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## Chapter 4 Long-Range Transportation Plan

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## 4.1 PURPOSE

This chapter provides guidance to personnel of the Florida Department of Transportation for assisting the Metropolitan Planning Organizations (MPOs) in developing, implementing and managing the MPO's Long-Range Transportation Plan (LRTP) required by federal and state laws and regulations.

## 4.2 AUTHORITY

**Note:** Until the Internet version U.S. Code is updated to reflect changes made by SAFETEA-LU, the Code citations mentioned will not match. Changes made to 23 USC 134 are found in Section 5303 of the bill. Additionally, changes were made to 339.175 Florida Statutes by AB 985, which are not yet reflected on the Florida Statutes Web site. In the meantime, a link is provided to the SAFETEA-LU legislation and to AB 985, as signed by the Governor.

**SAFETEA-LU** (<http://www.fhwa.dot.gov/safetealu/legis.htm>)

**AB 985** ([http://election.dos.state.fl.us/laws/07laws/ch\\_2007-196.pdf](http://election.dos.state.fl.us/laws/07laws/ch_2007-196.pdf))

**23 United States Code (U.S.C.) 134 (h) and (i)**

**49 U.S.C. 5303(f)**

**23 Code of Federal Regulations (C.F.R.) 450.316, 450.320, and 450.322**

**23 C.F.R. 500.109, 500.110, and 500.111** (management systems)

**Subsection 339.175(6) and (7), Florida Statutes (F.S.)**

## 4.3 SCOPE

The MPO is responsible for developing a LRTP that addresses no less than a 20-year planning horizon from the date of the plan update adoption. The intent and purpose of LRTPs is to encourage and promote the safe and efficient management, operation, and development of a cost feasible intermodal transportation system that will serve the mobility needs of people and freight within and through urbanized areas of this state, while minimizing transportation-related fuel consumption and air pollution. The LRTP must include long-range and short-range strategies consistent with state and local goals and objectives. This chapter is for the use of Department planning staff who provide technical assistance and review MPO LRTPs. MPO staff may use this as guidance for the LRTP

requirements.

## 4.4 REFERENCES

**42 U.S.C. 7504 and 7506** (conformity requirements)

**42 U.S.C. 2000d et. seq. (Title VI of the Civil Rights Act of 1964 as amended)**

The Florida Transportation Plan

<http://www.dot.state.fl.us/planning/ftp/default.htm>

Department Efficient Transportation Decision Making (ETDM) Manual, March 2006

<http://www.dot.state.fl.us/emo/pubs/etdm/etdmman.htm>

Sociocultural Effects Evaluations Handbook for the ETDM Process, November, 2005

<http://www.dot.state.fl.us/emo/pubs/sce/sce.htm>

## 4.5 PLAN DEVELOPMENT

**Figure 4A** on the next page shows the basic process for the development and approval of the LRTP.

### 4.5.1 Horizon

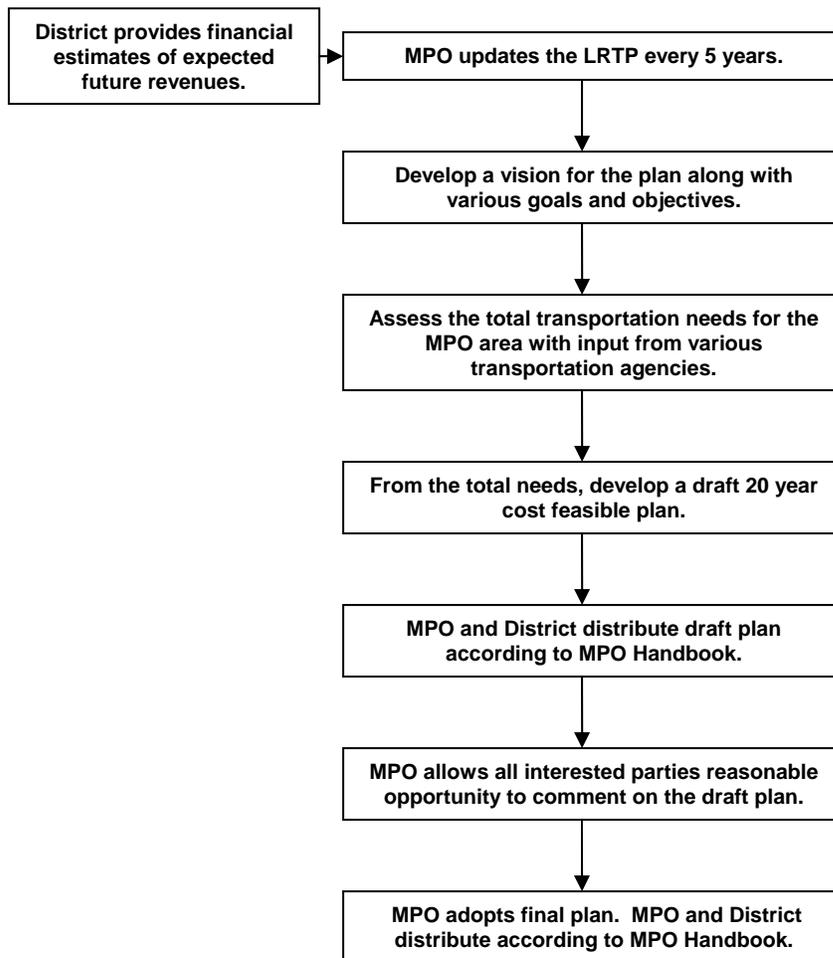
The LRTP shall address at least a 20 year planning horizon as provided in **23 C.F.R. 450.322(a) and Subsection 339.175(7), F.S.** The plan should include both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. [**23 C.F.R. 450.322(b)**]

### 4.5.2 Update Frequency

The MPO shall review and update the LRTP at least every five years. During these updates, the MPO shall confirm the plan's validity and its consistency with current and forecasted transportation and land use conditions and trends. The MPO shall also extend the planning horizon to at least 20 years. [**23 C.F.R. 450.322(c)**] The schedule for the five year update of the LRTP will be determined cooperatively by the MPO, the Department, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), but the LRTP must be adopted no later than five years to the day when the MPO last adopted it. Should an urban area become non-attainment for any of the criteria pollutants, the frequency of plan updates may be changed, and the conformity requirements will be reinstated in accordance with the updated State Implementation Plan to comply with the

requirements of the Clean Air Act.

**FIGURE 4A PLAN DEVELOPMENT AND APPROVAL PROCESS**



### **4.5.3 Efficient Transportation Decision Making (ETDM) Planning Screen**

The intent of the ETDM planning screen is to more effectively integrate ecosystem preservation with land use planning and social considerations earlier in the transportation planning process. In fact, ETDM screening occurs prior to the Project Development and Environmental (PD&E) study. Information gathered may be incorporated later into the PD&E study to satisfy National Environmental Policy Act (NEPA) requirements. The ETDM process allows resource and regulatory agencies and the public to comment on potential impacts of candidate transportation projects during the development of long range plans. Based on the feedback from the planning screens, transportation planners may adjust project concepts to avoid or minimize adverse impacts, consider mitigation alternatives, and improve project cost estimates.

All major transportation improvement projects in the MPO Long Range Transportation Plan should be screened under the ETDM process (Planning Screen) prior to the MPO's final approval of the plan.<sup>1</sup> Examples of major transportation improvement projects include widening existing roadways to include additional through lanes; new roadways; new interchanges and major interchange modifications; new bridges and bridge replacements; and major public transportation projects such as Intermodal Passenger Centers and new rail service. Other projects can be run through the Planning Screen at the discretion of the ETDM coordinators (MPO and FDOT) and the respective Environmental Technical Advisory Team (ETAT) members.

The Planning Screen should be conducted in conjunction with the update of the MPO long range transportation plan, either during the development of the Needs plan or the Cost-Feasible Plan. If a potential dispute is identified during the Planning Screen, the MPO should try to resolve the conflict or issue before approving the long range plan. Examples of potential disputes include a response by a reviewing agency that a project does not conform to agency statutory requirements and may not be permitted; and /or responses indicating very strong community opposition to a project and potentially severe negative impacts on the affected community.

The ETDM review period for each project is 45 calendar days, and may be extended an additional 15 days based upon a written request of a resource/regulatory agency. The MPO has 60 days from the end of the review period to complete the ETDM Planning Screen Summary Report, which summarizes the identified issues and recommendations, and other project-specific and system-wide information. The information gained from the

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<sup>1</sup> ETDM screens of major transportation improvement projects included in the FIHS/SIS Cost Feasible Plan, will be conducted by the Department.

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Planning Screen should be conveyed to the MPO Board to be utilized in the decision-making process. MPOs should build sufficient time into the LRTP development process to conduct the Planning Screen and prepare the accompanying summary reports prior to approving the Plan. (Refer to the [ETDM Manual](#) for specific information about the ETDM Planning Screen.) Once a project in the LRTP has undergone a Planning Screen, that project would not normally undergo a second Planning Screen unless the parameters of the project significantly change.

#### **4.5.4 Sociocultural Effects Evaluations**

As part of the ETDM planning screen process, MPO and Department District staffs are expected to evaluate and provide commentary about potential sociocultural effects (SCE) of projects included in the LRTP based on available information. There are six issues that should be addressed in the SCE evaluation: social, economic, land use, mobility, aesthetics, and relocation. MPO staff has primary responsibility for performing SCE evaluations for non-FIHS projects in the MPO area. District staff has responsibility for FIHS projects in all areas of the state, including the MPO areas. However, District and MPO staff should take a collaborative, team approach in conducting SCE evaluations for their areas of responsibility. (Refer to the [Sociocultural Effects Evaluation Handbook](#) for specific information about conducting the SCE Evaluations.)

#### **4.5.5 Approval and Distribution**

The MPO board must approve the long-range transportation plan by a recorded roll call vote or hand-counted vote of the majority present. [**Subsection 339.175(13), F.S.**] Although the LRTP does not require approval by the FHWA or the FTA, it is reviewed by FHWA and FTA during the quadrennial Transportation Management Area (TMA) certification. Copies of any new and/or revised plans must be provided to each agency as well as the Department. [**23 C.F.R. 450.322(c)**] Distribution of the draft and final adopted LRTP should be provided as suggested in Figure 4C of this chapter. New or revised plans should be provided to the FHWA, the FTA and the appropriate Department central and District offices prior to the MPO's annual self-certification.

#### **4.5.6 Relationship of the Plan to the Transportation Improvement Program**

There must be an approved LRTP or a properly amended LRTP at the time the MPO submits the annual Transportation Improvement Program (TIP) to the Department for the Secretary's approval. The TIP is a subset of the LRTP. The TIP must be incorporated into the State Transportation Improvement Program (STIP) to ensure continued federal funding for the metropolitan area. The Secretary cannot approve a TIP for inclusion in the STIP

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that does not come from a currently approved LRTP or a TIP that includes projects that have not been properly amended into the LRTP and approved by the MPO.

#### **4.5.7 Major Project Guidance**

SAFETEA-LU made several significant changes to the requirements for Major Projects. The monetary threshold for classification as a Major Project was lowered from an estimated total cost of \$1 billion to \$500 million or greater and a Project Management Plan (PMP) is now also required for all Major Projects. [23 U.S.C. 106 (h)]

It is important that any Major Projects be identified as such in the MPO's LRTP. FHWA has issued guidance requesting that the cost estimates reported for Major Projects be a range instead of a point estimate. The FHWA guidance can be found at <http://www.fhwa.dot.gov/programadmin/mega/012706.cfm> .

### **4.6 PUBLIC INVOLVEMENT**

SAFETEA-LU requires that the MPO develop and use a documented public participation plan. [23 U.S.C. 134(i)(5)(B); 23 C.F.R. 450.316(a)] The participation plan defines the process for public input to the LRTP and the TIP.

When developing a LRTP, MPOs must consult with a wide variety of State and local agencies and afford the opportunity to comment on the plan to a wide variety of groups. The agencies include, as appropriate, those that are responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. [23 USC 134 (i)(4); 23 C.F.R. 450.322(g)] The groups include citizens, affected public agencies, representatives of public transportation employees, private freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP. [23 U.S.C. 134(i)(5); 23 C.F.R. 450.322(i)]

Besides consulting with these agencies and groups, the MPO shall, at a minimum, include the following in its public participation process: [23 C.F.R. 450.316(a)(1) and (2)]

- Provide reasonable public access to technical and policy information used in the development of the LRTP;
- Provide adequate public notice of public involvement activities and time for public review and comment at key decisions, such as but not limited to the approval of the

L RTP;

- Demonstrate explicit consideration and response to public input received during plan development process;
- Employ visualization techniques to describe the L RTP;
- Make the L RTP and any associated information available in electronic format such as the World Wide Web;
- Hold public meetings at convenient times and accessible locations;
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;
- When significant written and oral comments are received on a draft L RTP (including the financial plan) as a result of public involvement, a summary, analysis, and report on the disposition of comments shall be made part of the final L RTP; and
- If the final L RTP differs significantly from the one made available for public comment or raises new material issues, an additional opportunity for public comment must be made available.

A MPO should maintain documentation of its public involvement process and District staff should review these records as part of the annual MPO joint certification.

Documentation may include:

- Copies of published public notices of meetings designed to receive public input on the draft plan;
- Minutes, attendance sheets, comment cards, or other media that document public participation in L RTP development;
- Locations and times for meetings and media used to communicate with the community (e.g., internet resources, local radio and television announcements);
- Identification of major transportation providers (such as aviation, freight, seaports, and transit) who participated in the process;
- Outreach efforts to minority, transportation disadvantaged, elderly, and other groups that have been traditionally underserved by the transportation system;
- Newsletters, mailings, or other systematic ways to reach the public; and
- A summary and analysis that identifies the significant written and oral comments received on the draft L RTP and how the MPO considered those comments.

## 4.7 ISSUES TO BE ADDRESSED IN THE PLAN

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) slightly modified the planning factors that are to be considered in the MPO planning process, of which the LRTP is a part. These planning factors are found in **23 U.S.C. 134(h)(1)**. They include:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and nonmotorized users;
- (3) Increase the security of the transportation system for motorized and nonmotorized users;
- (4) Increase the accessibility and mobility of people and for freight;
- (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;
- (6) Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
- (7) Promote efficient system management and operations; and
- (8) Emphasize the preservation of the existing transportation system

### 4.7.1 Federal Law and Regulations

In addition to the 8 planning factors, described above, there are multiple requirements for the metropolitan long range transportation plan as specified in federal law and regulation. They require that the LRTP, at a minimum:

- (1) Identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that function as an integrated system, giving emphasis to facilities that serve important national, state, and regional transportation functions. [**23 U.S.C. 134 (i)(2)(A)**; **23 C.F.R. 450.322(f)(2)**]
- (2) Include discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have

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the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with federal, state, and tribal, wildlife, land management, and regulatory agencies. [23 U.S.C. 134 (i)(2)(B)(i); 23 C.F.R. 450.322(f)(7)]

(3) Include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that are reasonably expected to be available to carry out the plan. [23 U.S.C. 134 (i)(2)(C); 23 C.F.R. 450.322(f)(10)]

(4) Include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. [23 U.S.C. 134 (i)(2)(D); 23 C.F.R. 450.322(f)(3)]

(5) Include capital investment and other strategies to preserve the existing and future system and provide for multimodal capacity increases based on regional priorities and needs. [23 U.S.C. 134 (i)(2)(E); 23 C.F.R. 450.322(f)(5)]

(6) Include proposed transportation and transit enhancement activities. [23 U.S.C. 134 (i)(2)(F); 23 C.F.R. 450.322(f)(9)]

(7) Identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan. [23 C.F.R. 450.322(f)(1)]

(8) Identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). [23 C.F.R. 450.322(f)(8)]

(9) Within Transportation Management Areas (TMAs), the plan should address congestion management through a metropolitan-wide strategy of new and existing transportation facilities and the use of travel demand reduction and operational management strategies. [23 USC 134 (k)(3); 23 C.F.R. 450.322(f)(4)]

(10) Describe proposed improvements in sufficient detail to develop cost estimates. [23 C.F.R. 450.322(f)(6)]

## 4.7.2 State Requirements

In addition to federal requirements, Florida Statutes requires that the LRTP:

- (1) Identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. Those facilities include the facilities on the Strategic Intermodal System designated under s. 339.63 and facilities for which projects have been identified pursuant to s. 339.2819 (Transportation Regional Incentive Program). **[Section 339.175, F.S.]**
- (2) Address the prevailing principles to be considered in the long-range transportation plan: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. **[Subsection 339.175(7), F.S.]**
- (2) Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, pedestrian walkways, bicycle transportation facilities and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. **[Subsection 339.175(7)(a), F.S.]**
- (3) Consider the goals and objectives identified in the Florida Transportation Plan. **[Subsection 339.175(7)(a), F.S.]**
- (4) If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. **[Subsection 339.175(7)(a), F.S.]**
- (5) Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources which are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. **[Subsection 339.175(7)(b), F.S.]**
- (6) Assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system and make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods. **[Subsection 339.175(7)(c), F.S.]**

- (7) Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. **[Subsection 339.175(7)(d), F.S.]**
- (8) Be approved on a recorded roll call vote or hand-counted vote of the majority MPO membership present. **[Subsection 339.175(13)]**

## 4.8 METHODS FOR DEVELOPING THE PLAN

There is no single methodology or process that must be used for developing long-range transportation plans. Long-range transportation plans should reflect the goals, objectives and values of each community. Each community, at the beginning of the process must establish factors considered important to the local citizenry and address state and federal requirements. These factors should also be consistent with the **Florida Transportation Plan (FTP)**.

All long-range transportation plans at some stage require an analysis to differentiate between competing needs and to document the impact of projects on congestion, air quality, and land use. For these purposes, the department has developed a standard transportation model that is available for use by all Florida MPOs to address this need. The methodology used in the **Florida Standard Urban Transportation Model Structure (FSUTMS)** is documented in numerous technical memoranda published by the Department. The MPO may use any analytical techniques and/or models after consultation with the Department. The MPO should provide documentation in the LRTP of the models used and is required to document its methodology. In addition, the MPO should prepare a series of technical memoranda explaining model use and detailing how this technique can be used in various planning applications, so that consultants and the Department can duplicate and use the preferred MPO model.

## 4.9 PLAN REVISIONS

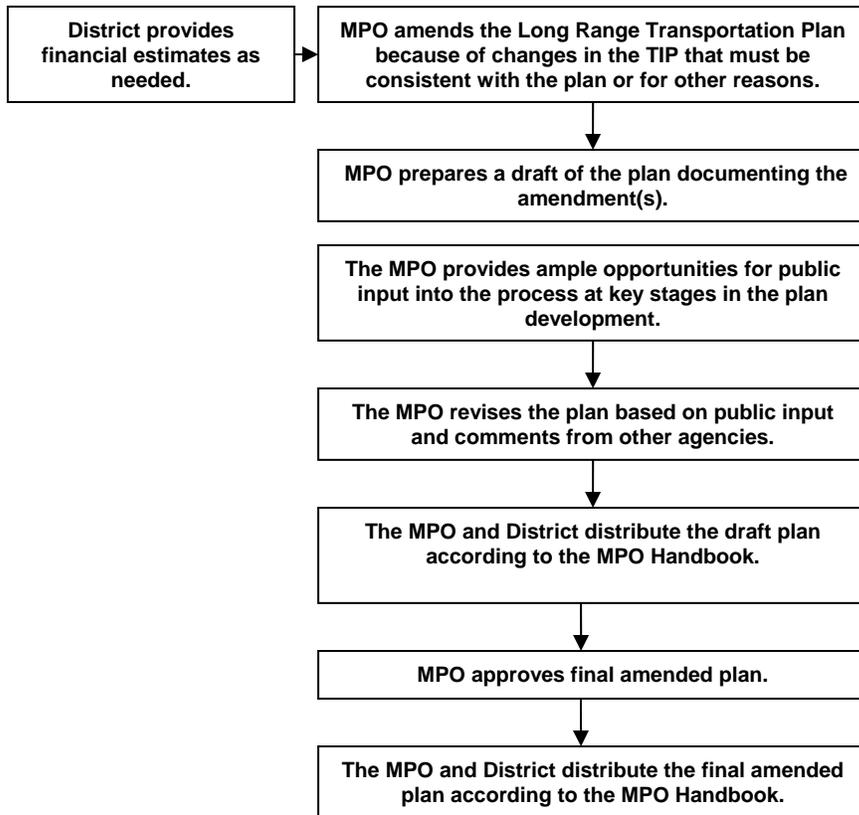
Besides the 5-year update cycle, there are times when an MPO may find it necessary to revise the LRTP. The Code of Federal Regulations defines two types of revisions. They include administrative modifications and amendments.

An **administrative modification** is a minor revision to the LRTP (or TIP). It 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 C.F.R. 450.104]**

An **amendment** is a major revision to the LRTP (or TIP). It includes adding or deleting projects from the plan. It includes also major changes to project costs, initiation dates, or design concepts and scopes for existing projects. An amendment requires public review and comment and re-demonstrating fiscal constraint. [**23 C.F.R. 450.104**]

The LRTP can be revised at any time. It is important to note that the MPO does not have to extend the planning horizon of the LRTP out another 20 years for administrative modifications and amendments. That is only required for the periodic (i.e. 5 year) updates. Florida Statute requires that the MPO Board adopt any amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. [**Subsection 339.175(13), Florida Statutes**]. **Figure 4B** shows the LRTP amendment process. Copies of the amended long-range plan should be distributed in accordance with **Figure 4C** of this chapter.

**FIGURE 4B PLAN AMENDMENT PROCESS**



## 4.10 PUBLICATION AND DISTRIBUTION OF THE PLAN

SAFETEA-LU requires that the MPO publish its long range transportation plan and make it available to the public for review including, to the maximum extent practicable, in electronically accessible formats and means, such as the World Wide Web. [23 U.S.C. 134 (i)(6); 23 C.F.R. 450.316(a)(1)(iv)] The draft and final versions of the long range transportation plan will be distributed by the MPO and District according to Figure 4C.

**FIGURE 4C PLAN DISTRIBUTION**

Agency	Distributed by MPO		District Distribution	
	Draft	Final	Draft	Final
FDOT District	15	15		
State Clearing House Dept. of Environmental Protection 3900 Commonwealth Blvd. Mail Station 47 Tallahassee, FL 32399-3000 Attention: Ms. Lauren Milligan, Clearinghouse Coordinator		9		
Regional distribution	As needed			
Metropolitan Planning Coordinator Office of Policy Planning 605 Suwannee St., Mail Station 28 Tallahassee, FL 32399-0450			1	2
Administrator, Transit Planning and Commuter Assistance 605 Suwannee Street, Mail Station 26 Tallahassee, FL 32399-0450			1	1
Florida Division Administrator FHWA MS 29			2	2
Regional Administrator Federal Transit Administration - Region IV Atlanta Federal Center 61 Forsythe Street, SW, 17th Floor Atlanta, GA 30303-3104			1	1
Federal Aviation Administration Airport District Office Regional Administrator 5950 Hazelton National Drive Suite 400 Orlando, FL 32822				1

## **LRTP Checklist**

**L RTP Checklist**

**MPO:**

**TMA?**

**Date Reviewed:**

Yes

No

	Requirements in the U.S. Code	Included		Comments
		Yes	No	
1	Are the 8 planning factors addressed? [23 U.S.C. 134(h)(1)]			
2	Does the plan identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that function as an integrated system, giving emphasis to facilities that serve important national, state, and regional transportation functions? [23 U.S.C. 134 (i)(2)(A)]			
3	Does the plan include discussion of potential environmental mitigation activities and potential areas to carry out these activities? [23 U.S.C. 134 (i)(2)(B)(i)]			
4	Was the plan developed in consultation with Federal, State, Tribal, wildlife, land management, and regulatory agencies? [23 U.S.C. 134 (i)(2)(B)(ii)]			
5	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that can be made available to carry out the plan? [23 U.S.C. 134 (i)(2)(C)]			
6	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? [23 U.S.C. 134 (i)(2)(D)]			

**L RTP Checklist**

**MPO:**

**TMA?**

**Date Reviewed:**

Yes

No

	<b>Requirements in the U.S. Code</b>	<b>Included</b>		<b>Comments</b>
		<b>Yes</b>	<b>No</b>	
7	Does the plan include capital investment and other strategies to preserve the existing and future system and provide for multimodal capacity increases based on regional priorities and needs? [23 U.S.C. 134 (i)(2)(E)]			
8	Does the plan include proposed transportation and transit enhancement activities? [23 U.S.C. 134 (i)(2)(F)]			
9	Within Transportation Management Areas (TMAs), did the plan incorporate the use of a congestion management process? [23 USC 134 (k)(3)]			

	<b>Requirements in the Code of Federal Regulations</b>	<b>Included</b>		<b>Comments</b>
		<b>Yes</b>	<b>No</b>	
1	Does the plan cover a 20-year horizon from the date of adoption? [23 C.F.R. 450.322(a)]			
2	Does the plan include both long-range and short-range strategies/actions? [23 C.F.R. 450.322(b)]			
3	Was the plan created using the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? [23 C.F.R. 450.322(e)]			

**L RTP Checklist**

**MPO:**

**TMA?**

**Date Reviewed:**

Yes

No

	<b>Requirements in the Code of Federal Regulations</b>	<b>Included</b>		<b>Comments</b>
		<b>Yes</b>	<b>No</b>	
4	Does the plan identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? [23 C.F.R. 450.322(f)(1)]			
5	Does the plan describe proposed improvements in sufficient detail to develop cost estimates? [23 C.F.R. 450.322(f)(6)]			
6	Does the plan identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g)? [23 C.F.R. 450.322(f)(8)]			
7	Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? [23 C.F.R. 450.322(f)(10)(i)]			
8	Were the plan's revenues and project costs reflected in year of expenditure dollars? [23 C.F.R. 450.322(f)(10)(iv)]			
9	Was the plan developed in consultation with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? [23 C.F.R. 450.322(g)]			
10	Where appropriate, was the plan compared to State conservation plans and maps, or inventories of natural resources? [23 C.F.R. 450.322(g)(1) and (2)]			

**L RTP Checklist**

**MPO:**

**TMA?**

**Date Reviewed:**

Yes

No

	<b>Requirements in the Code of Federal Regulations</b>	<b>Included</b>		<b>Comments</b>
		<b>Yes</b>	<b>No</b>	
11	Does the plan include a safety element consistent with the State's Strategic Highway Safety Plan, and (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security? [23 C.F.R. 450.322(h)]			
12	Was the public given a reasonable opportunity to comment on the plan, and did the MPO use their public participation plan developed under 23 C.F.R. 450.316(a)? [23 C.F.R. 450.322(i)]			
13	Did the plan include the use of visualization techniques? [23 C.F.R. 450.316(a)(1)(iii)]			
14	Was technical information related to the plan made available to the public in electronic formats such as the World Wide Web? [23 C.F.R. 450.316(a)(1)(iv)]			
15	Does the plan demonstrate explicit consideration of and response to public input? [23 C.F.R. 450.316(a)(1)(vi)]			
16	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? [23 C.F.R. 450.316(a)(1)(vii)]			

**L RTP Checklist**

**MPO:**

**TMA?**

**Date Reviewed:**

Yes

No

	<b>Requirements in the State Statute (not already addressed in Federal law or regulation)</b>	<b>Included</b>		<b>Comments</b>
		<b>Yes</b>	<b>No</b>	
1	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions including SIS and TRIP facilities? [Section 339.175, F.S.]			
2	Was the plan developed using a congestion management system? [Subsection 339.175(5)(c)(1) F.S.]			
3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans? [Subsection 339.175(6), F.S.]			
4	Does the plan consider the goals and objectives identified in the Florida Transportation Plan? [Subsection 339.175(6)(a), F.S.]			
5	If the plan includes a project located within the boundary of more than one MPO, did the MPO coordinate on this project with the other MPO? [Subsection 339.175(6)(a), F.S.]			
6	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority MPO board members present? [Subsection 339.175(12)]			