

# LAKE~SUMTER MPO

## Transportation 2040 Checklist

This document contains the LRTP Checklist included in the MPO Handbook, Chapter 4, Long Range Transportation Plan. The checklist was prepared by the Florida Department of Transportation to be used by the District staff when reviewing the MPO LRTPs for consistency with Federal and State regulations.]

In the checklist below, G-“X” items reference U.S.C. General Requirements. A-“X” items reflect United States Code (U.S.C.) Metropolitan Planning Requirements and B-“X” items reflect Code of Federal Regulations (CFR). Items A-1 through A-9 were in previous checklists and the remaining are newly added. Not all MAP-21 U.S.C. requirements have been incorporated in the CFR. D-“X” items reference the *MPOAC Financial Guidelines for MPO 2040 Long Range Plans* and E-“X” items reflect federal expectations as identified in *Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* (November 2012). Emerging and proactive issues are included in the section of the checklist on the federal expectations letter to the Florida MPOs.

See Note	Requirements in the U.S. Code	Included		Comments (Indicate how or where item is addressed.)
	<a href="http://www.fhwa.dot.gov/MAP21/docs/title23usc.pdf">http://www.fhwa.dot.gov/MAP21/docs/title23usc.pdf</a>	Yes	No	
G-1	Is the plan performance-driven and outcome based? [23 U.S.C 134 (c)(1)] [49 U.S.C. 5303(c)(1)]	X		The MPO developed Transportation 2040 in compliance with current federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21), which governs MPO activities. In keeping with MAP-21, planning for this LRTP incorporated a number of new elements that brought more information, for both the MPO and the public, to the decision-making process. The MPO has embraced performance-based planning practices for this LRTP and the MPO has expanded its use of new and innovative planning tools, such as scenario planning, to inform decisions.
G-2	Does the plan support integrated management and operation of transportation systems and facilities (including accessible pedestrian and bicycle facilities) that will function as an intermodal transportation system [23 U.S.C 134 (c)(2)] [49 U.S.C. 5303(c)(2)]	X		The LRTP includes of a listing of programs that are tied to alternative transportation strategies for mobility in the MPO Planning Area. These programs include a Regional Trails Program; a Complete Streets Program; a Safe Schools Emphasis Program; a Sidewalk Program; and a Management and Operations Program. Each program is tied to a list of projects, a policy, or regional master plan adopted by the MPO. Also, this is specifically addressed in Goals 2, 3, and 4 (page 11) and in Alternative Transportation Strategies and Project needs (pages 40-47)
G-3	Does the plan consider all modes of transportation based on a continuing, cooperative, and comprehensive process? [23 U.S.C. 124 (c)(3)] [49 U.S.C. 5303(c)(3)]	X		This is specifically addressed in Goals 1-5 (page 11) and in Alternative Transportation Strategies and Project needs (pages 40-47)

	Requirements in the U.S. Code	Included		Comments (Indicate how or where item is addressed.)
	<a href="http://www.fhwa.dot.gov/MAP21/docs/titl e23usc.pdf">http://www.fhwa.dot.gov/MAP21/docs/titl e23usc.pdf</a>	Yes	No	
A-1	Are the 8 planning factors addressed? [23 U.S.C. 134(h)(1)] [49 U.S.C. 5303(h)(1)]	X		Goals 1-5 and Objectives (page 11); Also addressed through the Regional Trails Program; a Complete Streets Program; Safe Schools Emphasis Program; Sidewalk Program; and Management and Operations Program. Each program is tied to a list of projects, a policy, or regional master plan adopted by the MPO. (Pages 40-47)
A-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, and regional transportation functions? [23 U.S.C. 134 (i)(2)(A)(i)] [49 U.S.C. 5303(i)(2)(A)(i)]	X		Lake~Sumter MPO Cost Feasible Projects Table 1 (Page 50)
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)(D)(i)] [49 U.S.C. 5303(i)(2)(D)]	X		As part of the plan development process, MPO staff worked with FDOT District Five to conduct planning screening associated with the ETDM process to better protect the environmentally sensitive areas within our region. In addition to the ETDM process, the MPO engages in all PD&E studies within the MPO Planning Area. This includes studies of state system facilities as well as local facilities. Through the PD&E study process, environmental impacts are determined and mitigation strategies are outlined as the project is defined. The MPO utilizes the PD&E study process as an opportunity to reinforce that no outcome is predetermined. Although a capacity need may be included in the cost-feasible plan, the concept is not solidified as a project until the PD&E process is complete. (pages 29-30; Map 8, page 31)
A-4	Was the plan developed in consultation with Federal, State, Tribal, wildlife, land management, and regulatory agencies? [23 U.S.C. 134 (i)(2)(D)(ii)] [49 U.S.C. 5303(i)(2)(D)(ii)]	X		Public Outreach Process (pages 38-39); Public Involvement Plan (Attached)
A-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)(E)(i-ii)] [49 U.S.C. 5303(i)(2)(E)(i-ii)]	X		Financial Resources (pages 21-22); Lake~Sumter MPO 2040 Revenue Projections Document (Attached)
A-6	Does the plan include operational and management strategies to improve the performance of existing transportation	X		The MPO has embraced the need to look beyond capacity improvements – there will never be enough funding available to meet all needs nor does the community vision support road widening in many situations. Utilizing the TSM&O Program, the MPO will use it to provide the

	facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? [23 U.S.C. 134 (i)(2)(F)] [49 U.S.C. 5303(i)(2)(F)]			means to mitigate congestion, reduce travel demand and optimize capacity on the existing transportation system. Examples of TSM&O strategies are Intelligent Transportation Systems (e.g., traveler information, transit signal priority); Active Traffic Management (e.g., variable speed). Building on the TSM&O efforts, the MPO will develop an Intelligent Transportation Systems (ITS) policy in a continued effort to better enhance the region's existing transportation infrastructure and to get a better return on transportation investments. (Pages 45-47)
A-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)(G)] [49 U.S.C. 5303(i)(2)(G)]	X		Financial Resources (pages 21-22); Lake~Sumter MPO 2040 Revenue Projections Document (Attached)
A-8	Does the plan include proposed transportation and transit enhancement activities? [23 U.S.C. 134 (i)(2)(H)] [49 U.S.C. 5303(i)(2)(H)]	X		The LRTP includes of a listing of programs that are tied to alternative transportation strategies for mobility in the MPO Planning Area. These programs include a Regional Trails Program; a Complete Streets Program; a Safe Schools Emphasis Program; a Sidewalk Program; Each program is tied to a list of projects, a policy, or regional master plan adopted by the MPO. Also, this is specifically addressed in Goals 2, 3, and 4 (page 11) and in Alternative Transportation Strategies and Project needs (pages 40-47)
A-9	Within Transportation Management Areas (TMAs), did the plan incorporate the use of a congestion management process? [23 USC 134 (k)(3)(A)] [49 U.S.C. 5303(k)(3)(A)]	N/A		The Lake~Sumter MPO is not a TMA
A-10	Does the plan apply a performance-based approach to transportation decision-making to support the national goals established in MAP-21? [23 U.S.C. 134(h)(2)(A)] [49 U.S.C. 5303(h)(2)(A)]	X		The MPO developed Transportation 2040 in compliance with current federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21), which governs MPO activities. In keeping with MAP-21, planning for this LRTP incorporated a number of new elements that brought more information, for both the MPO and the public, to the decision-making process. The MPO has embraced performance-based planning practices for this LRTP and the MPO has expanded its use of new and innovative planning tools, such as scenario planning, to inform decisions.
A-11	Does the plan establish surface transportation performance targets, developed in coordination with the State, that align with performance measures established in MAP-21? [23 U.S.C. 134(h)(2)(B)(i)] [49 U.S.C. 5303(h)(2)(B)(i)]	X		USDOT has not yet establish performance measures for safety, pavement conditions, bridge conditions, operational performance of the national Interstate Highway System, operational performance of the Non-Interstate National Highway System, freight movements, mobile source emissions, and congestion or issued a final rule on the federal performance measures. Once that occurs, each state has one year to set performance targets for each federal performance measure. Within 180 days of states setting performance targets, MPOs must also establish performance targets for each of the ten (10) federal performance measures. At that time, the MPO will work with FDOT to develop performance measures and targets that are consistent with state and federal policies, and amend Transportation 2040.
A-12	Were performance targets established in coordination with public transportation providers? [23 U.S.C. 134(h)(2)(B)(ii)] [49 U.S.C. 5303(h)(2)(B)(ii)]	X		USDOT has not yet establish performance measures for safety, pavement conditions, bridge conditions, operational performance of the national Interstate Highway System, operational performance of the Non-Interstate National Highway System, freight movements, mobile source emissions, and congestion or issued a final rule on the federal performance measures. Once that occurs, each state has one year to set performance targets for each

				federal performance measure. Within 180 days of states setting performance targets, MPOs must also establish performance targets for each of the ten (10) federal performance measures. At that time, the MPO will work with FDOT to develop performance measures and targets that are consistent with state and federal policies, and amend Transportation 2040.
A-13	Were performance targets established within 180 days of State or public transportation providers setting targets? ? [23 U.S.C. 134(h)(2)(C)] [49 U.S.C. 5303(h)(2)(C)]	X		USDOT has not yet establish performance measures for safety, pavement conditions, bridge conditions, operational performance of the national Interstate Highway System, operational performance of the Non-Interstate National Highway System, freight movements, mobile source emissions, and congestion or issued a final rule on the federal performance measures. Once that occurs, each state has one year to set performance targets for each federal performance measure. Within 180 days of states setting performance targets, MPOs must also establish performance targets for each of the ten (10) federal performance measures. At that time, the MPO will work with FDOT to develop performance measures and targets that are consistent with state and federal policies, and amend Transportation 2040.
A-14	Does the plan, directly or by reference, reflect the goals, objectives, performance measures, and targets described in other applicable State and public transportation plans required as part of a performance-based program [23 U.S.C. 134(h)(2)(D)] [49 U.S.C. 5303(h)(2)(D)]	X		Directly and by reference throughout the LRTP.
A-15	Was the plan updated at a minimum every four years in air quality nonattainment or maintenance area, or (minimum) five years otherwise? [23 U.S.C. 134(i)(1)(B)] [49 U.S.C. 5303(i)(1)(B)]	X		The previous LRTP was adopted December 8, 2010.
A-16	Does the plan cover a 20-year forecast period? [23 U.S.C. 134 (i)(2)(A)(ii)] [49 U.S.C. 5303(i)(2)(A)(ii)]	X		The plan forecast period is 2021 through its horizon year 2040.
A-17	Does the plan include a description of performance measures and performance targets used in assessing the performance of the transportation system? [23 U.S.C. 134 (i)(2)(B)] [49 U.S.C. 5303(i)(2)(B)]	X		USDOT has not yet establish performance measures for safety, pavement conditions, bridge conditions, operational performance of the national Interstate Highway System, operational performance of the Non-Interstate National Highway System, freight movements, mobile source emissions, and congestion or issued a final rule on the federal performance measures. Once that occurs, each state has one year to set performance targets for each federal performance measure. Within 180 days of states setting performance targets, MPOs must also establish performance targets for each of the ten (10) federal performance measures. At that time, the MPO will work with FDOT to develop performance measures and targets that are consistent with state and federal policies, and include a description of performance measures and performance targets used in assessing the performance of the transportation system. Once that is accomplished, Transportation 2040 will be amended.
A-18	Does the plan include a system performance report evaluating the condition and performance of the	X		USDOT has not yet establish performance measures for safety, pavement conditions, bridge conditions, operational performance of the national Interstate Highway System, operational performance of the Non-Interstate National Highway System, freight movements, mobile

	transportation system with respect to established performance targets? [23 U.S.C. 134 (i)(2)(C)] [49 U.S.C. 5303(i)(2)(C)]			source emissions, and congestion or issued a final rule on the federal performance measures. Once that occurs, each state has one year to set performance targets for each federal performance measure. Within 180 days of states setting performance targets, MPOs must also establish performance targets for each of the ten (10) federal performance measures. At that time, the MPO will work with FDOT to develop performance measures and targets that are consistent with state and federal policies, and include a system performance report evaluating the condition and performance of the transportation system. Once that is accomplished, Transportation 2040 will be amended.
A-19	Was the financial plan developed in coordination with the State and applicable public transportation providers? [23 U.S.C. 134 (i)(2)(E)(iii)] [49 U.S.C. 5303(i)(2)(E)(iii)]	X		Financial Resources (pages 21-22); Lake~Sumter MPO 2040 Revenue Projections Document (Attached)
A-20	For ozone or carbon monoxide nonattainment areas, was the plan developed in coordination with State Implementation Plan, as it relates to transportation control measures? [23 U.S.C. 134 (i)(3)] [49 U.S.C. 5303(i)(3)]			N/A
A-21	Was the plan established in coordination with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? [23 U.S.C. 134 (i)(5)] [49 U.S.C. 5303(i)(5)]	X		Coordination with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation was accomplished through ETDM and as part of the extensive public outreach conducted by the MPO. (pages 28-29, 38-39) Public Involvement Plan (Attached)
A-22	Was the plan established in accordance with a public participation plan that provides the public, citizens, and transportation stakeholders a reasonable opportunity to comment? [23 U.S.C. 134 (i)(6)] [49 U.S.C. 5303(i)(6)]	X		Public participation provided on-going critical input to the MPO's decision-making process. Throughout development of this LRTP, the MPO engaged in extensive outreach with an eye toward making public participation convenient by taking advantage of opportunities where people were already gathering. Through a series of public meetings of the MPO and member governments, speaking engagements, information kiosks and social media, the MPO sought opportunities to interact with people who may previously have been only minimally involved in the continuous, comprehensive, cooperative (3C) planning process. These outreach efforts reflected the MPO's recently updated public involvement plan that includes using more electronic forms of communication and interactive engagement techniques. PIP (Attached)
A-23	Was the plan published for public review including (to the maximum extent practicable) in electronically accessible formats and means? [23 U.S.C. 134 (i)(7)] [49 U.S.C. 5303(i)(7)]	X		The public review period was opened on October 28, 2015 by action of the Lake~Sumter MPO Governing Board. The public review period was closed by action of the Lake~Sumter MPO Governing Board on December 9, 2015. The plan was made available in electronically accessible formats as well as paper copies in accordance with the MPOs PIP (Attached). <a href="http://lakesumtermpo.com/pdfs/agendas_minutes/mpo/agenda_102815.pdf">http://lakesumtermpo.com/pdfs/agendas_minutes/mpo/agenda_102815.pdf</a> <a href="http://lakesumtermpo.com/pdfs/agendas_minutes/mpo/agenda_120915.pdf">http://lakesumtermpo.com/pdfs/agendas_minutes/mpo/agenda_120915.pdf</a>

	Requirements in the Code of Federal Regulations	Included		Comments (Indicate how or where item is addressed.)
		Yes	No	
	<a href="http://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&amp;SID=5fc7946b772f5f6b1177c7eeeb0fc39&amp;r=PART&amp;n=23y1.0.1.5.11">http://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&amp;SID=5fc7946b772f5f6b1177c7eeeb0fc39&amp;r=PART&amp;n=23y1.0.1.5.11</a>			
B-1	Does the plan cover a 20 year horizon from the date of adoption? [23 C.F.R. 450.322(a)]	X		Adoption date December 9, 2015 Horizon year 2040
B-2	Does the plan include both long-range and short-range strategies/actions? [23 C.F.R. 450.322(b)]	X		Transportation Needs Analysis: Strategies (page 32) Apply Complete Streets methods to develop appropriate transportation improvements for deficient facilities that deliver solutions appropriate for the surrounding community context and while meeting quality of life goals; Optimizing regional corridors with management and operations strategies (i.e. intelligent transportation systems (ITS), timing signalization, intersection improvements); Strategic widening projects connecting major destinations and addressing future congestion issues; Additional roadway connections to disperse traffic more evenly across the network and increase network efficiency that also provide safe bicycle and pedestrian options.
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)]	X		2040 population and employment forecasts or control totals were developed using information from the Bureau of Business and Economic Research (BEER), Woods & Poole Economics 2013 State Profile, and information reported in the 2010 U.S. Census. The MPO worked very closely with the member jurisdictions and their representatives to allocate the population and employment projections to the local level in terms of desired growth patterns. The land use assumptions associated with this plan reflect the regional growth vision for the Lake~Sumter MPO Planning Area. (pages 15-16, Maps 3, 4, 5, and 6)
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)]	X		Regional Growth and Land Use (pages 15-16, Maps 3, 4, 5, and 6); Freight and Goods Movement (pages 25-27, Map 7)
B-5	Does the plan describe proposed improvements in sufficient detail to develop cost estimates? [23 C.F.R. 450.322(f)(6)]	X		Financial Resources (pages 21-22); Lake~Sumter MPO 2040 Revenue Projections Document (Attached)
B-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)]	X		Bicycle and Pedestrian Needs (Pages 35-36)
B-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)]	X		Financial Resources (pages 21-22); Lake~Sumter MPO 2040 Revenue Projections Document (Attached)

B-8	Were the plan's revenues and project costs reflected in year of expenditure dollars? [23 C.F.R. 450.322(f)(10)(iv)]	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached);
B-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)]	X		Coordination with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation was accomplished through ETDM and as part of the extensive public outreach conducted by the MPO. (pages 28-29, 38-39) Public Involvement Plan (Attached)
B-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)]	X		Environmental Impacts (pages 28-29, Map 8)
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)]	X		Safety and Security (pages 23-24)
B-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)]	X		Public participation provided on-going critical input to the MPO's decision-making process. Throughout development of this LRTP, the MPO engaged in extensive outreach with an eye toward making public participation convenient by taking advantage of opportunities where people were already gathering. Through a series of public meetings of the MPO and member governments, speaking engagements, information kiosks and social media, the MPO sought opportunities to interact with people who may previously have been only minimally involved in the continuous, comprehensive, cooperative (3C) planning process. These outreach efforts reflected the MPO's recently updated public involvement plan that includes using more electronic forms of communication and interactive engagement techniques. Public Outreach Process (pages 38-39) PIP (Attached)
B-13	Did the plan include the use of visualization techniques? [23 C.F.R. 450.316(a)(1)(iii)]	X		Public Outreach Process (pages 38-39) PIP (Attached)
B-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)]	X		Public Outreach Process (pages 38-39) PIP (Attached)
B-15	Does the plan demonstrate explicit consideration of and response to public input? [23 C.F.R. 450.316(a)(1)(vi)]	X		This outreach process resulted in the creation of the final goals and objectives and identification of needed projects. The resultant cost-feasible plan was derived from a combination of input received from the public, sound technical analysis and compliance with all federal, state and local regulations.
B-16	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing	X		Public Outreach Process (pages 38-39) PIP (Attached)



	transportation systems such as low-income and minority households? [23 C.F.R 450.316(a)(1)(vii)]			
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	Requirements in the State Statute (not already addressed in Federal law or regulation)	Included		Comments (Indicate how or where item is addressed.)
		Yes	No	
	<a href="http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&amp;URL=0300-0399/0339/Sections/0339.175.html">http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&amp;URL=0300-0399/0339/Sections/0339.175.html</a>			
C-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.]	X		Transportation 2040 includes a list of strategic capacity improvements, specifically, potential roadway widening, to local roadways, state roads, and Strategic Intermodal System (SIS) facilities. (page 40)
C-2	Was the plan developed using a congestion management system? [Subsection 339.175(6)(c)(1) F.S.]			N/A
C-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(7), F.S.]	X		The future land use information in the TAZ structure and model development came from the adopted comprehensive plans of the Lake~Sumter MPO member governments.
C-4	Will the plan provide projects and strategies to: support economic vitality, enhance the integration and connectivity of the system for people and freight, and increase accessibility and mobility? Does the plan ensure preservation of the existing system with requirements for resurfacing, restoration, rehabilitation, and maintenance? [Subsection 339.175(6), (7), F.S.]	X		Goals and Objectives (pages 10-11)
C-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(7)(a), F.S.]	X		Several regional projects fall into this category. The projects were coordinated in the respective travel demand models and timing of feasibility in the cost feasible plan.
C-6	Does the plan consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? [Subsection 339.175(1)]	X		Goal 5 – Making transportation decisions that support communities’ visions and promote responsible social, economic and environmental stewardship Objective – Coordinate regional transportation planning efforts and local comprehensive planning efforts Objective - Reduce negative environmental impacts associated with transportation

				investments Objective – Ensure Environmental Justice (EJ) is considered in all aspects of MPO planning (page 11)
C-7	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority MPO board members present? [Subsection 339.175(13)]	X		Resolution 2015-(26) Transportation 2040 (Attached); Lake~Sumter Governing Board meeting minutes from December 9, 2015 <a href="http://lakesumtermpo.com/pdfs/agendas_minutes/mpo/minutes_120915.pdf">http://lakesumtermpo.com/pdfs/agendas_minutes/mpo/minutes_120915.pdf</a> Meeting audio file: <a href="ftp://ftp.co.lake.fl.us/MPO/Meetings_Audio/MPO_BOARD/MPO-BOARD-2015-12-09.mp3">ftp://ftp.co.lake.fl.us/MPO/Meetings_Audio/MPO_BOARD/MPO-BOARD-2015-12-09.mp3</a>

	<b>Requirements in Florida's MPOAC Financial Guidelines for MPO 2040 Long Range Plans</b> <a href="http://www.mpoac.org/documents/AdoptedGuidelines.pdf">http://www.mpoac.org/documents/AdoptedGuidelines.pdf</a>	<b>Included</b>		<b>Comments</b> (Indicate how or where item is addressed.)
		<b>Yes</b>	<b>No</b>	
D-1	Does the plan include a cost estimate of needs in base year dollars? (including all costs and reported by mode)	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached);
D-2	Does the plan include only transportation projects that are necessary to meet identified future transportation demand or advances the goals, objectives and policies of the MPO, the region and the state?	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached);
D-3	Does the plan exclude projects that are extremely unlikely to be implemented and therefore unnecessarily inflate the estimated transportation needs in the metropolitan area?	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached);
D-4	Does the plan include a cost estimate of unfunded projects in base year dollars?	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached); Transportation 2040 Cost Feasible Projects Spreadsheets (Attached)
D-5	Does the Cost Feasible plan include reasonably available revenues reported in year of expenditure dollars?	X		Financial Resources (pages 21-22); ; Lake~Sumter MPO 2040 Revenue Projections Document (Attached)
D-6	Does the Cost Feasible plan include an estimate of the cost of all projects and all phases, regardless of mode?	X		Financial Resources (pages 21-22); ; Lake~Sumter MPO 2040 Revenue Projections Document (Attached)
D-7	Does the Cost Feasible plan include costs of operating and maintaining the existing and future transportation system?	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached);
D-8	Does the plan include full financial information for all years covered by the LRTP, including information from the TIP?	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached); Transportation 2040 Cost Feasible Projects Spreadsheets (Attached)
D-9	Does the Cost Feasible plan provide estimates using a State Fiscal Year 2013/2014 base year and FY2039/2040 as the horizon year, with estimates in 5-year periods between the FY 2013/2014 base year and FY2029/2030 and a 10-year period from 2031 to 2040? (applies for financial reporting only)	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached); Transportation 2040 Cost Feasible Projects Spreadsheets (Attached)
D-10	Does the plan provide project cost estimates in Present Day Cost (PDC)	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached);

	dollars and inflate them to year of expenditure using FDOT approved factors and mid-point estimates for the 5 and 10 year periods? If alternative inflation factors are used, is an explanation of assumptions provided?			Transportation 2040 Cost Feasible Projects Spreadsheets (Attached)
D-11	Does the plan incorporate 2040 SIS Cost Feasible Plan estimates provided by FDOT?	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51);

	<b>Suggestions in Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs (Nov. 2012)</b>	<b>Included</b>		<b>Comments</b> (Indicate how or where item is addressed.)
		<b>Yes</b>	<b>No</b>	
E-1	When developing the plan, were the requirements for inclusion of projects in the TIP considered?	<b>X</b>		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached); Transportation 2040 Cost Feasible Projects Spreadsheets (Attached)
E-2	Projects in the LRTP: Does the plan include: <ul style="list-style-type: none"> <li>• Projected transportation demand,</li> <li>• Existing and proposed facilities that function as an integrated system,</li> <li>• Operational and management strategies,</li> <li>• Results of the Congestion Management Plan,</li> <li>• Strategies to preserve existing and projected future transportation infrastructure,</li> <li>• Pedestrian and bicycle facilities, and</li> <li>• Transportation and transit enhancement activities?</li> <li>• If a project meets the definition of Regionally Significant, is it included in the Cost Feasible Plan?</li> </ul>	<b>X</b>		<ul style="list-style-type: none"> <li>• Transportation Needs List formulated through public involvement, through quantifiable long range need projections, and through the coordination of regional land use and economic development goals and plans of the MPO’s member governments; and</li> <li>• Transportation Need Analysis (page 32)</li> <li>• Transportation System Management and Operations Program (page 45)</li> <li>• N/A</li> <li>• To be developed once USDOT has established performance measures</li> <li>• Bicycle and Pedestrian Needs (page 35 -36)</li> <li>• Transit and Intermodal Facility Needs (page 34-35); Transit Network Needs Plan Map 10</li> <li>• Cost Feasible Element (page 48); Lake~Sumter MPO – Cost Feasible Projects, Table 1-2</li> </ul>
E-3	Grouped Projects: If projects have been grouped in the LRTP, are the groups specific enough to determine consistency between the LRTP and TIP?			<b>N/A</b>
E-4	Operations and Maintenance: Does the plan provide system level O&M costs for each of the five-year periods or as a total? Is the general source of O&M funding identified?	<b>X</b>		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached); Transportation 2040 Cost Feasible Projects Spreadsheets (Attached)
E-5	Total Project Costs: Are all phases of capacity expansion and regionally significant projects described in sufficient detail to estimate costs, including total project cost? Are costs of work and	<b>X</b>		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached); Transportation 2040 Cost Feasible Projects Spreadsheets (Attached)

	phases beyond the horizon year estimated using Year of Expenditure methodologies and estimated completion date described?			
E-6	Cost Feasible Plan: Does the plan demonstrate revenues to support the costs associated with project work/phase?	X		Financial Resources (pages 21-22); Lake~Sumter MPO 2040 Revenue Projections Document (Attached);
E-7	New Revenue Sources: If a new revenue source is assumed, does the plan clearly explain the source, why it is considered reasonably available, when it will be available, what actions are needed to make it available, and what happens if the revenue source is not available?	X		Transportation 2040 Cost Feasible Projects Spreadsheets – Revenues Tab (Attached)
E-8	Federal Revenue Sources: Does the plan flag/note projects in the first ten years that are planned to be implemented with federal funds?	X		Transportation 2040 Cost Feasible Projects Spreadsheets – Revenues Tab (Attached)
E-9	Full Timespan of the LRTP: As a planning document, does the LRTP show all projects and project funding for the entire period covered by the LRTP?	X		Financial Resources (pages 21-22); Lake~Sumter MPO–Cost Feasible Projects Tables 1–6 (pages 49-51); Lake~Sumter MPO 2040 Revenue Projections Document (Attached); Transportation 2040 Cost Feasible Projects Spreadsheets (Attached)
E-10	Environmental Mitigation: Does the plan include a discussion (system wide level) of potential environmental mitigation activities and opportunities that individual projects might later take advantage of?	X		As part of the plan development process, MPO staff worked with FDOT District Five to conduct planning screens associated with the ETDM process to better protect the environmentally sensitive areas within our region. In addition to the ETDM process, the MPO engages in all PD&E studies within the MPO Planning Area. This includes studies of state system facilities as well as local facilities. Through the PD&E study process, environmental impacts are determined and mitigation strategies are outlined as the project is defined. The MPO utilizes the PD&E study process as an opportunity to reinforce that no outcome is predetermined. Although a capacity need may be included in the cost-feasible plan, the concept is not solidified as a project until the PD&E process is complete. (pages 29-30; Map 8, page 31)
E-11	Linking Planning and NEPA: Prior to FHWA approval of an environmental document, the project must be consistent with the LRTP, TIP and STIP.	X		The MPO engages in all PD&E studies within the MPO Planning Area and works with FDOT to ensure consistency among the LRTP, TIP, and STIP prior to the start of a PD&E. If a circumstance arises where the LRTP, TIP, and STIP are not consistent, the MPO will amend its plans as necessary.
E-12	LRTP Documentation/Final Board Approval: Is a substantial amount of the LRTP analysis and documentation completed at the time of MPO board adoption? All final documentation is to be available for distribution no later than 90-days after adoption.	X		A significant portion of the LRTP analysis and documentation was complete at the time of MPO board adoption.

	<b>Emerging Issues</b>			
	Depending on when MAP-21 regulations are released, new requirements may need to be addressed within a short time. Areas affected: <ul style="list-style-type: none"> <li>• Safety and Transit Asset Management</li> <li>• Performance Measurement</li> </ul>	X		The MPO is prepared to address these issues once USDOT has established performance measures.
	<b>Suggestions in Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs (Nov. 2012)</b>	<b>Included</b>		<b>Comments</b> (Indicate how or where item is addressed.)
		<b>Yes</b>	<b>No</b>	
	<b>Emerging Issues, continued</b>			
	Freight: While freight is an existing planning factor, special emphasis should be given as it is anticipated to play a more prominent role.	X		Freight is a key component of Transportation 2040; Freight and Good Movement (pages 25-27).
	Sustainable Transportation and Context Sensitive Solutions: MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors	X		Transportation 2040 is organized around six alternative transportation strategies: Complete Streets Program; Regional Trails Program; Safe Schools Emphasis Program; Management and Operations Program; Intelligent Transportation Systems Program; and Sidewalk Program. With these strategies in mind, the plan identified project needs that address long term mobility and economic growth needs. The MPO has already started using the Complete Streets Program as a tool to identify contextual solutions that will maintain quality of life while balancing the mobility needs of the area and accommodating future growth.
	<b>Proactive Improvements</b>			
	Linking Planning and NEPA: For regionally significant projects, MPOs are encourage to consider including a purpose and need statement for the project in the LRTP.	X		ETDM Planning Screens have been conducted for majority of the Cost Feasible projects in the LRTP and some for the project identified as project needs. This information is readily available to the public but can be incorporated into the plan when the plan is amended to add measures and targets.
	Climate Change: MPOs may wish to give consideration to climate change and strategies to minimize impacts. Exploring and discussing the effects of climate change on transportation, as well as environmental resources and fuel alternatives is encouraged.	X		Measures and Targets developed for Goals 3, 4 and 5 will be developed with Climate Change in mind. In general, the plan considers innovative solutions to mobility issues that once implemented will serve as strategies to minimize the impacts of climate change. Examples include the Complete Streets Program (page 41-42), Regional Trails Program (page 42) and the Intelligent Transportation Systems Program (pages 46-47).
	Scenario Planning: MPOs may elect to develop multiple scenarios in the development of the LRTP. Recommendations for consideration are potential investment strategies, distribution of population and	X		As the MPO moves forward with implementation, the five alternative transportation strategies that will be used to address near and long term mobility need will likely result in the development and consideration of multiple resolution scenarios.

	employment, costs and revenues for each scenario.			
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