

Formulation of the 2040 Goals and Objectives

Florida–Alabama2040 Long Range Transportation Plan
Update

Prepared for the:



Prepared by:

ATKINS

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Introduction

The vision & mission statements and subsequent goals and objectives serve as the guiding principles of the 2040 Long Range Transportation Plan (LRTP) update. It is through these statements of policy that the criteria for plan development and project evaluation are based and they will help to guide the development of the plan update.

In crafting the vision statement, principles and strategies, federal transportation legislation, local government comprehensive plans, the Florida Transportation Plan, MPO LRTP guidance published by FDOT, and the 2035 LRTP goals and objectives were utilized as sources to help shape the 2040 LRTP vision statement, principles and strategies. Three of these sources, the MAP-21 Planning Factors, the identified Emerging Issues, and the Florida Transportation Plan, are discussed in more detail below.

This document will detail the process by which LRTP goals and objectives were created, including the public participation efforts that provided input for the LRTP Goals and Objectives.

Influential Elements to the 2040 Goals and Objectives

MAP-21 Planning Factors

Planning requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) were used as a guide when drafting the vision statement, principles and strategies. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

The eight planning factors specifically listed in MAP-21 for consideration in the metropolitan planning process are shown below in Table 1.

Table 1 Eight MAP-21 Planning Factors

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.

The following table shows how the eight MAP-21 Planning Factors were included in the strategies of 2040 LRTP.

Table 2 Inclusion of Planning Factors

Objective	Planning Factor 1	Planning Factor 2	Planning Factor 3	Planning Factor 4	Planning Factor 5	Planning Factor 6	Planning Factor 7	Planning Factor 8
A.1		✓	✓	✓	✓	✓	✓	
A.2		✓						
A.3		✓	✓				✓	
A.4		✓	✓		✓			
A.5		✓	✓					
B.1					✓		✓	
B.2	✓			✓			✓	✓
B.3		✓		✓			✓	✓
C.1							✓	✓
C.2		✓	✓				✓	✓
C.3		✓					✓	✓
C.4					✓		✓	✓
D.1					✓	✓	✓	
D.2				✓				
D.3		✓		✓	✓	✓	✓	
D.4					✓	✓		
D.5				✓	✓	✓		
D.6	✓	✓	✓	✓			✓	
E.1	✓			✓			✓	
E.2	✓			✓			✓	✓
E.3	✓			✓				
E.4				✓		✓		
E.5					✓	✓		
F.1	✓	✓	✓				✓	

Table 2 Inclusion of Planning Factors, Cont.

Objective	Planning Factor 1	Planning Factor 2	Planning Factor 3	Planning Factor 4	Planning Factor 5	Planning Factor 6	Planning Factor 7	Planning Factor 8
F.2	✓	✓	✓					
F.3		✓	✓				✓	✓
F.4		✓	✓					
G.1		✓			✓	✓		
G.2					✓			
G.3		✓			✓			
G.4				✓		✓		
G.5				✓	✓	✓		
G.6		✓		✓	✓	✓	✓	✓
H.1				✓	✓	✓	✓	
H.2	✓		✓	✓	✓	✓	✓	
H.3						✓	✓	
H.4					✓	✓		
H.5					✓		✓	
H.6		✓	✓	✓	✓	✓		

Emerging Issues

The following issues were outlined by the FDOT Office of Policy Planning as a part of their Metropolitan and Regional Planning Support coordination efforts in the support document entitled, "FHWA Strategies for LRTP Updates." These topics are not currently required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. However, given the nature of the issues, FDOT encourages each MPO to begin addressing these emerging issues. Each MPO has the discretion to determine whether or not to address these topics in their LRTP, and the appropriate level of detail. Depending upon when new federal surface transportation legislation is enacted, new requirements may have to be addressed just prior to this round of LRTP adoptions, or LRTP amendments may be needed soon after this round of LRTPs is adopted to comply with the new legislation. Addressing these issues early on may minimize the level of future effort needed to achieve compliance.

Safety and Transit Asset Management: MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.

Performance Measurement: FHWA and FTA encourage the MPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP's effectiveness in increasing system performance will be needed. Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance

measure implementation and LRTP documentation is expected to evolve over the next two years.

Freight: The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation's economic wellbeing and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.

Sustainable Transportation and Context Sensitive Solutions: The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense "walkable" neighborhood areas, arterial "gateways", greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming.

Also, spatial relationships that support public transit like transit oriented development and the "trip not taken" while reducing greenhouse gases might be recognized as

characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.

Table 3 Emerging Issues Incorporation in the 2040 Update

Emerging Issue	Corresponding LRTP Goal(s)
Safety & Transit Asset Management	A, C, D
Performance Measurement	B, D, G, H
Freight	C, D, E, F
Sustainable Transportation and Context Sensitive Solutions	B, D, G

The 2060 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation decisions in Florida over the next 50 years. The FTP addresses how Florida's transportation system can meet the mobility needs of our growing population, help make our economy more competitive, help build great communities, and help preserve our natural environment. The FTP also addresses how to ensure that our transportation system is safe and secure in a time of unprecedented public concern. Finally, the FTP provides guidance on how transportation investments should be focused during a time of constrained funding, as well as how public and private transportation partners can most effectively work together to make these decisions.

The FTP includes six adopted Goals:

- A. Goal: Invest in transportation systems to support a prosperous, globally competitive economy.
- B. Goal: Make transportation decisions to support and enhance livable communities.
- C. Goal: Make transportation decisions to promote responsible environmental stewardship.
- D. Goal: Provide a safe and secure transportation system for all users.

- E. Goal: Maintain and operate Florida’s transportation system proactively.
- F. Goal: Improve mobility and connectivity for people and freight.

The table below shows how the 2040 Principles incorporate the six identified Goals of the 2060 FTP. Please note that the 2060 Florida Transportation Plan is scheduled to be updated by the end of 2015.

Table 4 Incorporation of FTP Goals in the 2040 Update

FTP Goal	Corresponding LRTP Goal(s)
A	E
B	D, G
C	G
D	A, F
E	B
F	B, C, E

Crafting of 2040 Principles and Strategies

In crafting the principles and strategies, federal transportation legislation, local government comprehensive plans, the FTP, MPO LRTP guidance published by FDOT, and the 2035 LRTP Update Goals and Objectives (Appendix A) were utilized as sources to help shape the 2040 LRTP goals and objectives.

The LRTP Steering Committee, made up of members of the Citizens Advisory Committee (CAC), Technical Coordinating Committee (TCC) and the Bicycle/Pedestrian Advisory Committee (BPAC), met on four occasions to review and refine the goals and objectives. Over the course of those meetings the committee determined that the goals and objectives were in need of a complete re-write.

At the first two meetings the goals were the focus of the committee's efforts. This resulted in a streamlining of the goals and the elimination of any redundant goals. The second two meetings focused on the objectives. Much time and effort was spent by the committee refining the objectives and crafting them so that they would not only be achievable, but measurable as well.

The final draft of the goals and objectives was presented to the advisory committees at their September meetings. All three committees unanimously recommended the TPO Board adopt the goals and objectives as presented. The TPO adopted the Goals and Objectives at the **September 10, 2014**, meeting as drafted by the Steering Committee. The adopted Goals and Objectives are presented below. The resolution adopting the Goals and Objectives is presented in Appendix B. The adopted goals and objectives are in order of importance as are the corresponding objectives.

Adopted Vision Statement, Mission Statement and Goals and Objectives

Vision Statement

The Florida-Alabama Transportation Planning Organization (TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

Mission Statement

The Florida-Alabama TPO 2040 Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Goal A: A transportation system that is safe.

Objective A.1: Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

Objective A.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective A.3: Ensure that the regional transportation system can support emergency response and recovery efforts.

Objective A.4: Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).

Objective A.5: Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Goal B: A transportation system that meets user needs.

Objective B.1: Conduct transportation survey(s) on an annual basis.

Objective B.2: Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.

Objective B.3: Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).

Goal C: A transportation system that is maintained and operated efficiently.

Objective C.1: Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.

Objective C.2: Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.

Objective C.3: Ensure that appropriate stormwater measures are included in all roadway projects.

Objective C.4: Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS).

Goal D: A transportation system that is multimodal, integrated and connected.

Objective D.1: Interconnect land uses and transportation facilities.

Objective D.2: Increase the accessibility and mobility of people and goods.

Objective D.3: Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, bicycle facilities, ferry service and pedestrian facilities).

Objective D.4: Integrate transportation modes to increase connectivity of the transportation system across and between modes for people and goods.

Objective D.5: Expand transit services to improve accessibility, availability and desirability of transit travel options.

Objective D.6: Advance the flow of traveler information (such as innovative technology).

Goal E: A transportation system that supports economic vitality.

Objective E.1: Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.

Objective E.2: Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.

Objective E.3: Implement projects that will support the military's ability to carry out its missions at the region's installations.

Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, schools, health care facilities and tourism destinations.

Objective E.5: Seek opportunities to provide a passenger rail system.

Goal F: A transportation system that is secure.

Objective F.1: Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.

Objective F.2: Decrease the duration of interruptions in service by having assets prepositioned to deal with events.

Objective F.3: Work with federal, state and local agencies, the private sector and other stakeholders to minimize potential threats and vulnerabilities in the multi-modal transportation system.

Objective F.4: Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

Goal G: A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.

Objective G.1: Consider the health impacts of projects and policies for transportation investments.

Objective G.2: Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution).

Objective G.3: Implement complete street and/or context sensitive design into projects.

Objective G.4: Improve para-transit services.

Objective G.5: Promote the integration of recreation, physical activity and other elements of active living into transportation systems.

Objective G.6: Maintain air quality attainment status for ground level ozone.

Goal H: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective H.1: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans.

Objective H.2: Continue regional cooperation and coordination at the local, state and federal levels.

Objective H.3: Ensure consistency with the Strategic Regional Policy Plan developed by the West Florida Regional Planning Council.

Objective H.4: Continue to reach out to the traditionally underserved populations during the planning process to ensure access.

Objective H.5: Involve regulatory agencies and interested citizens groups early in the planning process.

Objective H.6: Coordinate with health and education planning efforts to ensure holistic community planning (economic, health, education, etc).

Appendix A

2035 LRTP Goals and Objectives

2035 Goals and Objectives

Vision Statement: *To provide a multi-modal transportation system that improves quality of life in the TPO Service Area.*

Mission Statement: *To create a transportation system that offers options for all users and is efficient, safe, sustainable, and attractive.*

Goal A: Support the economic vitality of the TPO region & efficiency of the transportation system.

Objective A.1: Preserve mobility of the region for people & freight by maintaining the adopted level of service standard on major facilities including Strategic Intermodal System facilities.

Objective A.2: Support increased air service, including more direct flight options and greater frequency of flights.

Objective A.3: Encourage increased port service capabilities in order to increase global competitiveness.

Objective A.4: Encourage opportunities for the creation of a light rail system.

Objective A.5: Provide & maintain facilities that are needed to transfer cargo between modes of travel.

Objective A.6: Improve the connectivity of the local and regional transportation network with intra-regional, inter-regional, interstate, and international transportation systems and facilities.

Objective A.7: Support transportation network serving military installations because of their unique missions of national and international significance and because of the value they add to our region.

Objective A.8: Identify existing and future Highways of Commerce, assigning priority to those identified as deficient.

Objective A.9: Continue cooperation between Florida and Alabama to shape a first-class air, water and surface transportation system that positions the region to compete effectively in the global marketplace.

Objective A.10: Leverage the following national strategic highway and rail designations/programs to improve mobility in the region: the Strategic Highway Network (STRAHNET), the Strategic Rail Corridor Network (STRACNET), Defense Access Roads (DAR), and the National Highway Systems (NHS).

Goal B: Encourage a multi-modal network of user-friendly transportation systems for the movement of goods and people.

Objective B.1: Create multi-modal linkages to increase the range of choice for mode of travel.

Objective B.2: Increase transit system security, dependability, and flexibility while maintaining user affordability.

Objective B.3: Increase the availability of transit stops and the frequency of transit service.

Objective B.4: Enhance the connection between people and job centers when making transit and intermodal facility improvements.

Objective B.5: Provide Park and Ride lots to facilitate passenger transfer between travel modes.

Objective B.6: Encourage multi-modalism both within and between new developments to reduce automobile dependency & the number of trips on the arterial roadway network.

Objective B.7: Promote mass transit options to the transportation disadvantaged populations.

Objective B.8: Provide and maintain facilities that are necessary to facilitate the transfer of cargo from all modes of transportation.

Goal C: Promote efficiency and effectiveness within the transportation system and the planning process.

Objective C.1: Review and coordinate TPO planning with local planning efforts, including the Future Land Use Element and transportation-related elements of local government comprehensive plans.

Objective C.2: Review and coordinate TPO planning with state planning efforts, including the Florida Department of Transportation's long- and short-range plans and programs.

Objective C.3: Encourage transportation demand management strategies to reduce the number of single occupant vehicles (e.g., carpool, bike, walk, telecommuting, and compressed work weeks).

Objective C.4: Give priority to facilities that are currently deficient.

Objective C.5: Give priority to improvements that do not require additional travel lanes. (i.e., changes in signal timing, addition of turn lanes, transportation systems management, and intelligent transportation systems.)

Objective C.6: Seek and facilitate public and private funding sources for transportation improvements and maintenance.

Objective C.7: Give priority to improvements that encourage low cost capacity improvements. (i.e., additional through lanes at intersections and limited roadway widening projects.)

Goal D: Promote a sustainable, integrated transportation infrastructure system that is environmentally-friendly.

Objective D.1: Promote alternative forms of transportation by investing in infrastructure for bicycle, pedestrian, and transit facilities.

Objective D.2: Reduce the number of vehicle miles traveled by supporting local government land use decisions that encourage a denser built environment.

Objective D.3: Encourage the use of technology that will increase the functionality of the existing transportation system.

Objective D.4: Minimize disrupting the natural environment during the construction process.

Objective D.5: Give priority to transportation improvements that reduce energy consumption and air pollution.

Objective D.6: Involve environmental regulatory agencies and citizens groups interested in environmental issues early in the planning process.

Objective D.7: Encourage developers in the local government site plan review process to include provisions for multiple forms of transportation such as compact car, motorcycle, golf cart, bicycle racks, High Occupancy Vehicle (HOV), designated park and ride lots, designated car pool, and bus in addition to the traditional automobile.

Objective D.8: Ensure consistency with the Regional Policy Plan developed by the West Florida Regional Planning Council.

Goal E: Preserve the existing transportation system and highlight community focal points.

Objective E.1: Ensure maintenance of the existing system.

Objective E.2: Utilize Intelligent Transportation Systems (ITS) technology to increase the functionality of the transportation system.

Objective E.3: Support transportation improvements that maintain or increase waterfront access.

Objective E.4: Promote and preserve scenic areas.

Objective E.5: Promote projects that enhance connections to the area's military installations.

Objective E.6: Discourage projects that will negatively impact the military's ability to carry out its missions at the area's installations.

Objective E.7: Give priority to projects that are part of the STRANET system.

Goal F: Enhance quality of life factors that will attract industry and skilled workers, and assist disabled and elderly populations.

Objective F.1: Encourage transportation improvements that support infill development, clustering of land uses, and traditional community development.

Objective F.2: Support transportation system improvements that increase the safety of school routes.

Objective F.3: Invest in increased bicycle and pedestrian facilities.

Objective F.4: Support transportation investments that will enhance the tourist industry within the region.

Objective F.5: Provide transportation options for all persons including but not limited to the young, persons with disabilities, the economically challenged, and the elderly.

Objective F.6: Strengthen paratransit service for those persons unable to use the established routes of the transit system.

Objective F.7: Support the economic vitality of the area by providing a transportation system that enables global economic strength, productivity, competitiveness, and efficiency.

Objective F.8: Ensure that intermodal facilities which are important to the regional economy, such as the Strategic Intermodal System, are fully integrated into the region's transportation planning efforts resulting in a seamless, efficient transportation network.

Objective F.9: Support the creation of a multi-modal transportation system that promotes the growth and vitality of existing and future employment and economic development centers.

Goal G: Enhance the safety and security of the transportation system.

Objective G.1: Encourage capital investments that will increase the safety and security of the transportation system.

Objective G.2: Maximize the safety for pedestrians / bicyclists by encouraging the creation of bicycle lanes and separating sidewalks / mixed-use paths from roadways.

Objective G.3: Encourage the use of technologies that can increase transportation safety, such as automatic road enforcement and emergency vehicle notification systems.

Objective G.4: Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective G.5: Ensure that the regional transportation system can accommodate an efficient evacuation in an emergency.

Goal H: Enhance the Security of the transportation system.

Objective H.1: Communicate with the seaports, airports and other points of entry to the transportation system to coordinate and, where possible, improve the security measures at these points.

Objective H.2: Cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

Appendix B

Adoption Resolution

RESOLUTION FL-AL 14-34

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2040 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the Governors of Florida and Alabama as being responsible, together with the States of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan 2040 Update, developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) approved the Long Range Transportation Plan 2040 Update Scope of Services on February 12, 2014; and

WHEREAS, a task in the Long Range Transportation Plan 2040 Update Scope of Services is Goals and Objectives; and

WHEREAS, the Goals and Objectives were adopted by a Steering Committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and Bicycle/Pedestrian Advisory Committee, and

WHEREAS the Steering Committee considered and incorporated the eight MAP-21 planning factors;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The Florida-Alabama TPO approves the Goals and Objectives for its 2040 Long Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 10th day of September 2014.

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY: 
Charles Bare, Chairman

ATTEST: 