MPO
PROGRAM MANAGEMENT HANDBOOK

CHAPTER 11
Other Planning Products and Processes

OFFICE OF POLICY PLANNING

FDOT

11. Other Planning Products and Processes

Key Chapter Changes

The Other Planning Products and Processes chapter was updated to include current resources, a new section on the Resilience Action Plan, updated Rail, bicycle, and pedestrian plans, and reformatted to improve accessibility. (November 22, 2024)

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11.1 Introduction

This chapter describes several other planning products and processes required of the Florida Department of Transportation (FDOT) and other agencies. Metropolitan Planning Organizations (MPOs) should consider these in the metropolitan transportation planning process. The topics discussed in this chapter are safety planning, the Congestion Management Process (CMP), resilience planning, bicycle and pedestrian planning, and freight planning.

11.2 Safety Planning

Safety planning plays a critical role in reducing transportation-related fatalities and serious injuries in Florida. FDOT and Florida MPOs develop, update, and implement transportation safety plans and programs to address safety issues across all modes.

The primary safety-focused plans and programs produced by FDOT that are of importance to MPOs are:

- Florida Strategic Highway Safety Plan **(SHSP)**;
- Florida Highway Safety Plan **(HSP)**; and
- Florida Highway Safety Improvement Program **(HSIP)**

The statewide and metropolitan transportation plans and programs that are required to consider safety and align with these safety-focused plans are:

- Florida Transportation Plan **(FTP)**;
- Long Range Transportation Plan (LRTP); and
- Statewide Transportation Improvement Program (STIP) and the Transportation Improvement Program (TIP)

The following section describes each state safety plan and program and how they are addressed in Florida.

11.2.1 *Florida Strategic Highway Safety Plan (SHSP)*

The **SHSP** is a statewide-coordinated safety plan developed by each state Department of Transportation (DOT) in consultation with **(23 United States Code (USC) 148)**:

- A highway safety representative of the Governor of the state;
- Regional transportation planning organizations and MPOs;
- Representatives of major modes of transportation;
- State and local traffic enforcement officials;
- A highway-rail grade crossing safety representative of the Governor of the state;
- Representatives conducting a motor carrier safety program under **49 USC 31102** and **49 USC 31106**;
- Motor vehicle administration agencies;
- County transportation officials;
- State representatives of non-motorized users; and
- Other major federal, state, tribal, and local safety stakeholders.

The SHSP provides a comprehensive framework for reducing transportation-related fatalities and serious injuries on all public roads. The SHSP must use a data-driven approach to identify transportation safety needs and emphasis areas and be updated at least every five years. Safety programs and projects identified for HSIP funding must be consistent with the SHSP emphasis areas. The SHSP also provides strategic direction for other state and regional transportation plans.

The most recent and previous Florida SHSP documents are available on FDOT's **State Safety Office** webpage. The 2021-2025 SHSP is Florida's five-year comprehensive roadway safety plan. The update was coordinated with Florida's 27 MPOs. It included a review of safety-related goals, objectives, and strategies in MPO plans and targeted outreach sessions through **Florida's Metropolitan Planning Organization Advisory Council (MPOAC).** The Plan is data-driven, sets a vision of zero traffic-related fatalities in Florida, addresses safety needs for all public roads, and identifies strategies and emphasis areas that guide Florida's safety efforts. These emphasis areas and accompanying strategies prioritize HSIP projects and guide safety policies, programs, and projects in FDOT and MPO transportation plans and programs.

11.2.2 *Florida Highway Safety Plan (HSP)*

The **HSP** is a state's application to the National Highway Traffic Safety Administration for federal funds available from the State and Community Highway Safety grant program **(23 USC 402)** and National Priority Safety Program **(23 USC 405)**. The HSP is data-driven and identifies the key behavioral safety problems in a state, establishes performance measures and targets for 15 core performance measures, identifies other performance measures and targets as applicable, reports on how targets from the previous year were met, and identifies countermeasures for addressing safety needs. The HSP content is coordinated with the SHSP, and the annual targets for fatalities, serious injuries, and fatality rates are the same targets in the HSIP.

The HSP is developed annually by FDOT's **State Safety Office**. It is based on Florida's SHSP goals and objectives, crash data analyses, and related requirements. It sets safety priorities and targets for the upcoming year and identifies programs and projects for funding.

11.2.3 *Florida Highway Safety Improvement Program (HSIP)*

The purpose of the **HSIP** is to significantly reduce traffic fatalities and serious injuries on all public roads. The HSIP is not a plan but a program of highway safety improvement projects. The projects are identified through data-driven analysis. A highway safety improvement project is a strategy, activity, or project on a public road consistent with the data-driven SHSP that corrects or improves a hazardous road segment, location, or feature, or addresses a highway safety problem. At the planning level, HSIP projects must be part of the statewide and metropolitan transportation planning processes. They are included in the STIP and TIP at the project level. The HSIP also establishes targets for five performance measures discussed in more detail in **Chapter 9 of the MPO Handbook: Performance Management**. They are **(23 CFR 490.207)**:

- Number of Fatalities
- Fatality Rate
- Number of Serious Injuries
- Serious Injury Rate
- Number of Non-Motorized Fatalities and Number of Non-Motorized Serious Injuries

Performance targets must be identical between the HSIP and HSP.

FDOT's **State Safety Office** is responsible for administering the HSIP program, reviewing and evaluating all potential projects in coordination with FDOT's Districts, and assessing the effectiveness of a project. In Florida, funding for HSIP projects is based on identified safety needs versus a formula or sub-allocation. FDOT's District staff, often in coordination with the local MPO and Community Traffic Safety Team (CTST), utilize the results of crash analyses for the District planning area to determine safety projects and programmatic needs. Eligible HSIP projects and programs must be identified through a data-driven process that addresses an SHSP crash type or emphasis area. Once projects are identified, District staff work with the State Safety Office to program and fund them.

11.2.4 *Florida Transportation Plan (FTP)*

The **FTP** is a comprehensive statewide blueprint guiding Florida's 30-year transportation future. Updated every five years, the Florida Transportation Plan is a collaborative effort of state, regional, and local transportation partners in the public and private sectors. The plan is developed through Steering Committee guidance, Focus Group support, and comprehensive community engagement.

The SHSP is an implementation activity supporting the FTP's vision of a fatality-free transportation system with the long-range goal of ensuring safety and security for residents, visitors, and businesses. The FTP seeks to enhance safety by identifying areas where strategies can be developed to reduce fatalities and serious injuries on the state's multimodal transportation system to reach the goal of zero fatalities.

11.2.5 *MPO LRTPs, TIPs, and the Metropolitan Transportation Planning Process*

Federal and state statutes and planning regulations specify the following safety-related requirements that MPOs must address in the metropolitan transportation planning process.

- Safety of the transportation system for motorized and non-motorized users is one of the ten factors MPOs must address in the planning process. **[23 Code of Federal Regulations (CFR) 450.306(b)(2)]**
- Integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the HSIP, SHSP, and other safety and security planning and review processes, plans, and programs, as appropriate. **[23 CFR 450.306(d)(4)]**
- The LRTP must include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. **[23 CFR 450.324(f)(5)]** More information on the LRTP can be found in **Chapter 5 of the MPO Handbook: Long Range Transportation Plan.**
- The LRTP must also integrate the priorities, goals, countermeasures, strategies, or projects for the MPO area contained in the HSIP. This includes the SHSP and public transportation agency safety plans. **[23 CFR 450.324(h)]**
- The TIP must include HSIP projects. **[23 CFR 450.326(e)]** More information on the TIP can be found in **Chapter 4 of the MPO Handbook: Transportation Improvement Program.**
- **Section 339.175, Florida Statutes (FS)**, describes Florida's MPOs. It specifically cites the need to consider safety during the long-range transportation planning process. The MPO's Technical Advisory Committee must coordinate its actions with other regional agencies, including the community traffic safety teams.
- **Section 339.177, FS**, states that FDOT, in cooperation with the MPOs, shall develop and implement a separate and distinct system for managing several program areas, including highway safety.

11.2.6 *Safety in Performance Management*

23 USC 150 describes the national goals and performance management measures in more detail in **Chapter 9 of the MPO Handbook: Performance Management** and specifies seven national goal areas. One goal is to significantly reduce traffic fatalities and serious injuries on all public roads. More specifically, safety performance management is addressed in Federal Highway Administration (FHWA) performance measures regulations **[23 CFR Part 490]**.

- **23 CFR 490.207** establishes five performance measures for carrying out the HSIP: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and non-motorized serious injuries. Each performance measure is based on a 5-year rolling average. Calculations for each measure are described in this section of the CFR.
- **23 CFR 490.209** requires state DOTs to establish performance targets annually for each of the five safety performance measures listed above. The targets must be identical to those in the state's HSP and reported in the HSIP Annual Report. FDOT must develop and report on targets, starting with the HSIP Annual Report.
- **23 CFR 490.209** also requires MPOs to establish performance targets for each of the five safety performance measures listed above no later than 180 days after the state DOT establishes and reports on the targets in the HSIP Annual Report. MPOs can agree to plan and program projects that contribute towards accomplishing the state DOT goal or establish quantifiable targets for their planning areas. To ensure consistency between the state and metropolitan targets, the state DOT and MPOs must coordinate the development of targets to the maximum extent practicable.
- **23 CFR 490.213** states that MPOs must report their established safety targets annually to the state DOT. MPOs must also report baseline safety performance, a vehicle miles traveled (VMT) estimate and methodology (if a quantifiable rate was established), and progress toward achieving their targets in the MPO's LRTP.

11.2.7 *Stand Alone Safety Plans*

FDOT and the MPOs may develop standalone plans exploring safety issues and needs. These plans may focus on a transportation mode, topic area (e.g., bicyclists and pedestrians, older drivers), or geographic area (e.g., MPO region, corridor plan). The **Florida Pedestrian and Bicycle Strategic Safety Plan** is an example of a modal plan focusing explicitly on safety policies, programs, and projects for bicyclists and pedestrians. Several MPOs have created similar modal safety plans. These plans review crash data, including locations and characteristics, to develop modal safety goals, objectives, and project recommendations. Like, modal plans, topic plans may address safety issues for a specific demographic segment or issue area. These plans can be used to prioritize safety programs and projects further, either statewide or at the regional or local level.

The Infrastructure Investment and Jobs Act (IIJA) provides funding opportunities for safety improvements through several programs, most notably the Safet Streets for All (SS4A) grant program. This program offers grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways. The program funds planning and demonstration grants and implementation grants. Planning grants provide funding to develop Comprehensive Safety Action Plans to help build a pipeline of projects for future funding. Implementation grants provide funding for projects identified in an existing Safety Action Plan.

Many MPOs are developing Safety Action Plans, or Vision Zero Plans, to help eliminate traffic fatalities and serious injuries while increasing safe, healthy, and equitable mobility. Many regional safety plans utilize crash characteristics analyses and network screening to identify locations for implementing behavioral programs and safety infrastructure projects. A safety plan developed for a specific geographic area may focus on safety issues and needs more narrowly. MPOs should use the USDOT's **SS4A Self Certification Eligibility Checklist** when developing Safety Action Plans to ensure SS4A eligibility in the future.

11.3 Congestion Management Process (CMP)

The **Congestion Management Process (CMP)** is a federally mandated process to help larger urban areas analyze and manage traffic congestion. This section briefly explains the CMP requirements and provides resources for additional information.

The purpose of the CMP is to provide effective management and operation of the existing transportation system and identify areas where improvements are most needed. It is intended to enhance the linkage between the planning and environmental review processes based on cooperatively developed travel demand reduction, operational management strategies, and capacity increases.

11.3.1 *CMP Requirements*

As defined in federal regulation, the CMP only applies to MPOs designated as a Transportation Management Area (TMA). A TMA is an urban area with a Census-designated population greater than 200,000. **23 CFR 450.322** presents the CMP requirements for TMA MPOs. The transportation planning process for a TMA must address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. This process must be a cooperatively developed and implemented strategy for the entire TMA. It should include new and existing transportation facilities eligible for federal funding and use travel demand reduction, job access projects, and operational management strategies.

Developing a CMP should result in multimodal system performance measures and strategies that can be reflected in the LRTP and TIP.

Consideration should be given to strategies that manage demand, reduce single-occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across all modes (highway, transit, passenger, freight rail operations, and non-motorized transport).

While adding general-purpose lanes is deemed an appropriate congestion management strategy, explicit consideration is given to incorporating appropriate features into an SOV project to facilitate future demand management strategies and operational improvements to maintain SOV lanes' functional integrity and safety.

The CMP must include methods to monitor and evaluate the transportation system's performance, a definition of objectives and performance measures, a system of data collection, an evaluation of strategies, identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy or combination of strategies proposed for implementation. Evaluation results must be provided to decision-makers and the public to guide the selection of effective strategies for future implementation. Additional requirements are specified for TMA MPOs in air quality nonattainment areas.

Section 339.175, FS, requires all MPOs in Florida, including non-TMA MPOs, to prepare a congestion management system for the metropolitan area and cooperate with FDOT in developing all other transportation management systems required by federal or state law.

11.3.2 *CMP Guidance*

The federal CMP requirements are not prescriptive regarding the methods and approaches an MPO must use to implement a CMP so that an area's unique travel conditions and visions may be addressed appropriately for each community.

FHWA issued the **Congestion Management Process Guidebook** to assist MPOs in developing a CMP. The Guidebook outlines and discusses the following steps in developing a CMP:

- Develop regional objectives for congestion management;
- Define the CMP network;
- Develop multimodal performance measures;
- Collect data/monitor system performance;
- Analyze congestion problems and needs;
- Identify and assess strategies;
- Program and implement strategies; and
- Evaluate strategy effectiveness.

11.4 Resilience Planning

Florida's unique location, geography, and environment put the state at risk for flooding, major storms, and rising sea levels. These hazards threaten Florida's transportation system with temporary and permanent impacts, which can affect the quality of life for residents and the local economy. Through its planning processes, FDOT is committed to addressing vulnerabilities to weather events and ensuring the state's transportation infrastructure can withstand or rapidly recover from hazard impacts.

11.4.1 *FDOT Resilience Action Plan*

Section 339.157, FS, requires FDOT to develop a **Resilience Action Plan (RAP)** for the State Highway System (SHS) based on current conditions and forecasted future events. The goals of this plan must include:

- Recommend strategies to enhance infrastructure and the operational resilience of the SHS that may be incorporated into the **Transportation Asset Management Plan (TAMP);**
- Recommend design changes to retrofit existing state highway facilities and construct new ones; and
- Enhance partnerships to address multijurisdictional resilience needs.

The first version of the RAP, completed in 2023, was developed through collaboration with local governments, metropolitan planning organizations, state and federal agencies, and other partners. The RAP focused on the 12,121 roadway centerline miles on the SHS owned and maintained by FDOT. Development of the RAP included four key activities:

- Alignment with the long-range and policy plans of FDOT and its partners;
- A systematic review of FDOT's existing policies, procedures, manuals, tools, and guidance documents;
- An assessment of the SHS's vulnerabilities to tidal, rainfall, and storm surge flooding using existing data for current and forecasted future events; and
- Collaborate with internal and external partners to identify strategies to improve the resilience of the SHS.

The analysis performed in the RAP helps identify where SHS infrastructure may be exposed to water-related hazards and provides a starting point for prioritizing improvements to address resilience issues. Furthermore, the resilience strategies in the RAP provide a framework for FDOT to collaborate with local, regional, and statewide partners to enhance infrastructure and operational resilience in all phases of planning and managing the SHS. The strategies align with the FTP's goal of providing agile, resilient, and quality infrastructure throughout the state and FDOT's overarching commitment to identify and mitigate risks throughout Florida's transportation system. Per statutory requirements, FDOT will provide a status report every three years reviewing updates to the RAP and associated implementation activities.

11.4.2 *Resilience Improvement Plans*

The IIJA establishes the **Promoting Resilient Operations for Transformative Efficient, and Cost-Saving Transportation (PROTECT)** grant program to help make surface transportation more resilient to natural hazards, including flooding, extreme weather events, and other natural disasters, through the support of planning activities, resilience improvements, community resilience, and evacuation routes, and at-risk coastal infrastructure. The PROTECT Program includes formula and discretionary funds.

MPOs or state departments of transportation that prepare a resilience improvement plan consistent with 23 USC 176(e) are eligible to receive a reduced non-federal share for projects funded by the PROTECT Program. These voluntary plans identify short and long-range planning activities and investments with respect to the resilience of surface transportation within the boundaries of the state or MPO and demonstrate a systematic approach to transportation system resilience. The plans must include a risk-based assessment of vulnerabilities of transportation assets and systems to current and future weather events and natural disasters. The non-federal share can be reduced by developing a plan (7%) and incorporating it into long-range plans (3%). MPOs may also apply for a discretionary grant to prepare a resilience improvement plan. The American Association of State Highway and Transportation Officials (AASHTO) provides additional **resources** for consideration.

11.5 Bicycle and Pedestrian Planning

This section provides information about conducting bicycle and pedestrian planning (active transportation planning) through regulations, guidance, and policies in the metropolitan transportation planning process.

11.5.1 *Bicycle and Pedestrian Planning Requirements*

MPOs are not required to develop stand-alone bicycle and pedestrian plans or include a separate bicycle and pedestrian section (active transportation) in the LRTP. However, federal and state laws and regulations require the MPO planning process to address bicycle and pedestrian facilities and other transportation infrastructure. These requirements include:

- Bicycle transportation facilities and accessible pedestrian walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities **[23 CFR 450.300(a)];**
- MPOs must provide representatives of users of bicycle transportation facilities and pedestrian walkways, among others, with reasonable opportunities to be involved in the metropolitan

transportation planning process **[23 CFR 450.316(a)]** and comment on the LRTP **[23 CFR 450.324(j)];**

- The LRTP must include long-range and short-range strategies and actions to develop an integrated multimodal transportation system, including accessible bicycle transportation facilities and pedestrian walkways, to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand **[23 CFR 450.324(b) and (g)(12)];**
- Annually, the state, public transportation operators, and the MPO must cooperatively develop a listing of transportation projects using federal funds. This list must include investments in bicycle transportation facilities and pedestrian walkways. **[23 CFR 450.334(a)];**
- MPO plans and programs must provide for the development and integrated management and operation of transportation systems and facilities, including bicycle transportation facilities and pedestrian walkways, which will function as an intermodal transportation system for the metropolitan area **[s.339.175(1), FS]; and**
- The LRTP must indicate proposed transportation enhancement activities, including bicycle and pedestrian facilities. **[s.339.175(7)(d), FS]**

11.5.2 *Developing Bicycle and Pedestrian Plans*

While MPOs are not required to develop a bicycle or pedestrian plan, an MPO may do so to conduct a more detailed analysis of facilities and develop projects. MPOs can also provide targeted recommendations to support regional planning and programming. An MPO may develop a bicycle and pedestrian element of its LRTP or establish a stand-alone bicycle or pedestrian plan. A stand-alone plan may address bicycle and pedestrian policy and infrastructure in more depth than a component of the LRTP. If an MPO chooses to develop a bicycle or pedestrian plan, the plan should be consistent with the goals and objectives of the LRTP to inform the MPO's TIP. These plans do not need to be fiscally constrained. This allows an MPO to identify an aspirational list of projects and articulate specific solutions to improve safety and increase accessibility.

MPO bicycle and pedestrian plans vary in focus and content. Some are general and policy-oriented, while others recommend specific facility improvements. Plans often include some or all these components:

- Set regional goals, objectives, and performance measures related to bicycling and walking;
- Collect and analyze bicycle and pedestrian data such as use of facilities, safety, and monitoring of trends;
- Forecast bicycle and pedestrian facility demand and mode choice within regional travel modeling;
- Evaluate infrastructure deficiencies and areas of need;

- Use information on existing and potential demand, safety needs, and other network gaps or deficiencies to prioritize types of projects, specific projects, or areas for funding;
- Set policies and criteria for prioritizing projects to incorporate bicycle and pedestrian improvements in project scopes and
- Provide funding and technical assistance (e.g., model policies or design standards) to local jurisdictions to implement bicycle and pedestrian improvements on local streets.

11.5.3 *Bicycle and Pedestrian Policies and Guidance*

The U.S. DOT issued a **Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations** on **March 11, 2010.** The guidance reflects the Department's support for fully integrated networks. The policy states that every transportation agency, including DOT, is responsible for improving conditions for bicycling and walking and incorporating them into their transportation systems.

FDOT's policies, plans, and guidance related to metropolitan bicycle and pedestrian planning include:

- The **Florida Transportation Plan;**
- FDOT's **Complete Streets Policy and Implementation Plan;**
- The **Florida SHSP** and **Pedestrian and Bicycle Strategic Safety Plan; and**
- FDOT's **Clean Air & Transportation webpage.**

11.5.3.1 Florida Transportation Plan (FTP)

The **FTP** recognizes the importance of bicycle and pedestrian safety, facility improvements/choices, changing cultural attitudes, and healthy lifestyles. The FTP includes seven long-range goals for Florida, four of which can be tied directly to pedestrian and bicycle planning: quality infrastructure, transportation choices, quality places, and environment and energy conservation. If an MPO chooses to develop a bicycle or pedestrian plan, the plan should be consistent with the current FTP.

11.5.3.2 Complete Streets and Facility Design

FDOT adopted a **Complete Streets Policy** in **September 2014**. The policy states that FDOT will routinely plan, design, construct, reconstruct, and operate a context-sensitive system of "Complete Streets." Complete Streets shall serve the transportation needs of users of all ages and abilities, including but not limited to cyclists, pedestrians, transit riders, motorists, and freight handlers.

FDOT's **Complete Streets Implementation Plan** provides a detailed description of the actions that will be undertaken to implement this policy. Action areas include:

- Revising guidance, standards, manuals, policies, and other documents;
- Updating decision-making processes;
- Modifying approaches for measuring performance;
- Managing internal and external communication and collaboration during implementation; and
- Providing ongoing education and training.

The **Florida Greenbook**, formally called the *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways*, provides design standards and criteria for state and local roads. It is one method for implementing the Complete Streets policy. Chapter 8 of the Greenbook addresses pedestrian facilities, and Chapter 9 addresses bicycle facilities. The Greenbook states that bicycle facilities should be established in conjunction with construction, reconstruction, or other changes to any transportation facility, and special emphasis should be given to projects within one mile of an urban area. A **draft update to the Greenbook** proposes to require the provision of sidewalks along both sides of roadways within one mile of an urban area. It proposes additional standards for bicycle and pedestrian facilities, such as a minimum five-foot sidewalk width.

While MPOs are typically not responsible for street design, they may choose to include adherence to state standards and Complete Streets policies as criteria for project prioritization and funding.

11.5.3.3 Bicycle and Pedestrian Safety Plans

Florida is required to develop and update a SHSP as a condition for receiving federal-aid highway safety funding. **Florida's SHSP** is organized into areas of emphasis, one of which includes bicycle and pedestrian safety. Within this emphasis area, the SHSP identifies several strategies on which to focus safety efforts:

- Develop and deploy engineering solutions and best practices;
- Develop and implement clear, consistent, context-sensitive target outreach and communication strategies;
- Provide law enforcement officers with training, tools, and resources;
- Advance target strategies for emergency response to crashes;
- Promote collection, analysis, distribution, and use of quality data and tools;
- Develop and test technologies that can improve safety;
- Reduce disparities in transportation safety risks; and
- Prioritize projects providing a demonstrated safety benefit and accessibility.

Florida's Pedestrian and Bicycle Strategic Safety Plan (PBSSP) supports the SHSP with a more detailed focus on bicycle and pedestrian safety and implementing safety initiatives for people biking and walking over a 5-year planning horizon. It establishes a vision to "provide a safe transportation system where people of all ages and abilities can walk, bike, utilize transit, and travel by automobile safely and comfortably in a bicycle and pedestrian-friendly environment." The plan is organized into seven emphasis areas:

- Data analysis and evaluation;
- Law enforcement;
- Emergency medical services;
- Driver education, licensing, and legislation;
- Planning, design, and operations;
- Communication, outreach, and education; and
- Vision Zero

The plan also includes statewide bicycle and pedestrian crash analysis covering:

- Review of facilities with transit service;
- Comparing fatal or serious injury crashes; and
- Transit services with non-transit corridors.

Florida's Pedestrian and Bicycle Safety Coalition is a diverse group of federal, state, local, and public partners and stakeholders charged with implementing goals, objectives, and strategies within the PBSSP. Each PBSSP emphasis area is led by a **Goal Leader** who directs the implementation of key strategies to reduce traffic crashes that result in serious or fatal injuries to bicyclists and pedestrians.

11.6 Freight Planning

This section provides information about the consideration of freight in the metropolitan transportation planning process.

11.6.1 *Freight Planning Requirements and Guidelines*

MPOs are not required to develop a metropolitan freight plan. However, federal transportation and state laws and regulations require that MPOs address freight in the planning process. These requirements include:

- Using a multimodal transportation planning process that encourages and promotes safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight **[23 CFR 450.300(a)];**
- Consider and implement projects, strategies, and services that will increase accessibility and mobility of people and freight **[23 CFR 450.306(b)(4), s.339.175(6)(b)(3), FS]** and enhance integration and connectivity of the transportation system, across and between modes **[23 CFR 450.306(b)(6), s.339.175(6)(b)(5), FS];**
- Integrate goals, objectives, performance measures, and targets described in the state freight plan either directly or by reference into the LRTP and other MPO plans as appropriate **[23 CFR 450.306(d)(4)(vi)];**
- Provide public ports, freight shippers, and providers of freight transportation services with reasonable opportunities to be involved in the metropolitan transportation planning process **[23 CFR 450.316(a)]** and comment on the LRTP **[23 CFR 450.324(j)]; and**
- Consult with agencies and officials responsible for other planning activities within the MPO area affected by transportation, including freight movement activities during LRTP and TIP development. **[23 CFR 450.316(b)].**
- When developing the LRTP and the TIP, each MPO must provide freight shippers and providers of freight transportation services with a reasonable opportunity to comment on the LRTP. **[s.339.175(7)(e) and (8)(e), FS]**

The 2015 Fixing America's Surface Transportation (FAST) Act established the **National Highway Freight Network (NHFN)** to strategically direct federal resources and policies toward improved performance of highway portions of the US freight transportation system. In some cases, MPOs are responsible for designating public roads for critical rural freight corridors (CRFC) and critical urban freight corridors (CUFC)

consistent with the FAST Act and the 2021 IIJA. The **National Highway Freight Network Visual Tool** shows the current network in Florida.

11.6.1.1 Freight Performance Management

23 USC 150 describes the national goals and performance management measures in more detail in **Chapter 9 of the MPO Handbook: Performance Management**. It specifies seven national goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

11.6.2 *Florida Freight Planning*

FDOT's key transportation plans that address freight planning include the **FTP**, the **Freight Mobility and Trade Plan** (FMTP), and the **Rails System Plan**. Additional resources are on FDOT's **Rail Office** webpage.

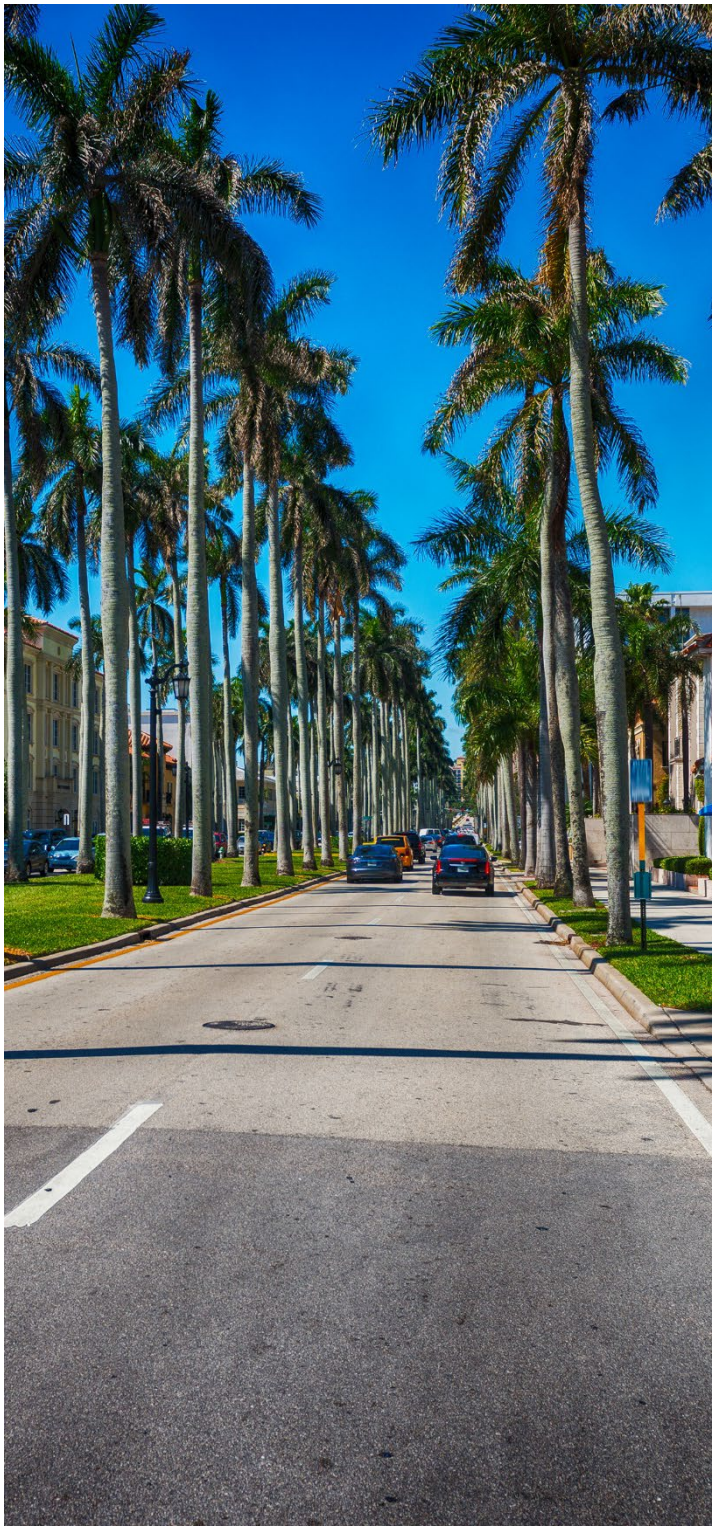
The **FMTP** is a comprehensive plan developed by FDOT with private and public sector partners. The FMTP identifies objectives and strategies for improving freight mobility and trade activity in Florida, along with more than 700 identified freight investment needs with a total cost of $32 billion. In support of the FMTP, FDOT established an Office of Freight, Logistics, and Passenger Operations office, appointed a freight coordinator for each district, and established a Trade and Logistics Academy to train FDOT and partner staff on freight-related issues. The FMTP is closely coordinated with regional freight plans developed by FDOT Districts, MPOs, and other partners across the state.

The **Rail System Plan** was developed to guide the state's rail freight and passenger transportation planning activities and project development plans. The plan describes the state's existing rail network, its challenges and opportunities, and the economic and socio-economic impacts of each mode of rail transport. The plan integrates the FTP and the FMTP to further the statewide vision and strategy for the future development and operation of intercity passenger service, commuter rail, and rail transit.

11.6.3 *Florida MPOAC Freight Committee*

The **MPOAC Freight Committee** was created in **April 2013** as a clearinghouse of actionable ideas allowing Florida's MPOs to foster and support sound freight planning and freight initiatives. The members of the Freight Advisory Committee seek to understand the economic effects of proposed freight-supportive projects, foster relationships between public agencies with responsibilities for freight movement and private freight interests, and reduce policy barriers to goods movement to, from, and within Florida.

The **MPOAC Freight Advisory Committee webpage** lists Committee members, Committee meeting summaries, and other resources, including links to MPO freight webpages and reports.



11.7 Partnering with FDOT: A Resource Guide for Local Governments

Partnering with FDOT: A Resource Guide for Local Governments is available to local governments to support collaboration with FDOT to construct safe and efficient transportation facilities. The Resource Guide describes FDOT's planning and project development processes, funding programs, and appropriate District staff to contact for support. Through collaboration, FDOT and Florida's communities can develop a transportation system that better coordinates land use and transportation infrastructure at the local and regional levels. Collaboration and coordination are essential for growing Florida's economy, protecting natural resources, and supporting communities.

11.8 References

This section references safety planning, congestion management, resilience planning, bicycle and pedestrian planning, freight planning, and other planning documents.

Table 11.1 Federal and State Plans and Programs

PLANS AND PROGRAMS	RESOURCES
Citation: Florida Transportation Plan **Description:** Florida's Long Range Statewide Transportation Plan.	**Citation:** Florida's Highway Safety Improvement Program **Description:** Florida's program of highway safety improvement projects.
Citation: Strategic Highway Safety Plan **Description:** Florida's statewide-coordinated safety plan.	**Citation:** Clean Air & Transportation Webpage **Description:** Provides policy recommendations to FDOT and its partners on the state's walking, bicycling, and trail facilities.
Citation: Highway Safety Plan **Description:** Serves as a state's application to the National Highway Traffic Safety Administration for federal funds.	**Citation:** FHWA Congestion Management Process Guidebook **Description:** Guides conducting a CMP.
Citation: FDOT Complete Streets Implementation Plan **Description:** Provide a detailed description of FDOT's actions in implementing this policy.	**Citation:** FDOT Complete Streets Policy **Description:** Specifies FDOT's approach and policy for a statewide Complete Streets policy.
Citation: Pedestrian and Bicycle Strategic Safety Plan **Description:** Supports the SHSP with a more detailed focus on pedestrian and bicycle safety.	**Citation:** Florida Greenbook **Description:** Provides design standards and criteria for state and local roads.
Citation: Freight Mobility and Trade Plan **Description:** Identifies objectives and strategies for improving freight mobility and trade activity in Florida.	**Citation:** Partnering with FDOT: A Resource Guide for Local Governments **Description:** Resource to local governments to support the collaboration with FDOT to construct safe and efficient transportation facilities.
Citation: Rail System Plan **Description:** Guides the state's rail freight and passenger transportation planning activities and project development plans.	
Citation: Resilience Action Plan (RAP) **Description:** Prepares for potential hazards that could impact the SHS and the communities it serves	