

Chapter 2:

Goals & Objectives



Goals & Objectives

INTRODUCTION

The 2035 Long Range Transportation Plan (LRTP) establishes a set of goals that have been updated from the 2030 LRTP to comply with federal transportation requirements, including the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and the adopted Florida Transportation Plan.

SAFETEA-LU

To comply with SAFETEA-LU, the goals and objectives set forth in the 2035 LRTP must address the eight metropolitan planning factors identified below:

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 non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized 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 operation.
8. Emphasize the **preservation** of the existing transportation system.

FLORIDA TRANSPORTATION PLAN

The 2035 LRTP is required by state statute to be consistent with the goals and objectives of the Florida Transportation Plan. These goals, as of March 2006, are:

1. A **safer** and more **secure** transportation system for residents, businesses, and visitors.
2. Enriched **quality of life** and responsible **environmental stewardship**.
3. Adequate and **cost-efficient maintenance** and **preservation** of Florida's transportation assets.
4. A stronger **economy** through enhanced mobility for people and freight.
5. **Sustainable** transportation investments for Florida's future.



Safety



Environment/Quality of Life



Efficient Management



Integration and Connectivity



Accessibility and Mobility



Economic Vitality



Preservation



Security

Figure 2-1: SAFETEA-LU Planning Factors

Goals, Objectives, and Measures of Effectiveness

Table 2-1 summarizes the adopted goals and objectives, along with the appropriate measures of effectiveness (MOEs). MOEs are identified to help measure the extent to which objectives have been achieved. As indicated in the table, there are two types of MOEs: those that are quantitatively measured and those that are qualitatively measured. These goals and objectives were approved by the Charlotte County-Punta Gorda MPO at their regularly scheduled Board meetings on May 10, 2010 and August 9, 2010.

CONCLUSION

Table 2-1 illustrates how the eight metropolitan planning factors set forth in SAFETEA-LU and the five goals from the Florida Transportation Plan have all been addressed extensively in the established 2035 LRTP goals. Most of the objectives and MOE's are quantifiable and easily measurable. The qualitative objectives that are more policy based require follow up that cannot be easily evaluated as part of this plan. These goals, objectives, and measures of effectiveness were used throughout the development of the Plan and were used to quantify the performance of the selected cost feasible plan alternative.

The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, U.S. Code Requirements A-1, C-3, and C-4 as stated below:

A-1 "Are the 8 planning factors addressed? [23 U.S.C. 134(h)(1)]

Table 2-1 shows how each Charlotte County-Punta Gorda County Goal/Objective complies with each SAFETEA-LU planning factors.

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(6), F.S.]"

Table 2-1 lists the Goals and Objectives developed for this LRTP that were developed to coincide with those of local comprehensive plans.

C-4 "Does the plan consider the goals and objectives identified in the Florida Transportation Plan? [Subsection 339.175(6)(a), F.S.]"

Table 2-1 shows which Charlotte County-Punta Gorda County Goals/Objectives comply with each criteria identified in the Florida Transportation Plan.

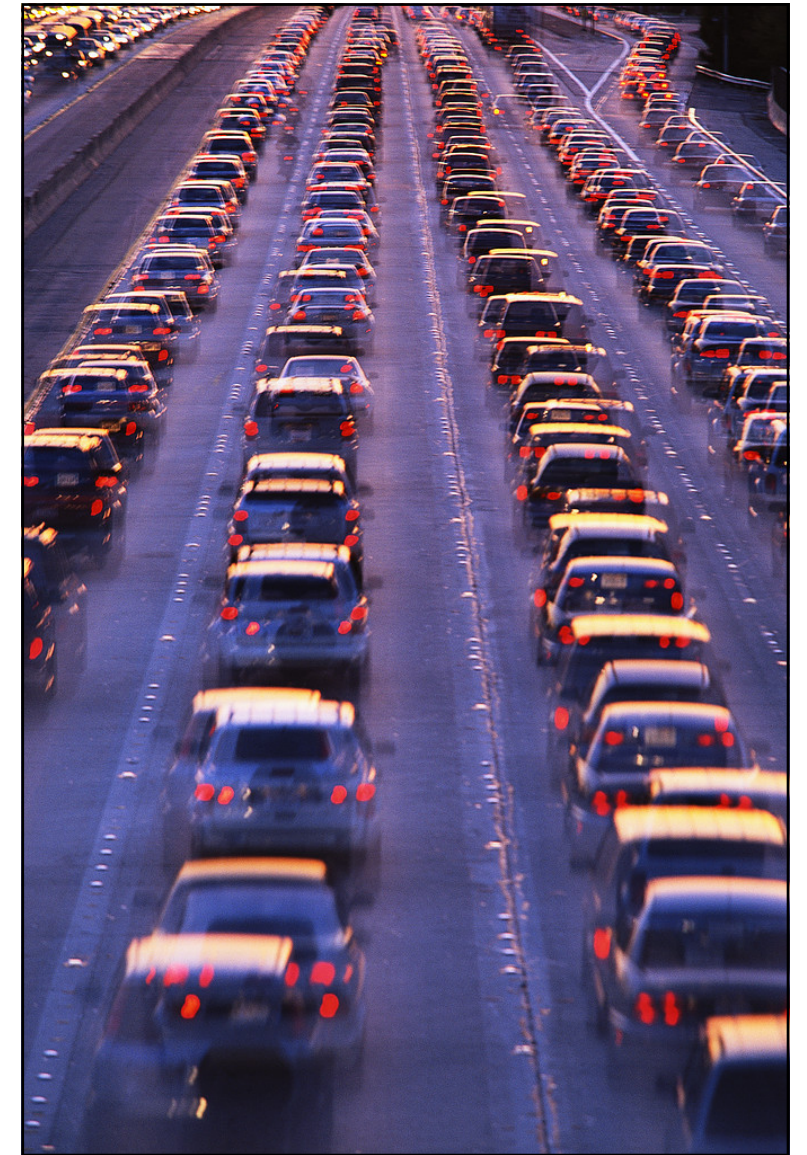


Table 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance

Goal/Objective	Policies	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria					
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment	
			1	2	3	4	5	6	7	8	1	2	3	4	5	
Goal 1: Develop a transportation system that serves the needs of all travel modes and provides intermodal/multimodal connectivity.			√	√	√	√	√	√	√	√	√	√	√	√	√	
Objective 1.1 : Provide for the safe and efficient movement of people and freight within the transportation system.	Policy 1.1.1: Include in the plan the need to meet the adopted LOS standards for all major road improvements.	Yes or No? Vehicle miles of Travel below adopted LOS standard	√	√	√	√	√	√	√	√	√	√	√	√	√	
	Policy 1.1.2: Identify the intermodal facilities with deficient conditions.	Yes or No? Map of deficient intermodal access routes	√			√	√	√	√					√	√	
	Policy 1.1.3: Update the identified truck route network to ensure adequate accommodation for safe and efficient movement of goods to foster continued economic development.	VMT below standard on designated truck routes	√	√	√	√	√	√	√		√				√	√
	Policy 1.1.4: Include reasonable modal choices for the public through the design and implementation of all transportation projects.	Percent of urban road network with 1) Transit Service 2) Pedestrian Facilities 3) Bicycle Facilities	√	√	√	√	√	√	√		√	√			√	√



Table 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Goal/Objective	Policies	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria					
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			1	2	3	4	5	6	7	8	1	2	3	4	5	
Goal 1: Develop a transportation system that serves the needs of all travel modes and provides intermodal/multimodal connectivity.			√	√	√	√	√	√	√	√	√	√	√	√	√	
Objective 1.2: Facilitate a comprehensive region-wide bicycle and pedestrian system by incorporating sidewalks, bike lanes, paved shoulders and trails to provide bicycle and pedestrian mobility and safety.	Policy 1.2.1: Utilize bicycle, pedestrian, greenways and trails circulation master plans developed by local agencies to define the location of facility needs throughout the MPO planning area, as well as facilities connecting to adjacent jurisdictions.	Yes or No?	√	√		√	√	√	√	√	√	√	√	√	√	
	Policy 1.2.2: Priority shall be given to pedestrian and bicycle facilities based on the following factors: a) Location along major roads or parallel routes b) Improvements that provide access to transit facilities c) Orientation that provides mobility between major attractors d) Connection of neighborhoods to destination points e) Location in established or emerging activity centers	Yes or No?	√	√		√	√	√	√			√	√		√	√
	Policy 1.2.3: Develop the design of pedestrian and bicycle facilities to adhere to but not be limited to the Manual on Uniform Traffic Control Devices (MUTCD) and other appropriate design guidelines.	Yes or No?		√	√	√		√	√			√	√		√	
	Policy 1.2.4: Encourage use of concepts from Smart Growth and New Urbanism for land use and right-of-way designs that encourage the use of other modes of travel to reduce auto trips.	Yes or No?	√	√		√	√	√	√			√	√		√	√
	Policy 1.2.5: Encourage the local entities to give priorities to the pedestrian and bicycle facilities in the Transportation Improvement Program and Capital Improvements Program.	Yes or No?		√		√		√	√			√	√			√
	Policy 1.2.6: Encourage the modification of existing streets for the safety of pedestrian and bicyclist.	Yes or No?		√		√		√	√			√	√			√



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Goal 1: Develop a transportation system that serves the needs of all travel modes and provides intermodal/multimodal connectivity.			√	√	√	√	√	√	√	√	√	√	√	√	√	
Objective 1.3: Facilitate high quality low cost system of transit bus services that are safe, convenient and encourage increased ridership by every citizen and more specifically for the transportation of disadvantaged people.	Policy 1.3.1: Assess the feasibility of a fixed route transit system and/or express bus service to adjoining counties with facilities to transport bicycles.	Yes or No?	√	√	√	√	√	√	√		√	√		√	√	
	Policy 1.3.2: Support for Dial-a-Ride and Sunshine Ride and alternative flexible bus service; including facilitating the transporting of bicycles on the bus.	Yes or No?	√	√	√	√	√	√	√		√	√		√	√	
	Policy 1.3.3: Support the provisions with the requirements of the Americans with Disabilities Act (ADA) and other related federal, state and local regulations.	Yes or No?		√		√		√	√		√	√		√	√	
	Policy 1.3.4: Identify and evaluate State and Federal funding sources for transit development in the County.	Yes or No?	√						√	√				√	√	√
	Policy 1.3.5: Consider the provision of transit amenities (benches, shelters, trees, sidewalks, bike storage and bike racks on buses).	Yes or No?		√	√	√		√	√		√	√		√	√	
	Policy 1.3.6: Encourage the local entities to promote transit-friendly design standards for the safety of transit users.	Yes or No?	√	√	√	√		√	√		√	√		√	√	
	Policy 1.3.7: Continue to prioritize funding to support transit planning and implementation activities and other activities related to transit.	Yes or No?	√			√		√	√	√	√	√		√	√	
	Policy 1.3.8: Coordinate with Charlotte County Transit Authority, FDOT, and FTA to identify the projects for new funding sources including Jobs Access Reverse Commute (JARC) and New Freedom (NF).	Yes or No?	√			√		√	√	√				√	√	
	Policy 1.3.9: The Transit Development Plan (TDP) in coordination with Charlotte County Transit Authority shall be utilized to prioritize ridership, such as flexible community bus service, fixed routes, community circulators, and express routes.	Yes or No?	√	√	√	√		√	√	√	√	√		√	√	
	Policy 1.3.10: Coordinate with public and private (profit and non-profit) agencies and other providers of transportation services to develop and implement a coordinated transportation system that meets the needs of transportation disadvantaged persons.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 1.3.11: Plan for temporarily meeting changes in public transit needs as they may exist after a disaster in coordination with Charlotte County Emergency Management. This may include providing transit services between temporary housing sites and employment centers and ensuring that special needs population is provided for during the recovery period. Consider how post-disaster redevelopment could provide opportunities to expand transit services.	Yes or No?				√		√							√	



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			1	2	3	4	5	6	7	8	1	2	3	4	5
Goal 1: Develop a transportation system that serves the needs of all travel modes and provides intermodal/multimodal connectivity.			√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 1.4: Support the implementation of the adopted Airport Master Plan	Policy 1.4.1: Encourage FDOT to consider the Charlotte County Airport area and Piper Road as Emerging SIS facilities.	Yes or No?	√			√		√						√	√
	Policy 1.4.2: Coordinate with the Charlotte County Airport Authority and continue to pursue intermodal funding for realignment and widening of Piper Road.	Yes or No?	√		√	√		√	√		√			√	√
Objective 1.5: Support the planning effort to improve rail facilities and service	Policy 1.5.1: Continue to coordinate with Amtrak in planning efforts providing access to the national passenger rail service.	Yes or No?	√			√	√	√	√		√			√	√
	Policy 1.5.2: Coordinate with the Lee County MPO, the Collier County MPO and with other agencies to secure funding (grants and other sources) for rail improvements that will provide continuous rail from Southwest Florida to the national rail network. These rail projects should always include either double tracking or bypass rail so that more than one train can be running at a time.	Yes or No?	√			√		√	√		√			√	√
	Policy 1.5.3: When considering rail improvements, examine the hazard vulnerability of the rail and facilities location and determine if relocating sections of the right of way to avoid hazardous locations is feasible.	Yes or No?		√						√	√				√
	Policy 1.5.4: Support the development of intermodal transfer facilities to encourage the movement of freight by rail.	Yes or No?	√		√	√	√	√	√		√			√	√
	Policy 1.5.5: Consider alternatives that promote use of abandoned railroad right-of-way for other modes of transportation.	Yes or No?	√			√		√	√	√		√	√	√	√
	Policy 1.5.6: Support the preservation of rail as a viable transportation mode in the region.	Yes or No?	√	√		√		√	√	√	√	√	√	√	√



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			1	2	3	4	5	6	7	8	1	2	3	4	5
Goal 2: Provide highway corridor capacity for the safe, secure, effective and efficient movement of people and goods.			√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 2.1: Utilize transportation demand and systems management strategies to reduce the need for major system capacity improvement projects.	Policy 2.1.1: Coordinate with local agencies to encourage the public to use alternative routes to address congestion during peak hours.	Yes or No?	√			√	√		√	√		√	√	√	√
	Policy 2.1.2: Encourage the use of non-peak hour work scheduling, telecommuting and other commuting alternatives.	Yes or No?	√			√	√		√	√		√	√	√	√
	Policy 2.1.3: Support the local agencies' and FDOT's congestion management strategies to address Transportation Demand Management (TDM) and Transportation Systems Management (TSM) activities related to intersection analysis, access management and traffic signal synchronization.	Yes or No?	√			√	√		√	√			√	√	√
	Policy 2.1.4: Encourage the Regional Transportation Management Center (RMTC) in Fort Myers to coordinate with FDOT's Strategic Highway Safety Network implementation of surveillance devices in Charlotte County.	Miles of surveillance on strategic Highway Safety Network		√	√				√	√	√		√		√
	Policy 2.1.5: Disseminate the Congestion Management Process numerical indicators to measure achievement of the community's mobility goals which include modal split, annual transit trips per capita, and roadway service levels.	Yes or No?	√	√		√	√	√	√	√	√	√	√	√	√
	Policy 2.1.6: Encourage and coordinate with local agencies to improve travel and efficiency by employing Intelligent Transportation Systems (ITS) to reduce delays and response time.	Yes or No?	√	√		√	√		√		√	√		√	√
	Policy 2.1.7: Support and encourage the implementation of ITS Strategies that are Consistent with the LRTP and the FTP.	Yes or No?	√	√		√	√		√		√	√		√	√
	Policy 2.1.8: Encourage the local agencies to employ ITS Strategies for the safety and security of all modes of transportation.	Yes or No?	√	√	√				√		√	√			√
	Policy 2.1.9: Coordinate with FDOT and other agencies to implement effective management strategies to reduce congestion-related crashes in the County.	Yes or No?	√	√	√	√			√		√	√		√	√



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Goal 2: Provide highway corridor capacity for the safe, secure, effective and efficient movement of people and goods.			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objective 2.2: Consider the protection and enhancement of existing highway facilities for initial capital investment costs as well as operating and maintenance costs throughout the service life of the facility.	Policy 2.2.1: Encourage local and state agencies to maintain adequate funding programs for the operation and maintenance of the transportation system, including roads, transit and bicycle and pedestrian facilities	Yes or No?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objective 2.3 Enhance the connectivity of roads with other adjacent urbanized areas to support regional travel.	Policy 2.3.1: Coordinate with adjacent counties and FDOT to ensure coordinated regional transportation planning and programming.	VMT below standard on regional roads	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Policy 2.3.2: Continue to work with neighboring communities to implement services that improve the connectivity between public transportation modes and services.	Yes or No?	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objective 2.4 Document emergency evacuation routes and consider them as part of the prioritization of roadway improvements, including alternative modes.	Policy 2.4.1: Identify evacuation routes and coordinate with local agencies to maintain sufficient capacities and mitigate hazard impacts to these routes.	Yes or No? VMT below standard on evacuation routes	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓
	Policy 2.4.2: Coordinate with other regional partners to evaluate existing evacuation routes on an ongoing basis and propose improvements as necessary including the consideration of alternative modes of evacuation such as rail.	Yes or No?	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Policy 2.4.3: Coordinate with other regional partners to monitor sea level rise impacts on the ability to evacuate population in the future. Sea level rise will increase the height of storm surge thereby decreasing the amount of time that evacuation routes are safe before landfall of a hurricane.	Yes or No?		✓		✓			✓		✓			✓	✓



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			1	2	3	4	5	6	7	8	1	2	3	4	5
Goal 2: Provide highway corridor capacity for the safe, secure, effective and efficient movement of people and goods.			√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 2.5 Identify and prioritize Emerging Strategic Intermodal System (SIS) facilities, and regional transportation systems that function as an integrated system.	Policy 2.5.1 Identify and pursue funding support through the interagency process for projects eligible for Transportation Regional Incentive Program (TRIP) funding.	Dollars of assumed TRIP Funding	√	√		√	√	√	√	√	√	√	√	√	√
	Policy 2.5.2 Emphasize the importance of I-75, US 17, US 41, SR 776, SR 31 and the Sarasota/Manatee, Lee and Charlotte County-Punta Gorda MPOs Joint Regional Multi-Modal Transportation Systems in the prioritization process.	Yes or No?	√	√		√	√	√	√	√	√	√	√	√	√
	Policy 2.5.3 Identify SIS and other regionally important projects on the MPO's TIP Project Priority's list and implement with the available funding sources.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 2.6 Consider the safety of the transportation system as part of the prioritization of transportation improvements	Policy 2.6.1: Identify hazard mitigation activities and guidelines to evaluate mitigation options for transportation infrastructure safety and security.	Yes or No?	√	√	√				√	√	√	√	√	√	√
	Policy 2.6.2: Identify evacuation routes and coordinate with local agencies to maintain and evaluate capacities. Give priority to transportation improvements which mitigate hazard vulnerability through design or siting or which provide an alternative to a route that increases community vulnerability to hazards. Use hazard vulnerability assessments to avoid investments in transportation infrastructure that will require frequent repairs due to hazards or be substantially damaged or non-functional after a disaster or with future sea level rise.	Yes or No? Percent VMT below standard on evacuation routes.	√	√	√					√	√	√	√	√	√



Table 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

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Goal 3: Develop a financially feasible plan with multimodal facilities and services that support economic development.			√	√		√	√	√	√	√	√	√	√	√	√
Objective 3.1 Support economic development through consideration of improved access for all users and connections to regional port, rail and airport facilities, as well as all regional activity centers.	Policy 3.1.1: Support the development of the necessary infrastructure within the Enterprise Charlotte Airport Park (ECAP) as a priority area for economic development.	Percent VMT below standard providing access to ECAP	√			√		√	√			√		√	√
Objective 3.2 Prioritize projects that support economic development by preserving and providing facilities that promote and enhance the efficient and safe movement of freight and people.	Policy 3.2.1: Coordinate with the regional partners to evaluate and develop a strategic plan that will promote the efficient movement of freight.	Yes or No?	√	√		√		√	√		√	√		√	√
Objective 3.3 Support the development of mixed-use activity centers that include a balance of jobs and high density residential uses that have the potential to support high transit ridership.	Policy 3.3.1: Coordinate with the appropriate agencies to encourage the development of policies that support the development of activity centers that promote a balance between housing and jobs.	Yes or No?	√	√		√	√	√	√	√		√	√	√	√
Objective 3.4 Review existing and alternative federal, state, and local revenue sources to develop a financially feasible multimodal plan.	Policy 3.4.1: Support legislative changes that will provide additional funding options for transportation improvements.	Yes or No?	√						√	√			√	√	√



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Goal 4: Utilize the MPO Advisory Committee structure to address federal, state and local requirements for transportation planning.			√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 4.1: Utilize the MPO Board and its processes to guide long range transportation decisions through interactions with the local agencies within the MPO Planning Area Boundary.	Policy 4.1.1: Make appropriate MPO Board policy decisions for the Plan.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 4.1.2: Advise the MPO Board on transportation issues generated by the Technical Advisory Committee (TAC), Citizens' Advisory Committee (CAC), Local Coordinated Board (LCB) and BPAC (Bike Pedestrian Advisory Committee).	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 4.2: Coordinate with the FDOT, SWFRPC, Charlotte County and the City of Punta Gorda Transportation Management Systems during the development of the LRTP to guide the development plans	Policy 4.2.1: Facilitate and assist the local agencies to implement strategies on congested roads using travel demand management strategies (intersection improvements, public transit, and sidewalks and roadway shoulders for bicycles) for the safety and mobility of all transportation facilities and to achieve congestion management system numerical indicators.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 4.2.2: Coordinate with FDOT to be consistent with Florida Transportation Plan (FTP).	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√



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			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
Goal 5: Preserve, and wherever possible, enhance the community's social and environmental values.			√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 5.1 Encourage transportation projects that preserve the quality of the environment and the natural resources.	Policy 5.1.1: Coordinate and support the efforts of local agencies and FDOT to reduce the impacts of decrease green house emissions.	Yes or No?	√				√		√	√		√	√	√	√
	Policy 5.1.2: Consider using alternative energy technologies.	Yes or No?	√				√		√	√		√	√	√	√
	Policy 5.1.3: Encourage the local agencies and FDOT to employ principles of New Urbanism and Smart Growth to reduce total vehicle miles traveled.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 5.1.4: Encourage and coordinate with local agencies to implement transportation projects that minimize the impacts on neighborhoods and preserve community character.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 5.1.5: Utilize the Efficient Transportation Decision Making (ETDM) Process to evaluate the potential effects of potential projects.	Yes or No?	√				√		√	√		√	√	√	√
	Policy 5.1.6: Encourage development patterns and land use principles that preserve the natural environment and promote environment-friendly practices.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 5.2 Preserve the community character of established neighborhoods.	Policy 5.2.1: Encourage the development of “complete streets” to enhance the character of the community.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√



Table 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Goal/Objective	Policies	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
Goal 6: Follow state and federal requirements and ensure coordination among all involved governmental agencies to increase the efficiency of the system.			√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 6.1 Coordinate the transportation planning process with all appropriate governmental agencies.	Policy 6.1.1: Participate in and coordinate with other MPOs and the Southwest Florida Regional Planning Council planning processes for system-wide facility needs, especially when projects are located within the boundaries of more than one MPO planning area.	Yes or No?	√			√		√	√	√			√	√	√
	Policy 6.1.2: Coordinate, facilitate and review joint regional planning issues as provided in the Interlocal Agreements for Joint Regional Transportation Planning and Coordination with the Lee County MPO and the Sarasota/Manatee MPO.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 6.1.3: Coordinate the MPO's project prioritization selection process with local government agencies including the MPO's Advisory Committees in selecting projects and ensure consistency with the local Capital Improvements Program (CIP), when appropriate.	Yes or No?	√			√		√	√	√			√	√	√
	Policy 6.1.4 Coordinate hazard mitigation of the transportation system during LRTP updates by providing the Chair of the Charlotte County Local Mitigation Strategy Working Group with Technical Advisory Committee materials.	Yes or No?		√					√		√				√
Objective 6.2 Support and establish compatibility with the comprehensive plans of local governments within the Charlotte County – Punta Gorda MPO urbanized area.	Policy 6.2.1: Coordinate with local agencies to ensure that the socioeconomic data and projection factors are consistent with the MPO's LRTP socioeconomic projections	Yes or No?	√					√	√			√		√	√
	Policy 6.2.2: Encourage local agencies land development regulations to promote a mixture of land uses at major public transportation destinations and employment centers to encourage use of local transit and ridesharing services	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√



Table 2-1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Goal/Objective	Policies	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
Goal 7: Encourage public involvement through the public participation process and ensure that the Plan and all MPO planning activities reflect the needs of the community, particularly the traditionally underserved populations.			√	√	√	√	√	√	√	√	√	√	√	√	√
Objective 7.1 Adopt the LRTP's Public Participation Element (PPE) that meets state and federal guidelines and requirements and incorporate into the MPO's Public Participation Plan.	Policy 7.1.1: Perform public workshops that include information from various sources to the extent possible, in order to solicit public input on the LRTP as a part of the PPE.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 7.1.2: Document and review all the comments received after every public participation event.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 7.1.3: Evaluate and assess information from advisory committee members given their role in the decision making process.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√
	Policy 7.1.4: Ensure participation of the traditionally underserved and underrepresented segments of the population.	Yes or No?	√	√	√	√	√	√	√	√	√	√	√	√	√



PRIORITIZATION

The established Goals and Objectives were used to create a set of project prioritization evaluation criteria, which is used in addition to cost and revenue information, to rank specific projects for inclusion in the Cost Affordable Plan. Table 2-2 shows each criteria, its weight, and relevance to SAFETEA-LU. Detailed information on the Prioritization criteria can be found in Chapter 8.

Table 2-2: Prioritization Criteria

Evaluation Criteria	Weighting	SAFETEA-LU Criteria								
		Economic Vitality	Safety	Security	Mobility/ Access	Protect Environment	Connectivity	Efficient Management	Preservation	
Existing Volume to Capacity Ratio	25%	X	X		X		X			
Future Volume to Capacity Ratio	20%	X	X		X		X			
Fatal Flaw (Significant Environmental or Community Impacts)	10%					X		X		
Public Support for Transportation Improvement	8%	X	X	X	X	X	X	X	X	
Addresses FDOT's "Strategic Highway Safety Plan" emphasis area*	8%		X							
Provides Bicycle, Pedestrian, or Public Transportation Improvement	6%	X	X		X	X	X	X		
Emergency Evacuation Routes	6%		X	X				X		
Socialcultural Effects/Environmental Justice	4%		X		X	X	X	X		
Roadway Significance and Access to Major Activity Centers	3%	X			X		X			
ITS Surveillance*	3%		X	X				X		
Intermodal Connectivity	3%	X			X		X			
Hazard Mitigation Effectiveness	2%		X	X						
Truck Route	2%	X			X		X			
TOTAL	100%									

*Added for SAFETEA-LU safety/security compliance

