



2025 LRTP Expectations Matrix

FHWA FL and FTA Region 4
December 2024

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History

- FL LRTP Expectations have been provided since 2008
- Purpose: to proactively assist MPOs and clarify implementation of Federal Planning requirements for LRTPs
- MPOs requested a consolidation of previous expectations for the 2025 document

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2025 LRTP Expectation Matrix

- First Page is the Legend Description
- Would like to include links to previous Expectations letters through FDOT's website (please confirm location)
- Includes link to 23 CFR 450.300

2025 Florida Long Range Transportation Plan (LRTP) Expectations Matrix - DRAFT

Like the Florida Expectations Letters provided in 2008, 2012, 2018, and in the 2021 Florida Fiscal Constraint White Paper which culminated in the FDOT Technical Memorandum 21-02, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are again providing clarification regarding the expectations for meeting federal planning requirements through the below 2025 Florida LRTP Expectations Matrix to assist MPOs in developing their next LRTP. The following is a description for how to read the matrix:

- The **highlighted** font throughout the matrix provides a quick identification of the topic requirement. The first column identifies requirements related to the Long-Range Transportation Plan (LRTP).
- The second column (**Green**) identifies requirements that have changed since 2016 and should have been addressed in the 2040 LRTP **updates**. A summary of the previous LRTP Expectations Letters is provided at the end of this document. Previous and current LRTP Expectations Letters are posted on the FDOT MPO Resources webpage (<https://www.fdot.gov/planning/policy/metrosupport/MPOResources>).
- The third column (**Blue**) identifies topics that include changes under the Bipartisan Infrastructure Law (BIL). The direct BIL language and link is included at the end of the document. These changes from the law are not yet reflected in the current regulations, but we have attempted to capture these changes that may affect requirements for LRTPs.
- The last column captures both clarity in expectations, as well as identifying topics needing improvement since 2016 for Florida MPOs.
 - The last column shows whether the topic is associated with several concerns including noncompliance issues (**Purple**), frequent concerns and/or noncompliance issues (**Orange**) or occasional concerns with noncompliance (**Yellow**) as identified from certification reviews or routine stewardship and oversight.
 - The last column also identifies new 2025 expectations and are noted with **“2025”** and **red text**. The bulleted black text in the last column are previously provided LRTP Expectations.
- For references to 23 CFR 450.300, which is cited throughout the matrix, please visit <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C> and navigate to the appropriate regulations regarding specific LRTP topics.



2025 LRTP Expectation Matrix

- Covers current Title 23 Requirements as changed by MAP-21 and FAST Act
- Identifies BIL implementation changes
- Discusses areas to focus on
 - Observations were gathered from certification reviews or routine stewardship and oversight
 - Includes Previous Expectations and adds **2025 Expectations**

Legend:	Previous Changes	BIL Changes	Occasional Observations	Frequent Observations	Most Cited Observations	2025 Expectation
						• Previous Expectation

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2025 LRTP Expectation Matrix

- Organized by Federal Requirement – topics are **highlighted**

Legend:	Previous Changes	BIL Changes	Occasional Observations	Frequent Observations	Most Cited Observations	2025 Expectation •Previous Expectation
LRTP Topic	Previous Changes (Last 8 Years)		Likely Affected by BIL? (Y/N)		FLDIV FHWA/FTA Expectation & Frequency of Issue Identified	
2021 Planning Emphasis Areas (PEAs) https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf	On December 30, 2021, FHWA and FTA jointly issued new PEAs.		Many of these PEAs are also reflected in various provisions of BIL. [§11201; 11202; 11206; 11403]		Using data to assess equity in outreach activity effectiveness, determining transportation needs, and assessing projects has been a recommendation for several MPOs. 2025: The LRTP should reflect the PEAs comprised of 1) Tackling the Climate Crisis; 2) Equity and J40; 3) Complete Streets; 4) Public Involvement; 5) STRAHNET/DOD coordination; 6) FLMA Coordination; 7) PEL; and 8) Data in Transportation Planning. 2025: Be guided by the direct BIL language. Regulations and guidance are under development.	
Planning Factors 23 CFR450.306(b) and (c) – concerning 3C process that addresses 10 factors	May 27, 2016, reg change: New Factors: #9) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; #10) enhancing travel and tourism . Section c) addresses how factors should be considered.		BIL adds to Planning Factor #5: Consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, housing , and economic development patterns. [§11201; 23 USC 134(h)(1)(E)]		2025: Be guided by the direct BIL language. Regulations and guidance are under development. 2025: For additional information, see https://www.planning.dot.gov/planning/topic_housing.aspx • Do the planning processes address the two new and one revised planning factors based on the scale and complexity of the issues and unique conditions of the area?	

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- Be guided by the direct BIL language
- Reach out to the FHWA or FTA Planner for additional clarification

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LRTP Topic	Previous Changes (Last 8 Years)		Likely Affected by BIL? (Y/N)		FLDIV FHWA/FTA Expectation & Frequency of Issue Identified	
Reflecting Federally funded projects 23 CFR 450.324(f)(11)(iii)			The BIL requires the United States Department of Transportation to amend Federal regulations to define an LRTP's outer years as beyond the first four years. [§ 11202; 23 CFR 450.324(f)(11)(v)]		Occasional compliance issues have been identified when LRTPs don't clearly note federal funds on projects. 2025: Be guided by the direct BIL language. Regulations and guidance are under development. <ul style="list-style-type: none"> Are projects within the first ten years of the Plan notated or flagged to identify which projects are planned to be implemented with federal funds? For projects beyond the first ten years of the Plan, are the projects clearly labeled as a combined Federal/State funding source? 	
All projects and Funding sources (federal, state, local and private) 23 CFR 450.324(f)(11)(iv)					Several corrective actions and recommendations have been issued for LRTPs that do not include all funding sources and all projects required to be in the LRTP. 2025: Omission of projects in the LRTP may lead to Planning consistency issues that could delay environmental document and/or federal funding approvals. <ul style="list-style-type: none"> Does the financial plan take into account all projects and strategies proposed for funding with other federal funds, state, local and private sources? 	

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2025 LRTP Expectation Matrix

- Includes Summary of Topics from Previous Expectations Letters

FHWA/FTA FL Expectations Letters - Summary of Topics			
Topic Area	2008	2012	2018
Scope of the Planning Process - Safety Considerations in the Planning Process	Safety factor - SHSP Consistency {23 CFR 450.306(a); 450.322(h)}		SHSP Consistency {23 CFR 450.306(a)(2); 450.306(h); 450.322(h); new reg 23CFR450.306(b)(2); 450.306(d)(4); 450.324(h)}
Scope of the Planning Process - Transit		Major Capital Project, Facilities, Fixed Route Services, BRT Services	Transit {23CFR450.306(a)(4) and (6); 316(a); 322(a) and (b); 322(f)(2) (8) and (9); new reg 23CFR450.306(b)(4) and (6); 316(a); 324(a) and (b); 324(f)(2) (8) and (9)}
Scope of the Planning Process - Freight			Freight {23CFR450.306(a)(4) and (6); 316(a) and (b); 322(b); 322(f)(1) and (3); new reg 23CFR450.306(b)(4) and (6); 316(a) and (b); 324(b); 324(f)(1) and (5)}
Interested Parties - Outreach and Public Participation			Measures of Effectiveness {23CFR450.316(a)(1)(x); new reg 23CFR450.316(a)(1)(x)}

Rev. Jan 2018

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- Includes direct language from BIL (see separate pdf)

Direct Language from the Bipartisan Infrastructure Law, Public Law 117-58, November 15, 2021

[\[https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf\]](https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf)

- 45 Pages!
- Goal was to be effective whether using in printed format or electronically

135 STAT. 516

PUBLIC LAW 117-58—NOV. 15, 2021

23 USC 109 note. SEC. 11135. UPDATES TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

In carrying out the first update to the Manual on Uniform Traffic Control Devices under section 109(d)(2) of title 23, United States Code, to the greatest extent practicable, the Secretary shall include updates necessary to provide for—

- (1) the protection of vulnerable road users (as defined in section 148(a) of title 23, United States Code);
- (2) supporting the safe testing of automated vehicle technology and any preparation necessary for the safe integration of automated vehicles onto public streets;
- (3) appropriate use of variable message signs to enhance public safety;
- (4) the minimum retroreflectivity of traffic control devices and pavement markings; and
- (5) any additional recommendations made by the National Committee on Uniform Traffic Control Devices that have not been incorporated into the Manual on Uniform Traffic Control Devices.

Subtitle B—Planning and Performance Management

SEC. 11201. TRANSPORTATION PLANNING.

(a) METROPOLITAN TRANSPORTATION PLANNING.—Section 134 of title 23, United States Code, is amended—

(1) in subsection (d)—

(A) in paragraph (3), by adding at the end the following: “(D) CONSIDERATIONS.—In designating officials or representatives under paragraph (2) for the first time, subject to the bylaws or enabling statute of the metropolitan planning organization, the metropolitan planning organization shall consider the equitable and proportional representation of the population of the metropolitan planning area.”;

(B) in paragraph (7)—

(i) by striking “an existing metropolitan planning area” and inserting “an existing urbanized area (as defined by the Bureau of the Census)”; and

(ii) by striking “the existing metropolitan planning area” and inserting “the area”;

(2) in subsection (g)—

(A) in paragraph (1), by striking “a metropolitan area” and inserting “an urbanized area (as defined by the Bureau



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Next Steps:

- Please provide feedback!
- Send to MPOs via MPOAC
(maybe to Staff Chair/Vice Chair?)
- Present overview at Jan MPOAC
- Incorporate MPO Feedback
- Finalize and Publish
- Q³ at FMPP

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Cooperative Development of Year of Expenditure revenues and expenses 23 CFR 450.324(f)(11)(iv)					<ul style="list-style-type: none"> Are the revenues and expenses in Year-Of-Expenditure dollars, reflecting inflationary rates? Were these rates developed cooperatively among the MPO, the FDOT and the Public Transportation Operators? 	
Use of Cost Bands 23 CFR 450.324(f)(11)(v)			The BIL requires the United States Department of Transportation to amend Federal regulations to define an LRTP's outer years as beyond the first four years. [§ 11202; 23 CFR 450.324(f)(11)(v)]		<p>2025: Florida MPOs do not typically use cost bands, so this has not been an issue.</p> <p>2025: If the MPO uses cost ranges/bands beyond the first 10 years of the plan, are future funding sources reasonably expected to be available to support the projected cost ranges/band?</p> <p>2025: Be guided by the direct BIL language. Regulations and guidance are under development.</p>	
Strategies to implement TCMs in Nonattainment and Maintenance areas 23 CFR 324(f)(11)(vi)					<p>2025: This provision will apply if any MPO areas in Florida become nonattainment or maintenance.</p> <p>2025: If the area is nonattainment or maintenance, then the LRTP must address the financial strategies to ensure implementation of Transportation Control Measures (TCMs) in the Statement Implementation Plan (SIP).</p>	

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MISSION STATEMENT

The Florida Division inspires transportation solutions in collaboration with our stakeholders to address community needs.

