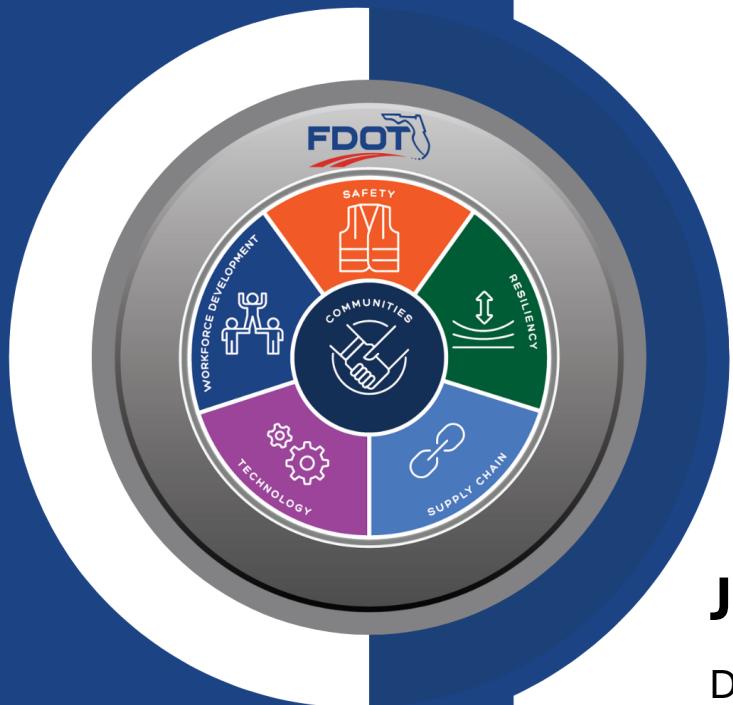


 Hollywood, FL

 June 13-14, 2024



2024 TRANSPORTATION SYMPOSIUM

Planning Consistency in PD&E

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What is Planning Consistency



What is Planning Consistency?

Planning Documents (LRTP, STIP, TIP)

The Magic Words (Terms to Know)

MPO Developed

Long Range Transportation Plan (LRTP)

Future goals, strategies and
projects to achieve vision,
Cost Feasible Plan

5 Year Update Cycle

Transportation Improvement Program (TIP)

Programmed investment
priorities

Annual Update Cycle

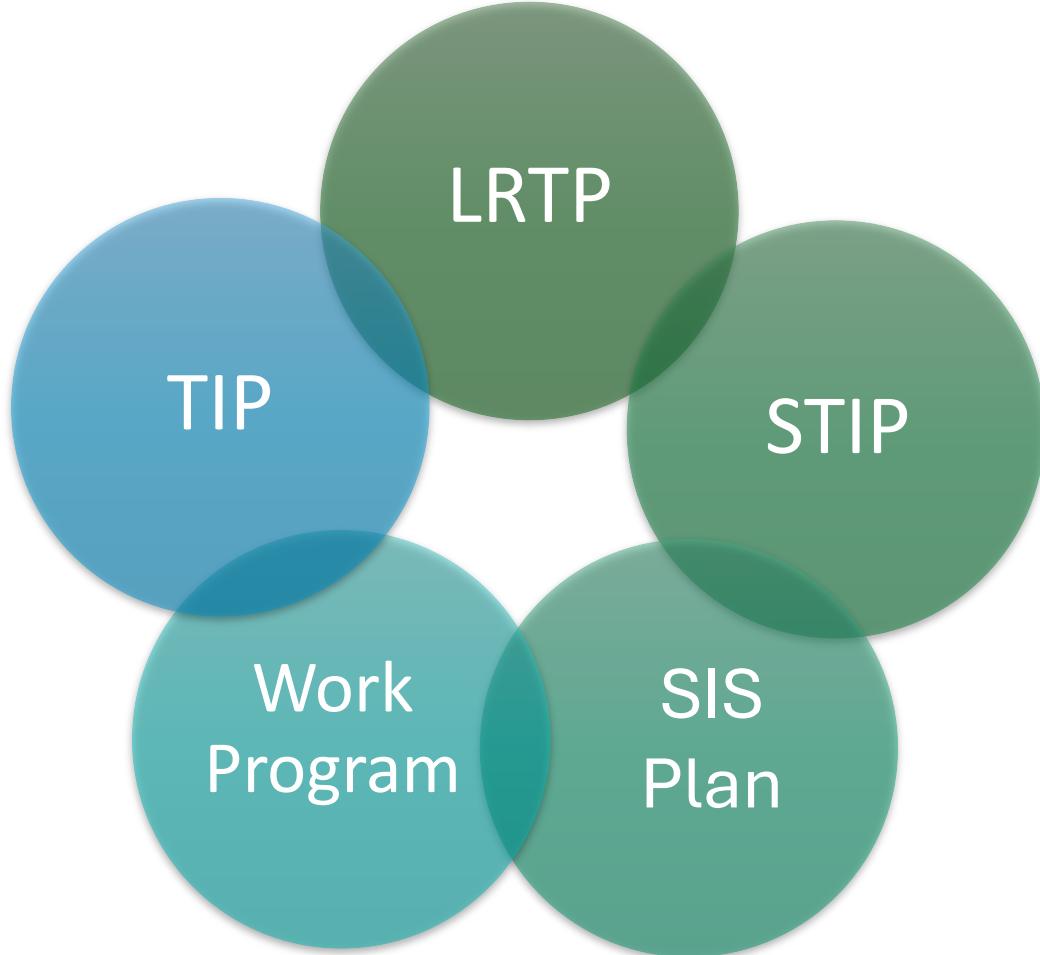
State Developed

State Transportation Improvement Program (STIP)

Listing of projects with
federal participation

Annual Update Cycle

The Circle of Life (Planning Connectivity)



Money Magic (Funding Implementation)

Phased Implementation

PE

Preliminary Engineering

ROW

Right of Way

CST

Construction

Notes: The Railroad and Utilities (RRU) is a separate phase from ROW. Construction funding can be written as DSB for Design Build projects.

Mo' Money, No Problems

Acceptable Funding Scenarios

The ideal scenario for OEM approval is full funding of all 3 phases for all project segments in the LRTP CFP

Project Scenario 1		
Seg 1	Seg 2	Seg 3
PE	PE	PE
ROW	ROW	ROW
CST	CST	CST

Funded in LRTP Cost Feasible Plan

NOT Funded in the LRTP Cost Feasible Plan

Mo' Money, No Problems

Acceptable Funding Scenarios

Funding for the subsequent phase across all project segments is acceptable. If a project is in PE, then ROW must be funded for the entire project limits.

Project Scenario 1		
Seg 1	Seg 2	Seg 3
PE	PE	PE
ROW	ROW	ROW
CST	CST	CST

Funded in LRTP Cost Feasible Plan

NOT Funded in the LRTP Cost Feasible Plan

Mo' Money, No Problems

Acceptable Funding Scenarios

Funding of all three phases (PE, ROW, CST) for one segment is acceptable

Project Scenario 2		
Seg 1	Seg 2	Seg 3
PE	PE	PE
ROW	ROW	ROW
CST	CST	CST

Funded in LRTP Cost Feasible Plan

NOT Funded in the LRTP Cost Feasible Plan

No Money, Mo' Problems

NOT

Acceptable Funding Scenarios

Funding for the subsequent phase and one or anything less than all segments is not acceptable to me. Planning consistency

Project Scenario 1		
Seg 1	Seg 2	Seg 3
PE	PE	PE
ROW	ROW	ROW
CST	CST	CST

Not Funded in LRTP Cost Feasible

Funded in the LRTP Cost Feasible

Making Magic Happen...

The TIP is consistent with the STIP when:

1. Project information (name, limits, description, etc) is consistent across both documents
2. Project costs in the TIP are within **20% and \$2 Million** of the project costs shown in the STIP

Example – TIP and STIP Consistency

TIP

Current STIP

Item Number: 414506 7		Project Description: SR 70 FROM LORRAINE ROAD TO BOURNSIDE BLVD		*SIS*		LRTP CFP Page 5-28			
District: 01 County: MANATEE		Type of Work: ADD LANES & RECONSTRUCT		Project Length: 2.862MI					
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027		
RAILROAD & UTILITIES / MANAGED BY FDOT									
ACNP-ADVANCE CONSTRUCTION NHPP		966,720					966,720		
ACSA-ADVANCE CONSTRUCTION (SA)		658,280					658,280		
DDR-DISTRICT DEDICATED REVENUE		300,000					300,000		
LF-LOCAL FUNDS		1,250,000					1,250,000		
Phase: RAILROAD & UTILITIES Totals		3,175,000					3,175,000		
CONSTRUCTION / MANAGED BY FDOT									
ACNP-ADVANCE CONSTRUCTION NHPP		76,597,137					76,597,137		
LF-LOCAL FUNDS		77,025					77,025		
Phase: CONSTRUCTION Totals		76,674,162					76,674,162		
Item: 414506 7 Totals		79,849,162					79,849,162		
Project Totals		79,849,162					79,849,162		

Item Number: 414506 7		Project Description: SR 70 FROM LORRAINE ROAD TO BOURNSIDE BLVD		*SIS*			
District: 01 County: MANATEE		Type of Work: ADD LANES & RECONSTRUCT		Project Length: 3.083MI			
		Fiscal Year					
DESIGN BUILD / MANAGED BY FDOT							
Fund	ACNP-ADVANCE						
Code:	CONSTRUCTION NHPP			76,597,137	76,597,137		
DDR-DISTRICT DEDICATED							
REVENUE		1,522			1,522		
LF-LOCAL FUNDS			77,025		77,025		
Phase: DESIGN BUILD Totals	1,522		76,674,162		76,675,684		
Item: 414506 7 Totals	1,660		79,104,618		79,106,278		

Making Magic Happen...

The **TIP/STIP** are consistent with the **LRTP** when:

1. Project description is consistent across both documents (project limits may have minor variations as long as there are no major scope changes)
2. Project is shown as **cost-feasible** within two 5-year bands of the LRTP
3. TIP/STIP are within **50% and \$50 Million** of project costs shown in the LRTP

Example – TIP/STIP and LRTP Consistency

Table 5 6: Bicycle Pedestrian Cost Feasible Project List

#	Jurisdiction	Roadway	Project Limits	Length	Facility	Phase	Cost (FY 2022-2027)	Cost (2028-2045)	Notes
29	Lee County	North River Rd	SR 31 to Hendry County Line	11.9	Shared Use Path	PE + CST		\$11,500,000	
30	Lee County	Treeline Ave	Colonial Blvd to Pelican Preserve	0.64	Shared Use Path	PE + CST		\$617,600	
31	Lee County	Able Canal	Harns Marsh to Joel Blvd	3	Shared Use Path	CST	\$5,862,650		
32	Estero	Williams Road	Kings Road to Three Oaks	1.1	Sidewalk	PE + CST		\$864,000	
33	Estero	Corkscrew Road	Koreshan St. Park to US 41	0.5	SUP & Sidewalk	PE + CST		\$942,000	

Lee County MPO Transportation Improvement Program - FY 2021/22 - 2025/26

LRTP



TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 2021/22 THROUGH FISCAL YEAR 2025/26

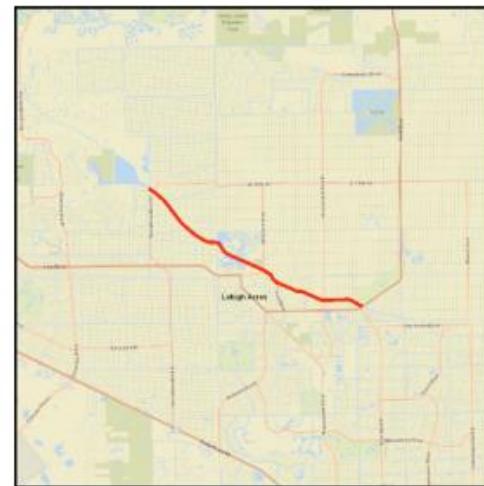
Adopted: June 18, 2021

TIP

ABLE CANAL FROM HARN'S MARSH TO JOEL BOULEVARD

Project Number: 4353512

Non-SIS



From:	Harns Marsh		Work Summary: BIKE PATH/TRAIL				
To:	Joel Blvd						
Lead Agency:	MANAGED BY LEE CNTY BOCC		Length:	.000			
							LRTP #: Page 5-21, Table 5-16
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	0	1,500,000	0	0	1,500,000
CST	SU	0	0	4,035,257	0	0	4,035,257
CST	TALU	0	0	327,393	0	0	327,393
Total		0	0	5,862,650	0	0	5,862,650

TRANSPORTATION SYMPOSIUM

Making Magic Happen...

SAMPLE description of first segment advancing ...

Currently Adopted CFP-L RTP	COMMENTS			
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY
PE (Final Design)			\$	
R/W			\$	
Construction			\$	

SAMPLE description of second segment advancing ...

Currently Adopted CFP-L RTP	COMMENTS			
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY
PE (Final Design)			\$	
R/W			\$	
Construction			\$	

* Include pages from current TIP/STIP/L RTP

How to fill out Table

**TRANSPORTATION
SYMPOSIUM**

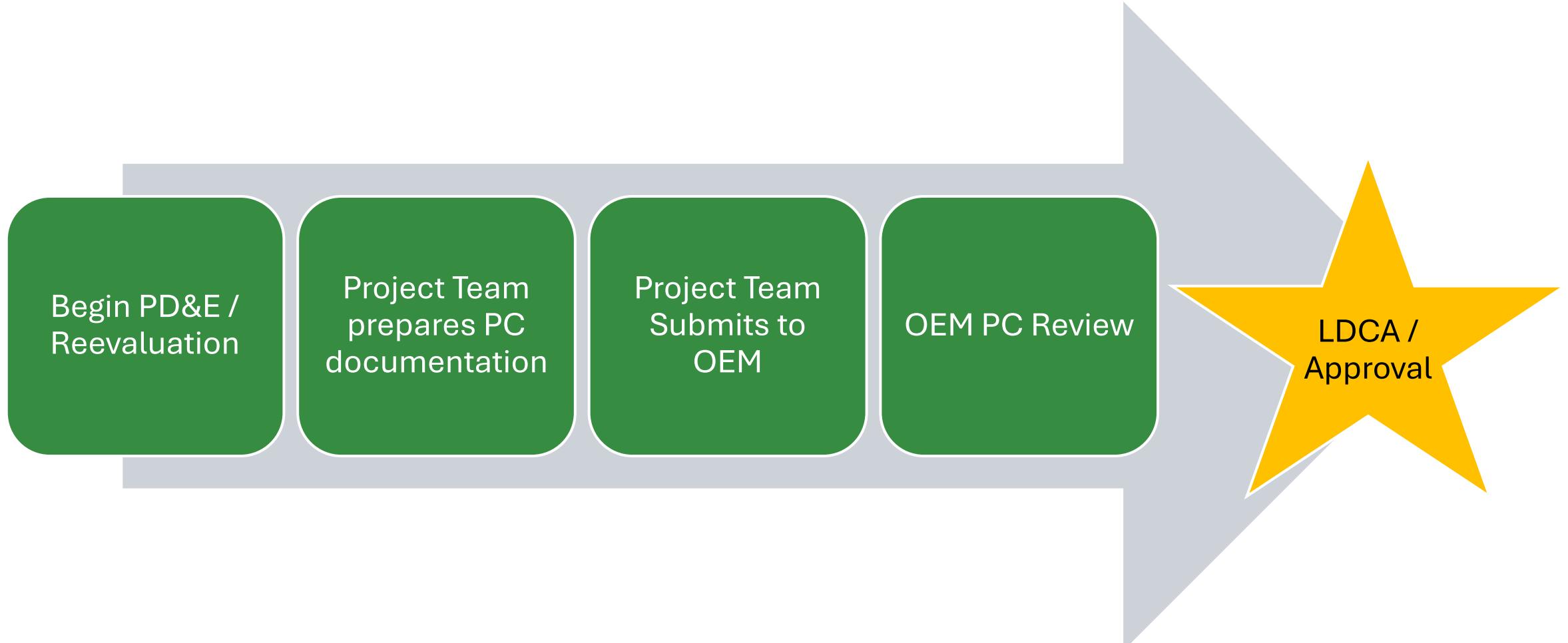
Example - Planning Consistency Table

Segment FM Number: 414506-7-52-01



Currently Adopted CFP-LRTP	Comments				
Yes	<p><i>The Sarasota/Manatee Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) was adopted in October 2020. This project is included in Chapter 12 - Cost Feasible Plan.</i></p> <p><i>The Sarasota/Manatee MPO Transportation Improvement Program (TIP) for FY2022/23 - FY2026/27 was adopted May 23, 2022. This project is included in the TIP.</i></p>				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP				N/A. PE funded prior to <2023
PE (Final Design)	STIP				N/A. PE funded prior to <2023
R/W	TIP				N/A. R/W funded prior to <2023
R/W	STIP				N/A. R/W
Construction	TIP	Yes	\$76,674,162 \$76,674,162	2023 All years	Construction funding is on 414506-7. Cost estimates between the TIP and STIP are consistent.
Construction	STIP	Yes	\$76,674,162 \$76,674,162	2023 All years	Construction funding is on 414506-7. Cost estimates between the TIP and STIP are consistent.

Planning Consistency Development Process



Missing the Magic...

When project information listed in the planning documents is **not** consistent, an amendment or modification to the LRTP or TIP may be triggered.



~ *Your Friendly FDOT Liaisons*

Tips & Tricks

- Review your project information in the work program **regularly**
- Review your project information in planning documents at **key milestones** in your project, prior to starting the approval process
- **Coordinate early** with district work program and district liaisons for potential funding scenarios for your projects
- Coordinate with your district liaison whenever you have a major change in scope, cost estimates, or project limits **as soon as possible**

Tips & Tricks



Group Exercise

You have an on-going PD&E study with two design/construction segments.

- Design is funded for Segment 1 and is shown in the TIP and STIP. There is no design funding for Segment 2.
- ROW is funded for Segment 1 and is shown in the TIP and STIP. There is no ROW funding for Segment 2.
- There is no construction funding for either segment.
- The project limits were extended after alternatives analysis was completed but before the public hearing.

How can you achieve planning consistency?

Group Exercise - Example

Funded?	Segment 1	Segment 2
PE	Yes	No
ROW	Yes	No
CST	No	No
LRTP	Illustrative	



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FLHSMV





SAFETY



**WORKFORCE
DEVELOPMENT**



TECHNOLOGY



ROBUST SUPPLY CHAIN



RESILIENCY



COMMUNITIES

