

CHAPTER 8 CONCLUSION

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Implementation

As a metropolitan planning organization (MPO), the CRTPA is not an implementing agency. The role of CRTPA, as it relates to implementation, is to update its project priorities list on an annual basis and to coordinate with agencies responsible for the management and operation of the region's transportation infrastructure. The purpose of those annual priorities and the Regional Mobility Plan (RMP) itself is for both to serve as a guide for implementing agencies to follow in the project development process, including the important programming of funds in respective short-term plans. It is incumbent on all transportation stakeholders, including CRTPA and its partner agencies, to stay engaged and coordinate the implementation of the projects included in the RMP Cost Feasible Plan.

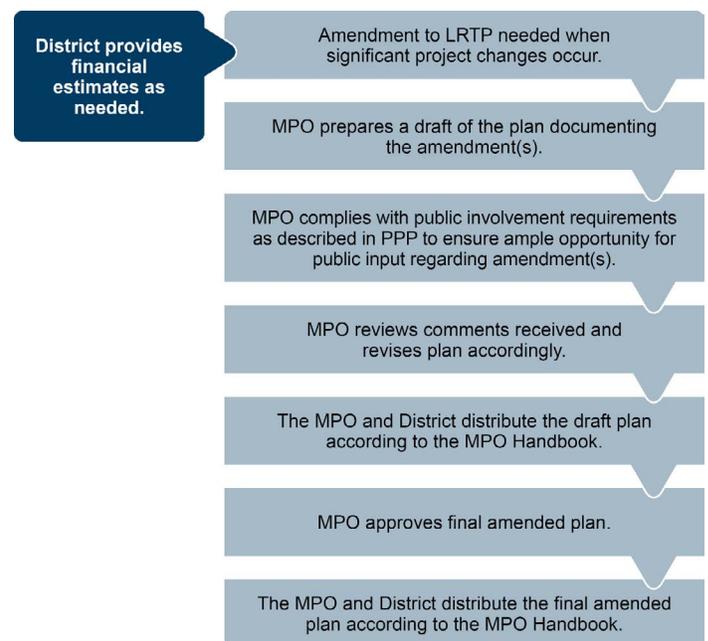
Other requirements of both implementing agencies and CRTPA is that system performance continue to be monitored, and performance targets be updated on a regular basis. Those, and other factors, often call for updates to the RMP.

Plan Amendment Process

Modifications to the RMP, in the interim period between 5-year plan updates, are critical to the timely relevance of the plan. The process to make such modification varies depending on the significance of the change. As described in detail in FDOT's MPO Program Management Handbook, there are two different types of modifications. One, referred to in the handbook as a modification, includes only minor changes such as phase cost updates or funding sources. This type of modification can be made without revisiting the overall financial feasibility of the plan or conducting a public review process. Amendments, on the other hand, include significant changes such as adding or removing a project or altering cost estimates significantly. This type of change does require a public review process and a recalculation of the financial feasibility of the entire plan.

Either type of modification can be made at any time, but the process varies according to the magnitude of the modification. **Figure 8-1** depicts the amendment process included in the handbook ¹.

Figure 8-1. RMP Amendment Process



¹ <https://www.fdot.gov/planning/policy/metrosupport/mpohandbook.shtm>

Future RMP Updates

As stipulated in federal statute, the RMP must be updated at least once every five years. The next scheduled update must be adopted by the CRTPA Board no later than November 17, 2030. The 5-year cycle update is a major update that often includes a new horizon year to comply with the requirement that the plan cover a minimum 20-year plan horizon. The process will involve revisiting the RMP goals, network performance data, public engagement, revenue forecasts, and developing a new Cost Feasible Plan.

All these factors can, and often do, change over time, which is the reason for the update requirement. It is the hope of CRTPA that in 2030 the revenue forecasts will be more favorable and that the region can continue to push its priority projects forward in the project development process. Whether the priorities remain the same over that time period is subject to question, as are all the other factors that go into the planning process. In 2030 those factors will be revisited by CRTPA and a new RMP update will be adopted.

Emerging Factors

Other proactive planning considerations that may be considered in future updates include the consideration of new technologies that are currently in development. These include things like Automated Driving Systems (ADS) and Connected Vehicles (CV). The development of these technologies has historically been private sector-driven, as automobile manufacturers have continued to build incremental levels of automation and communications into their vehicles. The public sector role in this process will require technology to be deployed on roadways to facilitate the vehicle technology.

This RMP has taken one step in that direction by allocating a significant amount of the RMP forecast revenue to the deployment of TSM&O improvements, which in some cases can be leveraged in the future to accommodate these emerging technologies. Future RMP updates should take a more direct approach in considering technology, as by 2030 we will be closer to a more connected and automated transportation system.