evaluate transportation alternatives during Plan development. The result of applying these performance measures can be found in Chapter VIII of this document.

SAFETEA-LU CONFORMANCE

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

To ensure that the appropriate planning documents are in compliance with the provisions of SAFETEA- LU, the MPO conducted a review of affected planning documents, including the 2025 LRTP, the adopted Transportation Improvement Program (TIP), Public Involvement Plan (PIP), and Congestion/Mobility Management System (C/MMS). This effort included a review of SAFETEA-LU guidance from federal and state agencies, including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT); coordination with FHWA, FTA, and FDOT staffs to clarify planning requirements as necessary; and documentation of the new transportation planning requirements resulting from SAFETEA-LU.

Two adopted MPO policies directly address the requirements of TEA-21 as follows:

1. The MPO transportation planning process will, in the development of the Transportation Plan, follow the updated federal requirements identified in CFR 450.316 (Metropolitan Planning Process Elements), and 450.322 (Transportation Plan) and ensure coordination among all involved governmental agencies; and,

2. The transportation planning process will consider and reflect, to the greatest extent possible, the eight (8) planning factors of SAFETEA-LU.

Table II-2 provides an item-by-item accounting of the manner in which the Long Range Transportation Plan has addressed each of the eight SAFETEA-LU planning factors.

Table II-1

HERNANDO COUNTY METROPOLITAN PLANNING ORGANIZATION
2025 LONG RANGE TRANSPORTATION PLAN
GOALS, OBJECTIVES, AND MEASURES OF EFFECTIVENESS

Goal 1.1.0: The Plan will address the integration of port, airport, and rail modes of transportation, and associated intermodal facilities into one cohesive intermodal system.

OBJECTIVE	MEASURE OF EFFECTIVENESS	
Objective 1.1.1: The Plan will accommodate the safe and efficient movement of freight via the highway, airport, port, and rail systems.	MOE 1.1.1.1	Vehicle miles of travel (VMT) by volume to capacity ratio on designated truck routes.
	MOE 1.1.1.2	Level of congestion or saturation on designated truck routes.
	MOE 1.1.1.3	Identify high accident truck route corridors.
Objective 1.1.2: The Plan will identify and provide for the enhancement of roads providing access to intermodal facilities.	MOE 1.1.2.1	Vehicle miles of travel (VMT) by volume to capacity ratio on designated routes providing access to intermodal facilities.
	MOE 1.1.2.2	Level of congestion or saturation on designated routes providing access to intermodal facilities.
Objective 1.1.3: The project prioritization methodology used for prioritizing projects will include criteria that consider access to new intermodal facilities and improvements to existing intermodal facilities.	MOE 1.1.3.1	Does the prioritization methodology address intermodal facilities?

Goal 1.2.0: The Plan will provide for the mobility needs of all segments of the County's population by providing effective alternative modes of transportation to the private automobile.

Objective 1.2.1: The Plan will provide for the transportation needs of the elderly, disabled and low income population of the county and ensure the facilities are designed in such a manner as to not impair their use by this population.	MOE 1.2.1.1	Do facility design standards comply with the Americans with Disabilities Act (ADA)?
Objective 1.2.2: The Plan will use other forms of transportation to reduce the demand for highway usage on congested facilities	MOE 1.2.2.1	Percent of congested road corridors with sidewalks.
	MOE 1.2.2.2	Percent of congested road corridors with bicycle facilities.
	MOE 1.2.2.3	Percent of congested road corridors with future transit routes.

Objective 1.2.3: The Plan will address and promote alternative forms of transportation such as Mass Transit, High Occupancy Vehicles, Ride Sharing and other techniques when developing operational management strategies to increase the efficiency of traffic flow and increase vehicle occupancy rates.	MOE 1.2.3.1	Does the Plan promote alternative forms of transportation such as Mass Transit, High Occupancy Vehicles, Ride Sharing and other techniques as appropriate?
Objective 1.2.4: To the greatest extent possible, the Plan will identify bicycle and pedestrian facilities to link schools, recreational areas and commercial centers with residential areas.	MOE 1.2.4.1	Percent of roads with sidewalk facilities within 2 miles of schools and recreational centers.
	MOE 1.2.4.2	Percent of roads with bicycle facilities within 2 miles of schools and recreational centers.
Objective 1.2.5: The Plan will identify appropriate user friendly support facilities for bicycle and pedestrian modes to ensure their usage as viable transportation modes.	MOE 1.2.5.1	Do facility design standards support bicycle and pedestrian facilities?
Objective 1.2.6: The Plan will provide for the needs of the transportation disadvantaged population and improve the coordination of transportation disadvantaged services with other forms of transportation.	MOE 1.2.6.1	Do facility design standards comply with the Americans with Disabilities Act (ADA)?
Objective 1.2.7: The Plan will address and promote the use of mass transit as a viable alternative form of transportation and provide for the security of its users.	MOE 1.2.7.1	Percent of population within 1/4 mile of transit route.
	MOE 1.2.7.2	Percent of future transit route-miles with sidewalks.
Objective 1.2.8: The Plan will ensure that the existing bicycle and pedestrian systems are enhanced and protected and provide for the security of their users.	MOE 1.2.8.1	Percent of major road network with bicycle facilities.
	MOE 1.2.8.2	Percent of major road network with sidewalk facilities.
	MOE 1.2.8.3	Is life cycle cost maintenance budgeted for bicycle and pedestrian facilities?
Objective 1.2.9: The project prioritization methodology used for prioritizing projects will include criteria that considers bicycle, pedestrian and transit modes of transportation.		

	MOE 1.2.9.1	Does prioritization methodology address bicycle, pedestrian and transit modes?

Goal 1.3.0:	**The Plan will provide highway corridor capacity for the safe, effective, and efficient movement of people and goods.**	
Objective 1.3.1: The Plan will ensure that funding of operating and maintenance costs occur throughout the service life of transportation facilities.	MOE 1.3.1.1	Does the Plan include life cycle maintenance costs as a component of total cost of the Transportation System?
Objective 1.3.2: Where effective, the Plan will consider transportation demand and systems management strategies to reduce the demand for or delay the need for major improvements to the transportation system.	MOE 1.3.2.1	The Plan will identify those corridors projected to operate at a volume to capacity ratio of 0.9 to 1.25.
	MOE 1.3.2.2	Does the Plan include recommendations to study corridors projected to operate at a volume to capacity ratio of 0.9 to 1.25?
Objective 1.3.3: The Plan will identify corridors which provide for the interconnection of all urbanized areas through a well-developed network of roadways.	MOE 1.3.3.1	Percent of roads crossing County Line with same number of lanes and same functional classification in adjacent County.
Objective 1.3.4: The Plan will identify and measure level of service on major transportation corridors that provide accessibility to major activity centers.	MOE 1.3.4.1	Vehicle miles of travel (VMT) by volume to capacity ratio on designated roads that serve activity centers.
	MOE 1.3.4.2	Level of congestion or saturation on designated roads that serve activity centers.
Objective 1.3.5: The Plan will review and document emergency evacuation routes.	MOE 1.3.5.1	Vehicle miles of travel (VMT) by volume to capacity ratio on designated hurricane evacuation routes.
	MOE 1.3.5.2	Level of congestion or saturation on designated hurricane evacuation routes.
	MOE 1.3.5.3	Lane miles of improved hurricane evacuation routes.
Objective 1.3.6: The Plan will consider improvements to existing transportation corridors prior to creating new corridors.	MOE 1.3.6.1	Lane miles of new corridors included within the Plan.

Objective 1.3.7: The Plan is consistent with the Vision, Mission, and Goals of the Florida Department of Transportation 's "Strategic Highway Safety Plan."	MOE 1.3.7.1	Ratio of crashes in Hernando County to the number of crashes Statewide.
	MOE 1.3.7.2	Trends in crashes both statewide and in Hernando County.

Goal 2.0.0:	**The Plan will support the development of all sectors of the County's economy through the development of financially feasible multimodal facilities and services.**

Objective 2.0.1: The Plan will support economic development through consideration of improved access and connections to port, rail, and airport facilities.	MOE 2.0.1.1	Lane miles of improved and new corridors providing access to intermodal facilities and truck routes.
Objective 2.0.2: The Plan will support economic development in specific geographic areas by providing access to the Brooksville central business district (CBD).	MOE 2.0.2.1	Vehicle miles of travel (VMT) by volume to capacity ratio on designated roads that serve the Brooksville CBD.
Objective 2.0.3: The Plan will support economic development by ensuring that the transportation systems will promote and enhance the efficient and safe movement of freight and services.	MOE 2.0.3.1	Percent of vehicle miles of travel (VMT) below adopted standard.
Objective 2.0.4: The Plan will identify corridors that allow high density and intensity land uses to be served by public transit.	MOE 2.0.4.1	Does the Plan include map identifying potential high transit ridership areas?
Objective 2.0.5: The Plan will review existing and alternative federal, state, and local revenue sources to develop a financially feasible multimodal plan.	MOE 2.0.5.1	Did the Plan review potential funding sources?
	MOE 2.0.5.2	Does available projected revenues match costs by jurisdiction?
Objective 2.0.6: The Plan shall ensure that regional as well as local markets are adequately served by the transportation system.	MOE 2.0.6.1	VMT by volume to capacity ratio on designated regional travel routes.
	MOE 2.0.6.2	Level of congestion or saturation on designated regional travel routes.
	MOE 2.0.6.3	Lane miles of improved regional travel routes.

Goal 3.0.0:	**To the greatest extent possible, the Plan shall be used as a tool for managing the growth of the County**.

Objective 3.0.1: The Plan may be used in the review of Land Use regulatory functions, including land use plan amendments, zoning, and concurrency reviews, and may be used in the site plan review process by documenting the standards used in the review of access control, parking, and site setback and clear zone requirements.	MOE 3.0.1.1	Percentage of local agencies that use the Plan in their review of development proposals.
Objective 3.0.2: The Plan shall identify rights-of-way for preservation that will include not only sufficient space for roadway improvements, but also improvements for mass transit and the bicycle and pedestrian modes, and will support an advanced right-of-way acquisition program for future planned improvements.	MOE 3.0.2.1	Do right-of-way needs consider all modes of transportation?
	MOE 3.0.2.2	Does the Plan contain a right-of-way needs map?
Objective 3.0.3: The Plan shall identify transportation issues regarding the role of the Brooksville downtown area within the community, and will identify measures for preserving and enhancing the commercial and social integrity of this area.	MOE 3.0.3.1	Does the Plan adequately address the unique transportation needs of the Brooksville downtown?
Objective 3.0.4: The Plan shall identify and provide for special land use needs within the Suncoast Corridor, especially at planned interchange areas.	MOE 3.0.4.1	Does the Plan adequately address land uses along and adjacent to the Suncoast corridor?

GOAL 4.0.0	**To the greatest extent possible, the Plan will preserve and enhance community social and environmental values.**

Objective 4.0.1: The Plan will be sensitive to preserving the quality of the environment, and in responding to air quality and energy conservation, and will ensure that air quality degradation will not occur by addressing the requirements of EPA conformity regulations.	MOE 4.0.1.1	Total Vehicle Miles of Travel (VMT).
	MOE 4.0.1.2	Percent Vehicle Miles of Travel (VMT) at V:C ratio over 1.2 or other selected level.
	MOE 4.0.1.3	Weighted V:C ratio.
	MOE 4.0.1.4	Total CO, HC, NO emissions.
	MOE 4.0.1.5	Total fuel use (gallons).
	MOE 4.0.1.6	Air quality modeling output reports.

Objective 4.0.2: The Plan will constrain the development of highway facilities within corridors which are scenic in nature, and when appropriate, will apply "parkway" treatments that enhance the overall social and aesthetic values of the community.	MOE 4.0.2.1	Vehicle Miles of Travel (VMT) by volume to capacity ratio on designated scenic corridors.
	MOE 4.0.2.2	Level of congestion or saturation on designated scenic corridors.
	MOE 4.0.2.3	Lane miles of improved scenic corridors.
	MOE 4.0.2.4	Centerline miles of scenic corridors.
Objective 4.0.4: The Plan shall minimize disruption to established communities, activity centers, redevelopment areas, and infill areas through minimizing intrusion into these areas.	MOE 4.0.4.1	Miles of lane additions or new roads within established communities, activity centers, re-development areas, and infill areas.
	MOE 4.0.4.2	Acres of right-of-way acquired and/or needed in established communities, activity centers, re-development areas, and infill areas.
	MOE 4.0.4.3	Miles of residential collectors with Average Annual Daily Traffic (AADT) over 8,000 vehicles per day.
	MOE 4.0.4.4	Miles of collectors with posted speed > 35 mph.
	MOE 4.0.4.5	Miles of collectors with the number of lanes greater than four.
Objective 4.0.5: The Plan will designate routes that minimize potential exposure from hazardous materials to the community.	MOE 4.0.5.1	Has a hazardous materials routing plan been undertaken?
Objective 4.0.6: The Plan will recognize existing public lands and other environmentally sensitive areas, and will ensure that roadway corridors do not encroach upon these valuable county resources.	MOE 4.0.6.1	Acres of environmentally sensitive land needed for various transportation alternatives being reviewed.
Objective 4.0.7: To the greatest extent possible, the Plan should ensure that transportation corridors are consistent with the character of surrounding areas, and whenever possible, should be used as a tool for preserving that character.	MOE 4.0.7.1	Does the Plan adequately ensure the preservation of the character or existing communities?

Table II-2

PLAN CONFORMANCE TO SAFETEA-LU FACTORS

SAFETEA-LU FACTOR		PLAN CONFORMANCE
FACTOR 1.	**Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**	Chapters V describes the MPO Policy Constrained Needs Plan which identifies all "needed" roadway improvements within viable corridors.
		The impact of Policy Plan projects, regardless of funding status, is assessed through both a performance analysis and measures of effectiveness report.
		Shown as projects in the adopted Cost Affordable highway system, the Plan contains a frontage road network along two major state arterials which will be funded through substantial private contribution.
		The Policy Constrained Needs Plan has been used as a tool to determine impacts of all transportation projects within the community, even if that project is not deemed to be cost affordable.
		The Plan identifies a comprehensive system of facilities for use by bicyclists and pedestrians and designed to augment usage and safety of these modes. Related improvements will guide enhancement fund programming activities in accordance with MPO priorities.
FACTOR 2.	**Increase the safety of the transportation system for motorized and non-motorized users.**	The Plan identifies the process used to manage information concerning traffic incidents.
		The Plan identifies a comprehensive system of facilities for use by bicyclists and pedestrians and designed to augment usage and safety of these modes. Related improvements will guide enhancement fund programming activities in accordance with MPO priorities.
FACTOR 3.	**Increase the security of the transportation system for motorized and non-motorized users.**	The MPO's Transit Development Plan and detailed Transit Operations Plan for the urban area address the needs for funding transit security as part of its capital program for the next five to ten years.
		The transit operator has developed a System Safety Program Plan that addresses both safety and security issues on the county's transit system.
FACTOR 4.	**Increase the accessibility and mobility options available to people and for freight.**	The Plan provides a detailed analysis of existing and future freight movements and inventories the locations of major commercial and industrial sites for identifying potential deficiencies in the freight movement network.
		As a Plan policy, the MPO supports using goods movement concerns as the basis for adjusting the priority of needed highway improvements.

		The Plan makes specific facility recommendations to expand a system of truck bypass facilities around the City of Brooksville.
		The Plan recognizes the MPO's ongoing comprehensive study of the movement of goods and services in cooperation with FDOT. This study is building upon the Plan's routing recommendations, and is looking at additional facility enhancement and possible routing cont5rols as a means for increasing the efficiency of the freight movement system.
		The Plan provides a detailed assessment of future public transportation demand, and as part of its Cost Affordable framework shows how mass transit services can be provided within the urbanized area.
		The Plan builds upon the MPO's adopted Transit Development Plan and Transit Operations Plan as the basis for future service development, and through these plans calls for a phased implementation of service and funding.
		The Plan recognizes the need for continuing regional coordination and support to implement planned intercounty transit service along the Suncoast Parkway.
FACTOR 5.	**Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**	The Plan provides for energy conservation by identifying locations where unacceptable highway congestion is occurring. The Plan also dedicates revenues to specific projects designed to alleviate this congestion.
		By applying short range strategies, the Plan will be used to continually assess the system's operating efficiency, and will link this assessment to the MPO's prioritization and programming responsibilities.
		The Plan contains several related policies and planning guidelines used during its development. Plan goals are accompanied by clear objectives as to how the transportation system can assist in the expansion of the County's economy, conserve energy through the efficient use of the transportation system, and minimize social and environmental disruptions within the community.
		In conjunction with these policies, the Plan contains an analysis of measures of effectiveness that quantifies the impact that facility improvements will have on the community.
		Through the Regional Coordination efforts documented extensively in the Plan, the MPO recognizes that "regional coordination and cooperation are integral tasks in the development of a successful regional transportation plan."

		The Regional Coordination documentation in the Plan clearly outlines the active regional coordination of transportation improvements occurring throughout the Tampa Bay region.
		The Regional Transportation Plan also includes a forecast of land development over a 30-year planning horizon and a goal specific to providing a transportation system that contributes to the economic vitality of West Central Florida.
		The Plan discusses population and employment growth trends, coordination between existing land uses and the future land use plan and transportation improvement, and the development of socio-economic data in concert with the County's future land use plan.
FACTOR 6.	**Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**	The Plan addresses the need for enhancing intermodal connections by identifying major facilities serving air, rail, transit and freight, and show the linkages between these modes. The Plan also assesses the future demand placed on these links.
		The Plan has identified several highway projects that will strengthen access to the County's major airport, serving both air passenger and freight movement, and has dedicated revenues on a high priority level.
		The Plan contains a detailed analysis fo existing and projected goods movement in the County by analyzing major truck movement routes for the current and future years.
		The Plan shows how an MPO planning process is set up for the multi-county Tampa Bay area.
		Throughout Plan development the MPO has been an active participant in a multi-county Regional Transportation Analysis project. This project has provided technical continuity by accomplishing: a regional model validation, a uniform modeling procedure used by all counties, analytic tools for processing model output, and schedules for coordinating Plan milestones.
		As part of the CCC process, a regional plan development strategy, including a comparison of future intercounty facility needs, was created. These strategies were applied through the RTA, and flagged discrepancies in planned facility needs, volumes and other corridor development issues.
		The Plan identifies a comprehensive system of facilities for use by bicyclists and pedestrians and designed to augment usage and safety of these modes. Related improvements will guide enhancement fund programming activities in accordance with MPO priorities.

FACTOR 7.	**Promote efficient system management and operation.**	The Plan's refined transportation database and short range strategies provide a tool for continually assessing operational conditions on all functionally classified roadways.
		The Plan analyzes existing, interim and long range congestion levels, identifies capacity-related projects to alleviate this congestion, and dedicates funding for ten-year and twenty-year periods to assure that the anticipated congestion will not occur.
		The Plan has used the Hernando County Future Land Use Plan as the basis for socio-economic data projections used in the modeling process.
		The Plan identifies existing and future locations of major activity centers, and analyzes infrastructure needs to provide proper accessibility to these land uses.
		The Plan also assesses the Comprehensive Plan of Hernando County against federal and state TEA-21 requirements and long range plan requirements, and makes recommendations for bringing the MPO's Plan into conformance with the Comprehensive Plan.
		As a short range strategy, the Plan recognizes the County's concurrency management system which continually assesses operational deficiencies and requires the linking of development approval with the provision of adequate highway infrastructure.
		The Plan describes the manner in which management systems will be integrated into the MPO planning program, including Plan maintenance and programming activities.
		The Plan specifies a series of short range strategies that have been applied to the MPO's Congestion/Mobility Management System. The Plan shows the relationship of these strategies to the MPO ongoing planning and programming responsibilities.
FACTOR 8.	**Emphasize the preservation of the existing transportation system.**	The Plan is supported by a detailed system inventory and database which allows the physical and operational assessment of the major roadway network. These features direct resources, where appropriate, toward system preservation, rather than expansion.
		The Plan lays out a set of short-range strategies for continually assessing physical and operating conditions of the functionally classified road system. These are used in conjunction with the MPO's Congestion/Mobility Management System to coordinate development activity with the provision of infrastructure based upon locally derived operating conditions, and to identify congested locations as candidates for low-cost operational improvements.

	The Plan provides a detailed inventory of existing ROW and assesses future needs based upon a set of facility design standards. In Hernando County, these needs were analyzed at a facility-specific level.
	The Plan identifies a major new rails-to-trails initiative as an opportunity to develop a multi-use trail corridor between Brooksville and the Withlacoochee State Trail.
	The Plan supports and builds upon the County's frontage road development ordinance calling for the preservation of ROW within specific corridors for future frontage road construction.
	Plan policies call for an advanced right-of-way preservation program to be initiated within planned corridors and based upon criteria laid out in the Plan, including: a road setback and clear zone map based on future needed right-of-way cross section standards that accommodate sidewalks, bicycle facilities, landscape amenities, and transit amenities, and for the Plan to specifically address corridors for possible right-of-way preservation, given sufficient justification. The mechanics for developing a preservation program will be developed by staff following plan adoption.
	The Policy Constrained Plan specifies ROW needs regardless of funding availability and will be used to update the County's Comprehensive Plan, including its ROW needs plan and related development coordination strategies.