The Strategic Mobility Plan, the Sarasota/Manatee Metropolitan Planning Organization’s (MPO) Long Range Transportation Plan (LRTP), establishes a clear vision for how multimodal transportation can help strengthen the region’s economic vitality, improve safety for all users and enhance the livability of communities and destinations. The plan reflects a strategic policy direction in the two-county area to invest in multimodal transportation that connects the region’s economic centers and gateways, expands mobility options, and supports community revitalization and redevelopment.

Go to http://www.mympo.org/2040-long-range-transportation-plan for details on the 2040 Strategic Mobility Plan.
The Strategic Mobility Plan seeks to maximize mobility options and support local transportation goals by allocating limited fiscal resources to strategic regional priorities.

The Needs Plan was developed through an iterative process, testing five alternatives with the travel demand model and the socioeconomic data. This helped to identify which projects had a significant impact on the Needs Plan and recommended roadway projects to test based on the priorities of local jurisdictions.

The five network alternatives tested include roadway and transit projects using the FDOT travel demand model. The different alternatives tested various groupings of MPO project priorities to assess the influence of each project on the transportation system. The detailed methodology and development is included in the Appendix and is consistent with what the MPO and local governments established.

DEVELOPING THE STRATEGIC MOBILITY PLAN

The Strategic Mobility Plan is the 2040 Long Range Transportation Plan (LRTP) update for Sarasota and Manatee Counties. This plan update builds on the solid multimodal foundation of previous plans from the last 15 years. Key initiatives were advanced with each of those plans to create a more seamless multimodal transportation network in the two counties.

With the 2040 update, the MPO faces two new challenges – addressing the new federal context that emphasizes an outcome-based, performance-driven planning process; and a new role in the management and operation of the transportation system with a prioritization process that links goals and objectives to project funding. Solutions to these challenges require a clearly defined set of desired outcomes, roles, and responsibilities of each of the MPO’s planning, funding, and operating partners.

The Needs Plan was developed through an iterative process, testing five alternatives with the travel demand model and the socioeconomic data. This helped to identify which projects had a significant impact on the Needs Plan and recommended roadway projects to test based on the priorities of local jurisdictions.

Multimodal

Needs (Sarasota & Manatee) = $4.370 B
Revenues (Federal / State / Local) = $1.175 B

Transportation Alternatives

Needs = $42.0 M
Revenues = $16.8 M

Transit

Needs = $835 Million
Revenues (Federal) = $294 Million

Needs to Revenue - 3:1

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The MPO identified 5 goals and 15 objectives to guide the plan towards this vision in alignment with MAP-21.

GOALS AND OBJECTIVES

The Strategic Mobility Plan goals, objectives, performance measures and targets were developed with the help of the LRTP Steering Committee and approved by the MPO Board. The MPO identified 5 goals and 15 objectives to guide the plan towards this vision in alignment with MAP-21.