

LONG RANGE TRANSPORTATION PLAN ROADMAP

The LRTP is developed by the metropolitan planning organization (MPO) and required at the federal and state level. It must be financially constrained and developed using public input. The LRTP:

- ▶ Is updated every five years
- ▶ Addresses no less than a twenty-year planning horizon
- ▶ Can also be referred to as a **Metropolitan Transportation Plan (MTP)**

MAIN PURPOSE OF THE LRTP



Serving the mobility needs of people and freight

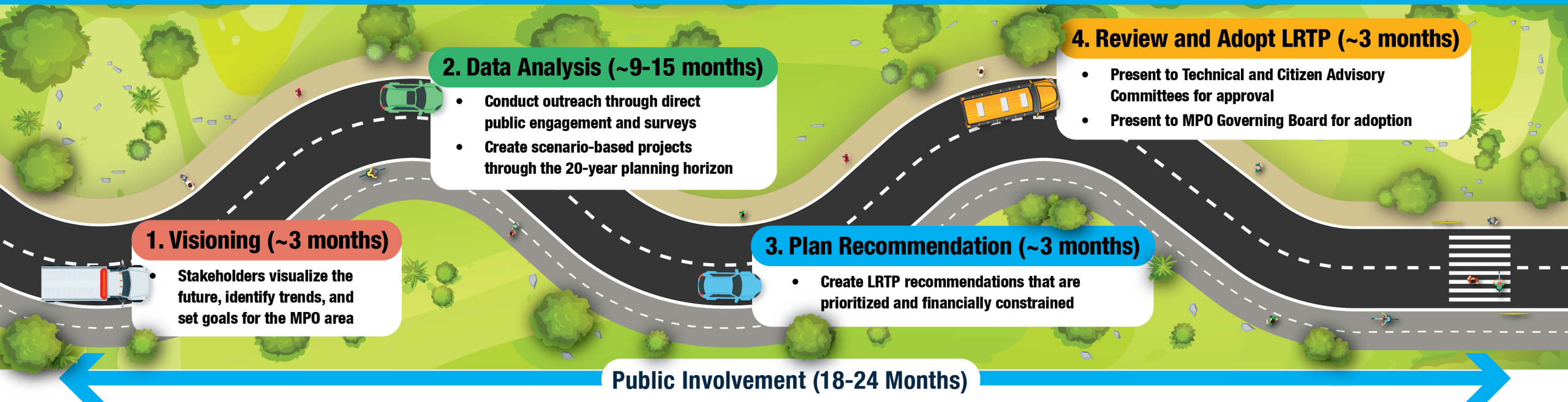


Fostering economic growth



Minimizing transportation-related fuel consumption, air pollution, and GHG emissions

LRTP PROCESS



Plans Used to Support the LRTP

Public Participation Plan (PPP): Best practice is for the PPP to be updated before the LRTP development process.

Congestion Management Process (CMP): Can be developed either before or during the LRTP development process.

Transportation Improvement Program (TIP): The TIP is used as a basis for the first five years of the LRTP.

Other LRTP Components

Needs Plan/Social and Environmental Screening: Phases 2 and 3

Cost Feasible Plan/System Performance Report: Phases 3 and 4

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RESOURCES

MPO Handbook: Presents 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 meet. Chapter 4 provides guidance on LRTPs and MPO Liaison Fact Sheet #13 provides an overview of the LRTP development, review, and revisions process.

FHWA LRTP Expectations Letter: FHWA sends a letter to FDOT that provides federal strategies for implementing required LRTP updates. FDOT shares these strategies with the MPOs to assist them in the LRTP development process. This letter is sent by FHWA before each cycle of LRTPs, with last one being sent out in 2018.

Partnering with FDOT: A Resource Guide for Local Governments: Provides information for local governments to effectively partner with MPOs and FDOT to plan, design, and construct safe and efficient transportation facilities.

Florida Planning Emphasis Areas: A Resource Guide to Notable Practices: Provides context for legislative, statutory, and policy guidance as well as identifies a variety of notable practices, both in Florida and in other states, as examples of how to address the Florida emphasis areas in the metropolitan transportation planning process.

Revenue Forecast Handbook: Includes program estimates for the expenditure of federal and state funds expected from current revenue sources and provides guidance for how to use this information in updating the LRTP.

FDOT Resilience Quick Guide: Provides guidance on how to incorporate resilience in the LRTP.

FDOT Carbon Reduction Quick Guide (coming soon): Will provide an oversight on FDOT's Carbon Reduction Strategy and the types of projects and programs eligible for Carbon Reduction Program funding under the Infrastructure Investment and Jobs Act (IIJA). This quick guide will be available in late 2022.

FDOT Housing Quick Guide (coming soon): The IIJA includes new requirements where MPOs must address housing and access to transportation in the LRTP. This quick guide will provide information on these requirements and will be available in early 2023.

Federal Guidance

MPOs should develop LRTPs through a performance-driven, outcome-based approach

State Guidance

LRTPs should preserve existing transportation infrastructure, enhance Florida's economic competitiveness, and improve travel choices to ensure mobility

POINT OF CONTACT

For any questions related to the LRTP Process, please contact Mike Neidhart, Metropolitan Planning Administrator, by email, Mike.Neidhart@dot.state.fl.us, or by phone, (850) 414-4905.

KEY CONCEPTS

- **Congestion Management Process (CMP):** A federally and state mandated process to establish effective management and operation of the existing transportation system and identify areas where improvements are most needed.
- **Florida Transportation Plan (FTP):** The single overarching statewide plan guiding Florida's transportation future. LRTPs must consider the goals and objectives identified in the FTP.
- **LRTP Cost Feasible Plan (CFP):** The LRTP must demonstrate fiscal constraint, which means that the plan must include sufficient financial information that shows that the project can be implemented and operated using committed and available revenue sources.
- **Metropolitan Planning Organization (MPO):** MPOs are federally mandated transportation planning organizations (TPO) comprised of representatives from local governments and transportation authorities. 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.
- **Planning Emphasis Areas (PEA):** Issued by FHWA, FTA, and FDOT to encourage transportation planning agencies to give priority to issues in the Unified Planning Work Program (UPWP). MPOs are encouraged to consider the PEAs in modal planning for future system improvements.
- **Performance Measures:** Included in the LRTP to help MPOs assess the overall transportation system. They are federally required and are evaluated in the system performance report.
- **Public Participation Plan (PPP):** The MPO must develop and use a documented PPP that defines a process for providing stakeholders with reasonable opportunities to be involved in the planning process. All MPOs are required to have a standalone PPP. Some MPOs choose to also develop an LRTP-specific PPP.
- **System Performance Report:** Required as part of the LRTP. Evaluates the condition and performance of the transportation system with respect to the MPO's performance targets.
- **Transportation Management Area (TMA):** An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation. TMAs must consider the results of the congestion management process in the LRTP.

