

SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN



2050

Miami-Dade • Broward • Palm Beach

Memorandum

June 9, 2025

Project# 27613

To: Regional Transportation Technical Advisory Committee (RTTAC)

From: Jessica Josselyn – Kittelson & Associates, Inc.

Cc: Franchesca Taylor, AICP – Miami-Dade TPO

RE: FINAL 2050 Regional Transportation Plan Goals, Objectives, and Targets
(Minor Update from December 13, 2023 Memorandum)

The purpose of this task is to assess and update, as necessary, the 2045 Regional Goals, Objectives, and Targets to ensure the 2050 Regional Transportation Plan (RTP) is aligned with the current state, regional and local efforts, such as the Florida Transportation Plan and the Metropolitan Planning Organizations (MPOs) Long Range Transportation Plans (LRTPs) and Metropolitan Transportation Plans (MTPs), and the federal legislation known as the Bipartisan Infrastructure Investment and Jobs Act (IIJA). The 2050 RTP's regional goals and objectives are intended to guide the Southeast Florida region toward stronger regional planning and sound transportation investments. Development of the regional goals and objectives is a state requirement and part of the ongoing coordination efforts of the region's three transportation organizations – Miami-Dade Transportation Planning Organization (TPO), Broward Metropolitan Planning Organization (MPO), and the Palm Beach Transportation Planning Agency (TPA).

This technical memorandum documents: (1) the proposed 2050 regional goals and objectives (based on the original draft produced in 2023 with slight adjustments to align with federal policies and priorities in 2025), (2) a summary of the three 2050 LRTP/MTP goals and objectives¹ (as documented in 2023 and the basis of the 2050 RTP goals and objectives), and (3) an overview of federal, state, and regional/local efforts that could influenced our 2050 regional efforts (as of 2023).

Development of the Goals and Objectives

Goals and objectives reflecting the vision of the Southeast Florida region were developed at the beginning of the plan development process. The goals and objectives for the 2050 RTP were developed based on Miami-Dade TPO, Broward MPO, and Palm Beach TPA's 2050 LRTP/MTP goals and objectives as well as federal, state, and other local plans and guidance. The goals and themes are shown in **Table 1** with their related objectives listed in **Table 2**. Performance measures will be identified in future phases of the 2050 RTP development as the three individual MPO 2050 LRTP/MTP documentation progresses to best understand what data is available for the entire region, allowing for comprehensive and complete reporting.

¹ Due to fluctuating federal guidance since the 2050 RTP Goals and Objectives task was completed in 2023, please visit each MPOs respective websites to see the most up-to-date adopted 2050 LRTP/MTP goals and objectives.

Table 1. 2050 RTP Goals and Themes

THEMES		GOALS
CONNECTIVITY, SUSTAINABILITY AND QUALITY OF LIFE	MULTIMODAL SYSTEM & LAND USE	Provide a Connected Accessible, Efficient, and Reliable Multimodal Transportation System that is well Integrated with Supportive Land Uses and Affordable Workforce Housing
	HEALTH, SAFETY & ENVIRONMENT	Protect the Region's Health and Environment and Provide for a Safer and More Sustainable and Durable Transportation System for the Region's Residents, Businesses and Visitors
	PROSPERITY & ECONOMY	Optimize and Expedite Sound Investment Strategies to Support an Evolving and Competitive Regional Economy
	FAIRNESS & CONSENSUS	Invest in Supported and Fair Transportation Options for all Users, with Emphasis on Low Income and Minority Neighborhoods, as well Meeting the Needs of the Aging Population

Table 2. 2050 RTP Goals and Objectives

GOALS	OBJECTIVES	
Provide a Connected, Accessible, Efficient and Reliable Multimodal Transportation System that is well Integrated with Supportive Land Uses and Affordable/Workforce Housing	1.	Preserve, restore or expand regional transportation system capacity and operations to meet existing, increasing and evolution of passenger and freight demands while maximizing utilization of advancements in technology.
	2.	Provide reliable auto, freight, and transit travel times including through effective coordination with and support for partner freight plans, modal plans, transit development plans, and other such plans and mobility advancement programs.
	3.	Increase mode choice opportunities, access to jobs and essential destinations and collaborate on the implementation of complete streets policies, guidelines and funding programs with emphasis on High-capacity Transit corridors.
	4.	Increase density and intensity of origins and destinations and affordable/workforce housing in Transit Oriented Development/Corridors near regional transit and promote (re)development in mixed-use activity centers.
	5.	Improve connectivity for roadway and active transportation facilities to maximize more direct travel.
	6.	Work with local governments to encourage consistent/coordinated decision making on land use/(re)development and transportation.
Protect the Region's Health and Environment and Provide for a Safer and More Sustainable and Durable Transportation System for the Region's Residents, Businesses and Visitors	7.	Promote public health, improve air quality.
	8.	Support the efforts of the Southeast Florida Regional Climate Change Compact by coordinating among partners in the region for transportation system durability, agility, mitigation, and adaptation.
	9.	Promote both adaptation community planning strategies to address and increase durability to coastal flooding, extreme heat, and other hazards and compounding effects such as sea-level rise, storm surge, higher groundwater table, and increased rainfall.
	10.	Plan transportation facilities that protect or enhance natural, cultural, and historic resources.
	11.	Encourage design features that minimize crash potential, severity and frequency and promote local Target Zero/Vision Zero and Safety Action Plan efforts to eliminate fatalities and serious injuries.
	12.	Preserve and enhance the multimodal capacity and durability of regional evacuation corridors.
Optimize and Expedite Sound Investment Strategies to Support an Expanding Regional Economy	13.	Provide regional transportation facilities and services to existing and developing major employment centers.
	14.	Make transportation investment decisions that use public resources effectively and efficiently.

GOALS	OBJECTIVES	
Invest in Supported, Fair Transportation Options for all Users, including Low Income and Minority Neighborhoods, as well as the Aging Population	15.	Develop a regionally balanced plan that provides fairness in the distribution of investments that is supported by the public.
	16.	Provide reliable and convenient access to the region's major employment centers and regional activity centers from underserved communities.

Alignment with Southeast Florida 2050 LRTP/MTPs (2023 Snapshot)

Goals and objectives for the 2050 RTP were influenced by the Miami-Dade TPO, Broward MPO, and Palm Beach TPA 2050 LRTP/MTP's goals and objectives, as written in 2023 and listed below. The individual LRTP/MTP goals and objectives may change at any point in time. **Table 3** summarizes how the three MPOs LRTP/MTP goals and objectives as written in 2023 align with the 2050 RTP goals and objectives. To see the most up-to-date goals and objectives for each MPOs 2050 LRTP/MTP, please visit their respective websites.

Miami-Dade TPO 2050 LRTP (2023 Snapshot)

MOBILITY - The potential and ability to meet daily needs using one or more modes of transportation

Safe, Secure & Reliable - All modes and technologies are maintained for safe and reliable operations

- Increase year over year on-time performance
- Safe transit facilities
- Provide protected, safe first/ last mile facilities
- Advance Vision Zero
- Maintain safe railways, ports highways, bridges, and roads
- Reduce system-wide delay and enhance safety and security

Connected - All modes and technologies create an interconnected network

- Increase miles of fixed guideway
- Increase direct connections to destinations
- Increase the miles and variety of first last mile connections
- Anticipate future trends
- Expedite freight throughput

ACCESSIBILITY - The ease of reaching and interacting with destinations or activities within a community

Innovative - Leverage technology to enhance all modes

- Prepare for and adopt advanced and intelligent technologies
- Create a network of connected bicycle/pedestrian facilities

- Prepare for and integrate modes into the existing network

Climate Resilient - All modes and technologies are built to accommodate climate events

- Complete transition to a clean fleet
- Increase use of renewable resources
- Increase miles of climate adaptive infrastructure
- Improve air quality and reduce greenhouse gas/ carbon emissions

PROSPERITY - The ability of a transportation system to support economic growth, social equity and environmental sustainability

Equitable - Restore community connectivity with integrated livable communities design into all major transportation projects

- Increase accessibility and mobility options for historically disadvantaged populations and communities
- Equitably distribute funding and projects
- Prioritize connectivity and safety of first last mile network
- Equitably distribute funding and projects
- Prioritize travel times reduction
- Restore community livability and connectivity

Economically Competitive - Encourage land use supportive of all modes, technologies and telecommuting infrastructure

- Connect regionally
- Improve housing and employment linkages
- Connect seamlessly to jobs at major economic hubs
- Increase innovation and automation for freight
- Increase people/goods throughput

Broward MPO 2050 MTP (2023 Snapshot)

Safely Move People and Goods – Provide a safe and reliable transportation system for all users.

- Eliminate all transportation-related crashes, fatalities, and serious injuries
- Reduce the number of crashes with an emphasis on the most vulnerable users
- Ensure adequate funding is allocated to maintain and operate the existing transportation system
- Improve travel reliability and reduce delay
- Increase alternatives to single- occupant vehicle travel
- Implement transportation technologies that improve safety, promote efficiency, and meet the changing needs of travelers
- Increase the opportunities for federal discretionary grant funding

Create Jobs – Support economic development and prosperity through transportation investments that improve access to key employment centers and advance the region's competitiveness.

- Maintain or reduce travel time to activity centers
- Support transportation investments consistent with smart growth and transit-oriented development principles
- Increase multimodal access to activity centers, essential destinations, and tourist destinations
- Support reliable freight movement
- Support accessibility to Port Everglades and Fort Lauderdale- Hollywood International Airport

- Support the development of renewable and alternative fuel infrastructure

Foster Resilient Communities– Enhance communities and lives by promoting a resilient, accessible, and balanced transportation system.

- Promote inclusive growth through equitable transportation investments
- Increase multimodal access to essential destinations for residents
- Reduce per capita transportation-related air quality pollutants and greenhouse gas emissions
- Plan and fund transportation facilities that protect natural, cultural, and historic resources and minimize disruptions in surrounding communities
- Increase the resilience of the transportation system
- Ensure transportation investments are coordinated with current and future affordable housing

Palm Beach TPA 2050 LRTP (2023 Snapshot)

Goal – Safety

- Objective S.1: Eliminate transportation related serious injuries and fatalities.
- Objective S.2: Support regional adoption of safety policies and plans.
- Objective S.3: Support emergency management functions including evacuation, response, and post-disaster recovery.
- Objective S.4: Enhance the safety and security of transit, rail, and other multimodal facilities.

Goal – Efficient

- Objective E.1: Provide more efficient use and operation of the transportation system.
- Objective E.2: Address capacity constraints of the existing transportation system.
- Objective E.3: Improve public transit reliability, efficiency, and convenience.
- Objective E.4: Address the economic barrier of car ownership with transportation options.
- Objective E.5: Incentivize reduced travel demand during peak periods.

Goal – Connected

- Objective C.1: Provide a range of interconnected transportation options to improve mobility for all residents, workers, and visitors.
- Objective C.2: Fill gaps in multimodal transportation facilities.
- Objective C.3: Deploy connected technology to enhance traffic operations.
- Objective C.4: Increase availability of transit information to support trip decision-making.
- Objective C.5: Improve intermodal links that support freight and tourism





Goal – Multimodal

- Objective M.1: Develop a transportation system that improves regional accessibility and mobility for all users, including the movement of goods.
- Objective M.2: Accommodate low-stress travel by sustainable modes.
- Objective M.3: Enhance multimodal options in urban centers with persistent congestion

Goal – Resilient

- Objective R.1: Protect critical infrastructure from future disruptions due to climate impacts.
- Objective R.2: Promote compact, walkable, mixed-use development and redevelopment opportunities that encourage a range of transportation options.
- Objective R.3: Ensure equity is factored into programming, planning and design.
- Objective R.4: Reduce the carbon footprint of transportation projects.

Table 3. 2050 RTP Goals/Themes and the Southeast Florida MPOs 2050 LRTP/MTP Goals Comparison

   											
RTP Goals/Themes	Mobility	Accessibility	Prosperity	Safely Move	Create Jobs	Strengthen Communities	Safe	Efficient	Connected	Multimodal	Resilient
HEALTH, SAFETY, & ENVIRONMENT	●	●		●		●	●				●
MULTIMODAL SYSTEM & LAND USE	●	●		●	●	●	●	●	●	●	
PROSPERITY & ECONOMY		●	●		●	●		●	●		
FAIRNESS & CONSENSUS		●	●		●	●			●		

Alignment with Federal Criteria and State Plans (2023 Snapshot)

In addition to the Southeast Florida MPO's 2050 LRTP/MTP goals and objectives, the 2050 RTP goals and objectives were developed based on federal, state, and local guidance (as of 2023).

Infrastructure Investment and Jobs Act (IIJA)

Infrastructure Investment and Jobs Act (IIJA) is current Federal transportation legislation. IIJA largely carries forward MPO requirements from the FAST Act. The ten (10) Planning Factors from the FAST Act are listed below. Consistency between the goals of the 2050 RTP and the planning factors from the FAST Act is shown in **Table 4**.

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 **accessibility and mobility** of people and freight.
5. Protect and enhance the **environment**, promote **energy** conservation, improve **quality of life**, and promote consistency between transportation improvements and state and local 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**.
9. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance **travel and tourism**.

Table 4. 2050 RTP Goals/Themes and Federal Planning Factors Comparison

RTP Goals/Themes	Economic Vitality	Safety	Security	Accessibility and Mobility	Environment, Energy, and Quality of Life	Integration and Connectivity	System Management and Operations	System Preservation	Resilience and Reliability	Travel and Tourism
HEALTH, SAFETY, & ENVIRONMENT	●	●	●	●	●		●	●	●	
MULTIMODAL SYSTEM & LAND USE	●	●		●	●	●	●	●	●	●
PROSPERITY & ECONOMY	●			●	●					●
FAIRNESS & CONSENSUS	●			●	●					

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the overarching statewide plan guiding Florida's transportation future. The plan was created by, and provides direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP Policy Element is Florida's long-range transportation plan as required by both state and federal law and this element points toward a future transportation system that embraces all modes of travel, innovation, and change. These goals, as outlined in the May 2022 FTP Vision Element, are:

1. Safety and security for residents, visitors, and businesses
2. Agile, resilient, and quality transportation infrastructure
3. Connected, efficient, and reliable mobility for people and freight
4. Transportation choices that improve accessibility and equity
5. Transportation solutions that strengthen Florida's economy
6. Transportation solutions that enhance Florida's communities
7. Transportation solutions that enhance Florida's environment

A matrix showing consistency between the goals of 2050 RTP and the planning factors from the FTP is shown in **Table 5**.

Table 5. 2050 RTP Goals/Themes and State FTP Goals Comparison

RTP Goals/Themes	Safety & Security	Infrastructure	Mobility	Transportation Choices	Economy	Communities	Environment
HEALTH, SAFETY, & ENVIRONMENT	●	●				●	●
MULTIMODAL SYSTEM & LAND USE	●		●	●		●	
PROSPERITY & ECONOMY				●	●	●	
FAIRNESS & CONSENSUS				●	●	●	

Document Review Summary

The following is a list of documents that were submitted by the RTTAC for review in the creation of the 2050 goals and objectives. **Attachment A** contains a summary of the documents, where available, with a focus on newly adopted policies and enacted legislation since the 2045 RTP adoption, including new federal transportation bill legislation as of 2023. The findings from the review influenced the 2050 RTP goals and objectives.

Federal Policies and Plan

1. Title 23, Code of Federal Regulations, Highways (amended 2023)
2. Bipartisan Infrastructure Law (2021)
3. FHWA's and FTA's Planning Emphasis Areas (2021)
4. FHWA and FTA LRTP Expectations (2018)

Florida Policies and Plans

1. FDOT State Transit Strategy: Adapting to Changing Customer Mobility Needs (2023)
2. FDOT Rail System Plan (2023)
3. FDOT QLOS Handbook (2023)
4. FDOT State Resilience Action Plan for State Highway System (2023)
5. FDOT Carbon Reduction Strategy for Florida (Nov 2023)
6. FDOT SIS 2050 Cost Feasible Plan (July 2023)
7. FDOT SIS Adopted 5-Year Plan (2022 & 2023)
8. FDOT SIS Approved 2nd 5-Year Plan (2022 & 2023)
9. FDOT Source Book (2022)
10. FDOT Seaport: Florida Seaport and Waterways System Plan (2022)
11. FDOT Community Planning Policy (2022)
12. FDOT Strategic Intermodal System (SIS) Policy Plan (2022)
13. FDOT Carbon Reduction Quick Guide: Incorporating Carbon Reduction into the MPO LRTP (2022)

14. FDOT Florida Transportation Plan (FTP) (2020 & 2022)
15. FDOT Electric Vehicle Infrastructure Master Plan (2021)
16. FDOT Florida Strategic Highway Safety Plan (2021)
17. FDOT Freight Mobility and Trade Plan (2020)
18. FDOT Context Classification Guide (2020)
19. FDOT Resilience Quick Guide: Incorporating Resilience in the MPO LRTP (2020)
20. FDOT Traffic Incident Management (TIM) Strategic Plan (2019)
21. FDOT Transportation Asset Management Plan (2019)
22. FDOT SIS Long Range Cost Feasible Plan FY 2029-2045 (2018)
23. Florida Planning Emphasis Areas 2021 (2018)
24. FDEP Florida Greenways and Trails System Plan (2018)
25. FDOT SIS 2045 Unfunded Needs (March 2017)
26. FDOT 2035 Aviation System Plan (2017)
27. FDOT Motor Carrier System Plan (2017)
28. FDOT Multi-modal Unfunded Needs 2045 Plan Update (2017)
29. FDOT Resiliency of State Transportation Infrastructure
30. Congestion Management Process Guidebook
31. I-95 Managed Lanes Master Plan
32. FDOT Statewide and Regional Transportation Corridor Planning and Development policy

Regional Plans and Policies

1. Central and South Florida (C&SF) Flood Resiliency Section 216 Study (ongoing)
2. SFWMD Sea Level Rise and Flood Resiliency Plan (2023)
3. Southeast Florida Regional Climate Action Plan 3.0 (2022)
4. SFRPC Comprehensive Economic Development Strategy (CEDS) Plan (2022)
5. Southeast Florida Regional Climate Change Compact Unified Sea Level Rise Projection (2019)
6. SFRTA Building Stronger Connections 2019-2028 TDP Major Update (2018)
7. TSM&O Master Plan for Broward and Palm Beach Counties (2017)
8. SEFRPC Southeast Florida Prosperity Plan: Seven counties 50 years (2014)

Miami-Dade County Area Related Policies and Plans

Pedestrian/Bicycle

1. 2050 Bicycle/Pedestrian Plan (ongoing)

Transit

2. Miami-Dade County Strategic Miami Area Rapid Transit (SMART) plan (2023)
3. MDT TDP 2023-2032 TDP Annual Update (2022)

Freight/Highway

4. Miami-Dade County 2018 Freight Plan Update (ongoing)
5. Miami-Dade TPO 2045 LRTP Congestion Management Process Update (2019)
6. Miami River Freight Improvement Plan (2018)

Climate

7. Miami-Dade TPO Climate Resiliency Study (ongoing)
8. Miami-Dade County Resilient305 Strategy (2021)

Other

9. Miami-Dade County Vision Zero Framework Plan (2021)
10. MIA Strategic Airport 2035 Master Plan (2020)

11. PortMiami 2035 Master Plan (2011)

Broward County Area Related Policies and Plans

Pedestrian/Bicycle

1. Broward County Multimodal Mobility Transportation Master Plan(ongoing)
2. Broward Mobility Advancement Program (ongoing)

Transit

3. Broward County's Premium Mobility Plan (PREMO) (ongoing)
4. Broward Commuter Rail (BCR) South (ongoing)
5. BCT Connected 2021-2031 TDP Annual Update (2020)
6. BCT Connected 2019-2028 TDP Major Update (2018)

Freight/Highway

7. Broward MPO Congestion Management Process (2022)
8. Arterial Connectivity Study along I-595 Corridor (2022)
9. I-95 Integrated Corridor Management Broward County Concept of Operations (2013)

Climate

10. Broward County Resilience Plan (ongoing)
11. Broward County Climate Change Action Plan (2020)

Other

1. Broward County/Broward MPO Vision Zero Action Plan (ongoing)
2. Broward MPO's Vision: The Path to 2100 Plan (2020)
3. Fort Lauderdale-Hollywood International Airport Master Plan Update (2020)
4. Navigating the Future: Port Everglades 20-Year Master/Vision Plan (2019)

Palm Beach County Area Related Policies and Plans

Transit

1. Palm Tran 2022-2031 TDP Major Update (2021)
2. Palm Beach TPA's 561 Plan
 - a. Okeechobee Blvd. & SR 7 Multimodal Corridor Study (2022)
 - b. US-1 Multimodal Corridor Study (2018)

Freight/Highway

1. Palm Beach MPO Congestion Management Process (2016)

Climate

1. Palm Beach County Resilience Action Plan (ongoing)
2. Palm Beach North Resilience Action Plan (2022)
3. Coastal Resilience Partnership Climate Change Vulnerability Assessment (2021)

Other

1. Port of Palm Beach Seaport Master Plan (2022)
2. Palm Beach TPA's Vision Zero Action Plan (2021)
4. Palm Beach County Housing for All Action Plan (2022)
5. Palm Beach International Airport Master Plan Update (2018)

Federal Guidance and Overview of Statewide Performance Measures and Targets (2023 Snapshot)

The U.S. Secretary of Transportation established criteria for evaluation of the new performance-based planning processes which included the identification of specific performance measures that all states and MPOs must evaluate. The process required FDOT to develop appropriate performance targets for these measures and to monitor the progress made toward achieving the targets. Summarized below and in **Tables 6, 7, and 8** are the performance measures and statewide targets that FDOT has established. FDOT worked in collaboration with the MPOs and providers of public transportation to establish these statewide targets. The 2050 RTP will utilize these measures and targets as part of the regional planning process and tracking system performance.

Safety. Florida shares the national traffic safety vision "Toward Zero Deaths," and formally adopted its own version of the national vision, "Driving Down Fatalities," in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is the target for all the safety performance measures.

Pavement Condition. The pavement condition performance measures assess pavement conditions based on the international roughness index (IRI), cracking, rutting (for asphalt pavements), and faulting (for jointed concrete pavements). For asphalt and jointed concrete pavements, a 0.1-mile segment is considered in good condition if all three metrics are rated Good; if two or more metrics are considered poor, the condition is Poor. The federal rule requires a new methodology be used to measure rut depth and cracking that has not been historically used by FDOT. In consideration of the differences in the data collection requirements used by FDOT and those mandated by the rule, as well as other unknowns associated with the new required processes, initial 2- and 4-year targets were established.

Bridge Condition. The bridge condition performance measures for the percent of deck area classified as Good and Poor is determined using National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by the lowest rating of these items using a scale of 1 to 9. If the NBI rating is 1 to 4, the bridge is classified as Poor; NBI rating 7 to 9, the bridge is Good. Bridges rated below 7 but above 4 are classified Fair; however, there is no related FHWA performance measure associated with that rating. Considering the differences in criteria, initial 2- and 4-year targets were established.

System Performance. The travel time reliability metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data is collected in 15-minute segments during four total time periods and is reported as the "percent of reliable person-miles traveled." The segment is considered reliable if the reliability ratio is below 1.50 during all time periods. Freight movement is assessed by calculating truck travel time reliability ratio using data from five total time periods. The higher the ratio value, the less reliable the segment.

Table 6. Statewide Highway Safety (PM1) Performance Targets

Performance Measures	Calendar Year 2023 Florida Performance Target
Number of fatalities	0
Rate of fatalities per 100 million VMT	0
Number of serious injuries	0
Rate of serious injuries per 100 million VMT	0
Number of non-motorized fatalities and non-motorized serious injuries	0

Table 7. Statewide Pavement and Bridge Condition (PM2) Performance Targets

Performance Measures	Calendar Year 2023 Florida Performance Target
% of NHS Bridges in good condition (by deck area)	50%
% of NHS Bridges in poor condition (by deck area)	10%
% of Pavement on the interstate system in good condition	60%
% of pavement on the interstate system in poor condition	5%
% of pavement on non-interstate NHS in good condition	40%
% of pavement on non-interstate NHS in poor condition	5%

Table 8. Statewide System Performance and Freight (PM3) Performance Targets

Performance Measures	Calendar Year 2023 Florida Performance Target
Person-miles on the interstate highway system that are reliable	75%
Person-miles on the non-interstate national highway system that are reliable	50%
Truck travel time reliability index on the interstate highway system	1.75

ATTACHMENT A – Document Review Summary Table

Federal Policies and Plans

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
<p>Title 23, Code of Federal Regulations, Highways Section 130 (23 U.S.C. 150) https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C</p> <p>National goals and performance management measures (amended 2023)</p>	<p>The Regional Transportation Plan is guided by Federal and State requirements as well as local and regional planning policies.</p> <p>Sets forth the national policy that for MPOs to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process and encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).</p>	<p>Outlines the Ten Federal Planning Factors that MPOs must consider within the metropolitan and statewide and nonmetropolitan transportation planning processes. These factors were also carried forward by MAP-21 and the FAST Act:</p> <ol style="list-style-type: none">(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 accessibility and mobility of people and 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.(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and(10) Enhance travel and tourism. <p>The Federal law requires MPOs to develop an LRTP through a performance-based approach to achieve the national goals. The original requirement for performance-based planning and programming came from MAP-21. The FAST Act created additional requirements for the MPO planning process, that were subsequently carried over to the BIL. The list of national performance measures has not changed since the 2045 RTP. The selection of performance targets requires coordination with the state and public transportation providers to ensure consistency. The Federally required measures under the Transportation Performance Management regulations (23 CFR Part 490), are listed in the USDOT/FHA/FTA's "A Guide for Performance-Based Planning" (Table 2 for List of National Performance Measures by Performance Area). Measures address the following areas:</p> <ul style="list-style-type: none">• Highway Safety• Pavement Condition• Bridge Condition• Travel Time Reliability and Movement of Freight• Congestion• Emissions <p>Requires that State DOTs and MPOs coordinate and set two- and four-year targets by prescribed dates. Safety targets must be set and reported by August 31 of each year. For all measures, MPOs have up to 180s from the time the State has established or adjusted its target to either establish their own or support the State DOT target.</p> <p>Seven (7) National goals are established for improving the national Federal Highway System. They have been unchanged since the FAST Act. [23USC §150(b)]</p> <ol style="list-style-type: none">1. Safety— To achieve a significant reduction in traffic fatalities and serious injuries on all <u>public roads</u>.2. Infrastructure condition— To maintain the <u>highway</u> infrastructure asset system in a <u>state</u> of good repair.3. Congestion reduction— To achieve a significant reduction in congestion on the <u>National Highway System</u>.4. System reliability— To improve the efficiency of the surface transportation system.5. Freight movement and economic vitality— To improve the <u>National Highway Freight Network</u>, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.6. Environmental sustainability— To enhance the performance of the transportation system while protecting and enhancing the natural environment.

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
		7. Reduced project delivery delays— To reduce <u>project</u> costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating <u>project</u> completion through eliminating delays in the <u>project</u> development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
Bipartisan Infrastructure Law (H.R. 3684) (2021)	<p>This bill is a reauthorization of the FAST Act and provides \$973 billion in funding over five years from FFY 2022 through FFY 2026, including new investments for all modes of transportation. The IIJA includes 13 existing and 21 new transportation-related, competitive grant programs.</p> <p>Estimated to bring \$16.7 billion in transportation formula funds to Florida among FDOT, transit agencies, airports, and other partners. Of that portion, FDOT is estimated to receive \$13.5 billion under the IIJA in formula funds. This is \$3.5 billion and 35% more than provided by the FAST Act.</p>	Key themes of the BIL transportation funding include safety, equity, climate resiliency, and economic competitiveness. New requirement includes developing carbon reduction strategies that supports efforts to reduce greenhouse gas emissions, identifies projects and strategies to reduce transportation emissions, supports the achievement of targets for the reduction of transportation emissions, quantifies the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State Changes the frequency of State Highway Safety Plans from annual to triennial and require the Secretary to publish approved State Highway Safety Plans, State performance targets, and State progress toward meeting performance targets on a website. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals. Through this program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 28 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability.
FHWA's and FTA's Planning Emphasis Areas (2021)	In December 2021, in support of the IIJA, FTA and FHWA issued updated Planning Emphasis Areas for use by metropolitan planning organizations, state departments of transportation, transit agencies, and federal land management agencies in their Unified Planning Work Programs and State Planning and Research Work Programs.	<p>Established the seven planning emphasis areas:</p> <ul style="list-style-type: none">• Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future – sets the GHG reduction goal of 50-52 below 2005 levels by 2030 and net-zero emissions by 2050 and increase resilience to extreme weather events resulting from the increasing effects of climate change by encouraging the transition to alternative fueled vehicles.• Equity and Justice40 in Transportation Planning – through improved infrastructure for non-motorized travel and transit, speed management, reduced single-occupancy vehicle travel and air pollution, reduced transit fares, targeted demand-response service, transit-oriented development and affordable housing strategies.• Complete Streets – Review of policies and procedures for complete streets for improved safety.• Public Involvement - Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.• Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination• Planning and Environment Linkages (PEL) – Through consideration of the environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.• Data Sharing in Transportation Planning - State DOTs, MPOs, and providers of public transportation to facilitate the transportation planning process.
FHA/FTA LRTP Expectations Letter (2018)	Document outlines the federal strategies for implementing Requirements for LRTP Updates for the Florida MPOs	Clarifies public involvement strategies, the role of measures of effectiveness for PPPs, project phases, consistency with the Strategic Highway Safety Plan (SHSP). Planning regulations now require the goals, objectives performance measures and targets of the Florida SHSP, State Freight Plan to be integrated into the LRTPs either directly or by reference. Environmental mitigation in the LRTP discussion can be at a system-wide level to identify/map areas where mitigation may be undertaken and what kinds of mitigation strategies, policies and/or programs may be used when these environmental areas are affected by projects in the LRTP. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might take advantage of later. Reiterates that 2 new planning factors from the FAST Act that must be addressed in LRTPs: 1) improving resiliency and reliability and reducing/mitigating stormwater impacts and 2) enhancing travel and tourism. Also reinforces that LRTPs are now required to describe the performance measures and the targets the MPO has selected for assessing the performance of the transportation system. A system performance report will also be required to be included in the LRTPs.

Florida/Statewide Policies and Plans

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
Florida Transportation Plan (FTP) (2055 FTP under development)	The Florida Transportation Plan (FTP) is Florida's long-range transportation plan under both state and federal law. Updated every five years, the FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors	Defines Florida's long-range transportation vision and goals and identifies strategies and performance measures to help Florida's transportation partners achieve those goals. It also provides the policy framework for the expenditure of the state and federal transportation funds that flow through the FDOT. The FTP goals are Safety and Security, Infrastructure, Mobility, Choices, Economy, Community and Environment.
FDOT State Transit Strategy: Adapting to Changing Customer Mobility Needs (2023)	Part of the State Transit Initiative, this policy document outlines FDOT goals and strategies for supporting public transit.	Outlines the FDOT's public transit goals as: <ul style="list-style-type: none">• Make transit more attractive to riders, collaborate with stakeholders to develop strategies for reducing traffic congestion and travel delays, and develop seamless connections when a one-seat ride is not an efficient option. Essential to this effort are strategies and public outreach to define and develop programs that will meet customer needs.• Expand travel choices in rural areas beyond the traditional medical and senior transportation markets.• Support a comprehensive and coordinated policy to guide the state's public transportation funding. Funding priority will be given to those projects that reflect a customer driven, multimodal approach to providing improved access. Reduce the number of program silos and increase funding flexibility.• Ensure all public transportation services include safety/risk management components in their operational plans.
FDOT Rail System Plan (2023)	The Florida Department of Transportation (FDOT) develops the Rail System Plan to guide the state's rail freight and passenger transportation planning activities and project development plans.	Rail System Plan (fdot.gov) This Plan: <ul style="list-style-type: none">• complies with Section 341.302(3), Florida Statutes, which require an identification of priorities, programs, and funding levels required to meet statewide and regional goals.• meets the requirements embodied in the Federal Passenger Rail Investment and Improvement Act (PRIIA), as amended by the Fixing America's Surface Transportation Act (FAST Act) of 2015, and in the Federal Railroad Administration's (FRA) State Rail Plan Guidance.• describes the state's existing rail network, its challenges and opportunities, and rail-related economic and socio-environmental impacts of each rail mode.• includes Florida's Rail Vision and Supporting Goals, along with both proposed publicly sponsored short and long-range capital improvements and policy recommendations to achieve the Vision and Goals.
FDOT QLOS Handbook (2023)	FDOT's Quality/Level of Service (Q/LOS) Handbook is intended to be used by engineers, planners, and decision makers in the development and review of roadway capacity and quality/level of service for planning-level analysis. It is the Department's intent to plan, design and operate the State Highway System at an acceptable level of service for the traveling public. The Department has adopted Level of Service targets for the State Highway System during peak travel hours.	https://www.fdot.gov/planning/systems/systems-management/quality-level-of-service Resources: <ul style="list-style-type: none">• Quality/Level of Service Documents• Policy 000-525-006 Level of Service Targets for the SHS
FDOT State Resilience Action Plan for State Highway System (2023)	Section 339.157, Florida Statutes requires the Department to develop a Resilience Action Plan (RAP) that will assess potential impacts of flooding, storms, and sea level rise on the State Highway System, identifying strategies to improve the resiliency of transportation facilities.	<ul style="list-style-type: none">• Resilience Action Plan FAQ• Appendix A (Project List)• RAP Data Viewer• Public Comment Webinar Slides• Public Comment Webinar Recording• RAP Community Engagement Plan (CEP)• RAP Public Comment Database• RAP Data Sources

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
SIS Adopted 5-Year Plan FY 2022/2023 through FY 2026/2027 (2022)	The First Five Plan illustrates projects on the SIS that are funded by the Legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next two to five years.	Regional projects consist mostly of managed lane projects on the SR 826/Palmetto Expressway, and interchange modifications on I-95 SR 25 and the Golden Glades Interchange.
SIS Approved 2nd 5-Year Plan FY 2027/2028 through FY 2031/2032 (2022)	The second five-year plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the adopted work program, excluding Turnpike. Projects in this plan could move forward and to the first five-year plan as funds become available.	Regional projects consist mostly of interchange modifications along I-95 and managed lane projects on SR 826/Palmetto Expressway.
FDOT SIS 2045 Multimodal Unfunded Needs	The FDOT Systems Implementation Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) capacity improvement projects in various stages of development. The combined document set illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25). The FDOT Systems Planning Office also produces a fourth document which is related to, but not part of, the SIS Funding Strategy. The Multimodal Unfunded Needs Plan (MMUNP) identifies transportation projects on the SIS that help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy.	SIS 2045 Multi-Modal Unfunded Needs Plan (June 2017) <ul style="list-style-type: none">• Executive Summary• Technical Map set• GIS Shapefiles (ZIP)
FDOT Source Book (2022)	A comprehensive, interactive dashboard that allows users to view the performance of Florida's multimodal transportation system. The book is updated annual.	Captures performance for Florida's highways, airports, truck freight, transit services, railways, spaceports, and seaports. It has expanded to include system preservation, economic indicators, and emerging transportation technologies. Lists federally required performance measures (not including transit asset management or transit safety measures), including measures for vehicle miles traveled, congestion, external factors, bridge and pavement conditions, safety and weekend travel.
FDOT Seaport: Florida Seaport and Waterways System Plan (2022)	The 2020 Florida Seaport and Waterways System Plan was prepared in accordance with the statutory requirements of Section 311.14(1), Florida Statutes (F.S.).	Identifies broad needs for the state's seaports for a 20-year period. This plan directly complements the individual seaport plans and detailed capital improvement plans (CIPs). Based on outreach, Site Expansion Development Needs and Highway Access or Bottleneck are the two most common constraints identified that directly hinder a seaports ability to grow. The top needs for the next five years are: increased bulkhead and berthing infrastructure (capacity and navigation), cruise terminal development, and cruise parking/passenger access. These investments will require landside access improvements to connecting roadways and rail to handle increased traffic to move the increase in cargo and passengers.

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
FDOT Community Planning Policy (2022)	Florida's Community Planning Act ensures that as population grows, adequate services are available to meet demand. It is intended to balance the availability of infrastructure and resources with economic development and community sustainability.	<p>Transportation and Community Planning (fdot.gov)</p> <p>Under the Act, FDOT is statutorily authorized to comment on issues within its jurisdiction that adversely impact transportation resources and facilities of state importance. FDOT considers important state transportation resources and facilities to include the Strategic Intermodal System, State Highway System, National Highway System, and other transportation resources and facilities within its jurisdiction that are owned and maintained by the state.</p> <p>In addition to reviewing comprehensive plans and plan amendments, FDOT's community planning responsibilities include:</p> <ul style="list-style-type: none">• Providing technical assistance to local governments to address the impacts of land use on the transportation system and provide guidance in advance of the adoption of comprehensive plans and plan amendments.• Supporting implementation of the Department's Complete Streets Policy.• Supporting collaborative planning approaches that bring together the Department and its partners to address transportation-related challenges and opportunities in a continuing, comprehensive, and cooperative manner.• Providing expertise to the state on transportation policy, planning, and implementation. <p>FDOT's role in community planning also implements the Florida Transportation Plan, which calls for transportation solutions that support quality places to live, learn, work, and play, including implementation strategies that address the following:</p> <ul style="list-style-type: none">• Providing technical support to local governments to identify context sensitive solutions.• Coordinating with local governments to better align transportation plans with existing and proposed land use plans.• Providing technical assistance to local governments as they create or retrofit mobility solutions for their communities. <p>Key Florida Statutes</p> <p>Chapter 163, Part II, F.S. - Growth Policy; County and Municipal Planning; Land Development Regulation</p> <p>Section 163.3177, F.S. - Required and optional elements of the comprehensive plan</p> <p>Section 163.3180, F.S. - Concurrency</p> <p>Section 163.3184, F.S. - Process for adoption of comprehensive plan or plan amendment</p> <p>Section 163.3191, F.S. - Evaluation and appraisal of the comprehensive plan</p> <p>Section 163.3245, F.S. - Sector Plans</p> <p>Chapter 186, F.S. - State and Regional Planning</p> <p>Chapter 380, Part 1, F.S. - Environmental Land and Water Management (Areas of Critical State Concern, Developments of Regional Impact)</p> <p>FDOT Community Planning Resources</p> <ul style="list-style-type: none">• FDOT Community Planning Coordinators• Community Planning Handbook• Transportation and Community Planning Coordination, Case Studies• Land Use Changes & SIS Functionality Final Report• Complete Streets Implementation• Integrating Complete Streets and Local Planning
FDOT Strategic Intermodal System (SIS) Policy Plan (2022)	The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel.	<p>The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan. Three objectives guide the plan: interregional connectivity, intermodal connectivity and economic development.</p> <p>SIS Policy and Funding Plans (fdot.gov)</p>

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
FDOT Electric Vehicle Infrastructure Master Plan (2021)	The Electric Vehicle Master Plan (EVMP) was developed to deliver a comprehensive course of action to efficiently and effectively provide for EV charging infrastructure.	<p>EV Plan (fdot.gov)</p> <p>Specifically, the Florida Department of Transportation (FDOT), under state law, was directed to coordinate, develop, and recommend a Master Plan for the development of electric vehicle charging station infrastructure along the State Highway System (SHS) to support the following goals and objectives pursuant to F.S. 339.287.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support both short-range and long-range electric vehicle travel; <input type="checkbox"/> Encourage the expansion of electric vehicle use in the state; and <input type="checkbox"/> Adequately serve evacuation routes in the state. <p>Electric Vehicle Master Plan (EVMP)</p> <p>EVMP Document Preparation Content / Materials</p> <ul style="list-style-type: none"> <input type="checkbox"/> EVMP Stakeholder Webinar Materials (4/28/2021) <ul style="list-style-type: none"> • EVMP Stakeholder Webinar Presentation • EVMP Stakeholder Webinar Polling Results • EVMP Stakeholder Webinar Notes <input type="checkbox"/> EVMP Status Report (12/01/2020) <input type="checkbox"/> EVMP Stakeholder Webinar Presentation (11/12/2020)
Florida Strategic Highway Safety Plan (2021)	The SHSP is a statewide safety plan that provides a framework for eliminating highway fatalities and serious injuries on all public roads. It identifies Florida's key safety needs and guides investment decisions toward strategies and countermeasures with the greatest potential to save lives and prevent injuries.	The plan outlines broad goals and strategies for key focus areas, including bicycle and pedestrian, motorcycle, aging road users, teen driver, traffic record, impaired driving and occupant protection.
FDOT Freight Mobility and Trade Plan (2020)	The Freight Mobility & Trade Plan (FMTP) is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state.	<p>Freight Mobility and Trade Plan (fdot.gov)</p> <p>The currently approved FMTP includes a visual state freight plan suitable for all audiences, and a series of technical memorandums that address all requirements and provide additional detail. The Investment Element is updated as needed to show the latest projects for National Highway Freight Program funding.</p> <ul style="list-style-type: none"> • Freight Mobility and Trade Plan • Technical Memorandum 1 Policies, Performance Measures and Outreach • Technical Memorandum 2 Systems and Assets • Technical Memorandum 3 Performance and Conditions • Technical Memorandum 4 Trends • Technical Memorandum 5 Needs, Issues and Scenario Planning • Technical Memorandum 6 Project Prioritization and Selection • Technical Memorandum 7 Investment Element (Updated November 2022) • Technical Memorandum 8 Recommendations, Funding and Implementation • Technical Memorandum 9 Action Plan • Technical Memorandum 10 FHWA Division Review Checklist • FMTP Acronyms
FDOT Context Classification Guide (2020)	The FDOT Context Classification has been adopted as part of FDOT policy. Criteria and standards in the new FDOT Design Manual refer to roadway context classifications that designers and planners must fully consider when developing roadway solutions. Simply put, FDOT's context classification will allow FDOT to put the right street in the right place. For example, the context classification specifies roadway design speeds and minimum sidewalk widths. For the urban core context classification (C6), the design speed range for new roadways is 25 to 30 mph, while roadways in the rural area context classification (C2) have a design speed range of 55 to 70 mph.	<p>www.FLcompletestreets.com</p> <p>The FDOT Context Classification Guide has been updated for 2022 to support the 2022 FDM. The new version includes more guidance on the selection of Target Speed, a description of the Safe Systems Approach in context-based design, and elaboration on the use of context classification in many important FDOT guides and manuals.</p>

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
FDOT Resilience Quick Guide: Incorporating Resilience in the MPO LRTP (2020)	One of the most important responsibilities of an MPO is to identify investment strategies that focus on developing projects and programs to best meet the transportation needs of the area's residents, businesses, and visitors. The LRTP is a key tool the MPO uses to guide its planning process. To assist with incorporating resilience into the LRTP, the FDOT Office of Policy Planning developed the Resilience Quick Guide which outlines the steps for an MPO to consider throughout the development of the LRTP.	lrtp-resilience-quick-guide-4-5-2023.pdf (windows.net)
FDOT Traffic Incident Management (TIM) Strategic Plan (2019)	The Florida Department of Transportation (FDOT) 2018 Traffic Incident Management (TIM) Strategic Plan was developed under the leadership of the State Traffic Engineering and Operations Office (STEOO), Incident Management/Commercial Vehicle Operations (CVO) Program Division. District-level TIM Managers and support personnel also contributed significantly with input, guidance and representation of stakeholder interests	FL-TIM-2019.pdf (tetcoalition.org) For over 15 years, the Federal Highway Administration (FHWA) has utilized the TIM Capability Maturity Self-Assessment (TIM CMSA) as a tool to evaluate the state of practice in traffic incident management across the country. The TIM CMSA provides a systematic and structured approach for assessing and benchmarking existing TIM capabilities, and, upon completion each year, provides an Action Plan with tangible actions for increasing capability and sophistication levels. Florida has been a longstanding participant in the TIM CMSA since it was initiated in 2003. As such and given FDOT's and its partner stakeholders' familiarity with the CMSA content, the Florida TIM Strategic Plan is purposely structured according to the following primary TIM program areas. Under each TIM program area are the numbered subsections of the strategic plan that address specific topics. Strategic – Programmatic activities of TIM covering formal policies, partnerships and understandings among agencies, measuring and evaluating TIM performance. Tactical – the on-scene activities addressing responder and motorist safety, response, traffic control and clearance. Support – Effective TIM enabling activities such as interagency communications, data sharing, ITS and traveler information.
FDOT Transportation Asset Management Plan (2019)	The Florida Transportation Asset Management Plan (TAMP) includes supplemental information generated during the course of the Plan's development.	Florida Transportation Asset Management Plan (fdot.gov) A series of technical memoranda were prepared to assist the Core Working Group develop the final TAMP. This technical report summarizes the technical memoranda that were used to support the Core Working Group's efforts. The report contains the following sections: • 1.0 Performance Gap Analysis • 2.0 Risk Management and Mitigation • 3.0 Detailed Process Information • 4.0 Systemwide Valuations • 5.0 TAMP Governance and Principles
SIS Long Range Cost Feasible Plan FY 2029-2045 (2018)	The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the State's Long-Range Plan, based on current revenue forecasts. Projects in this plan could advance into the Second Five as funds become available or defer into the Needs Plan if revenues fall short of projections.	Regional projects consist mostly of construction and mega-projects along I-95, US 27, SR 80, I-95, interchange projects on along I-95 and I-75, and the managed land project on SR 836/Palmetto Expressway. SIS 2029-2045 Long Range Cost Feasible Plan (PDC) <ul style="list-style-type: none">SIS 2029-2045 Long Range Cost Feasible Plan (PDC) Present Day Cost Version Highway Component (July 2018 - Current version in development)GIS Shapefiles

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
Florida Planning Emphasis Areas 2021 (2018)	The Florida Department of Transportation (FDOT) Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.	Florida-Planning-Emphasis-Areas-2018-Final.pdf (fdot.gov) Safety Equity Resilience Emerging Mobility
FDEP Florida Greenways and Trails System Plan (2018) (2024-2028 update ongoing)	Outlines the vision for the state's Greenways and Trails System, both on land and water.	Goals for the plan are to delineate regional systems, strategic investment of resources to advance system completion, promote and market Florida Greenways and Trails System to residents and visitors, establish partnerships and engage stakeholders
FDOT Florida Aviation System Plan 2035 (2017)	The FASP 2035 Update offers policy and development recommendations for the continuing improvement of the state aviation system.	Includes the following policy-oriented recommendations: <ul style="list-style-type: none">• Strategic Intermodal System Options• Potential Follow-on Studies• Continuing Florida Aviation System Planning Process (CFASPP) Enhancements
FDOT Motor Carrier System Plan (2017)	In 2015-2017 the Florida Department of Transportation (FDOT) updated all of its modal plans (Rail System Plan, Aviation System Plan, as well as the Seaport and Waterways System Plan) for consistency with the recently completed Freight Mobility and Trade Plan (FMTP) and updated Florida Transportation Plan (FTP) . For the first time, the Freight & Rail Office developed a Motor Carrier System Plan to complete the set.	Motor Carrier System Plan and Resources <ul style="list-style-type: none">• 2017 Motor Carrier System Plan• Motor Carrier Issue Fact Sheets

South Florida/Regional Plans and Policies

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
Central and South Florida (C&SF) Flood Resiliency Study Section 216 Study (ongoing)	This study is focused on identifying imminent failures to the primary drainage system in SE Florida due to changing conditions including climate change, sea level change, land development, and population growth in Palm Beach, Broward, and Miami-Dade counties.	This study is integrated to the SFWMD Sea Level Rise and Flood Resiliency Plan and the Flood Protection Level of Service Program.
SFWMD Sea Level Rise and Flood Resiliency Plan (2023)	The plan, updated annually, is the first District initiative to compile a comprehensive list of priority resiliency projects with the goal of reducing the risks of flooding, sea level rise, and other climate impacts on water resources and increasing community and ecosystem resiliency in South Florida. This goal will be achieved by updating and enhancing water management infrastructure and implementing effective, resilient, integrated basin-wide solutions. This list of projects was compiled based upon assessments that have been ongoing for the past decade.	Sea Level Rise and Flood Resiliency Plan South Florida Water Management District (sfwmd.gov) These assessments utilize extensive data observations and robust technical hydrologic and hydraulic model simulations to characterize current and future conditions, and associated risks. Section 380.093 (5) F.S. requires the DEP to develop a Statewide Flooding and Sea Level Rise Resilience Plan and submit to the Governor and Legislature for approval. As part of the Resilient Florida Program Implementation, the South Florida Water Management District submits the list of priority projects, supported by the District's Sea Level Rise and Flood Resiliency Plan, to FDEP by September 1 every year.
Southeast Florida Regional Climate Action Plan 3.0 (2022)	A voluntary framework for Broward, Miami-Dade, Monroe and Palm Beach counties designed to align, guide and support the acceleration of local and regional climate action in Southeast Florida toward a shared vision of a low-carbon, healthy, prosperous, more equitable and more resilient region.	Strategies to achieve equity goals include: <ul style="list-style-type: none">• Prioritize investments that promote economic mobility, health and safety while addressing climate change causes and impacts. Examples are:<ul style="list-style-type: none">◦ Providing affordable, convenient and reliable transit and implementing Complete Streets policies, programs and projects◦ Establishing or expanding car-share and micromobility programs◦ Preserving and adding affordable housing accessible to transit and other public infrastructure, including schools and community spaces◦ Using green/nature-based infrastructure to reduce urban heat, flooding and other climate change impacts◦ Maintaining and enhancing community recreation spaces Risk reduction and emergency management strategies to prepare Southeast Florida for climate shocks and stressors include: <ul style="list-style-type: none">• Identify vulnerable roadways and bridges using tools such as the University of Florida Sea Level Scenario Sketch Planning Tool.• Determine the current resilience of evacuation routes by mapping them against projected climate impacts, including sea level rise and king tides.• Integrate climate adaptation into the standards for designing transportation infrastructure.• Plan for and incorporate increased use of electric vehicles to provide necessary infrastructure along evacuation routes, such as charging stations. Consider deployable/mobile charging stations along evacuation routes. Sustainable community and transportation recommendations for adapting to the impacts of climate change include: <ul style="list-style-type: none">• Employ transit-oriented development• Employ Complete Streets and Vision Zero policies• Expand transit-connected bicycle and pedestrian facilities• Reduce emissions and increase resilience via transportation planning• Increase the use of transit• Use transportation demand management strategies• Advance resilient and low-carbon freight transportation

TRANSPORTATION POLICY/PLAN	Summary	Key Takeaway
Southeast Florida Regional Climate Change Compact Unified Sea Level Rise Projection (2019)	This document, the Compact's third Regionally Unified Sea Level Rise Projection, provides an update to the amount of anticipated sea level rise in Southeast Florida through 2120. These projections represent a consensus from a technical Work Group	<p>Estimates of sea level rise are provided from a baseline year of 2000, and the planning horizon has been extended to 2120, in response to the release of climate scenarios extending beyond the year 2100 by federal agencies (NOAA and the U.S. Army Corps of Engineers) and the need for planning for infrastructure with design lives greater than 50 years.</p> <p>The Work Group recommends the use of the NOAA High curve, the NOAA Intermediate High curve, and the median of the IPCC AR5 RCP 8.5 scenario (IPCC, 2013) as the basis for a Southeast Florida sea level rise projection for the 2040, 2070 and 2120 planning horizons.</p>
SFRPC Comprehensive Economic Development Strategy (CEDS) Plan (2022)	The South Florida CEDS is prepared every 5 years, with yearly updates, through leadership of the South Florida Regional Planning Council (SFRPC) and with direction and input from the CEDS Strategy Committee and SFRPC Board for submittal to the U.S. Department of Commerce's Economic Development Administration.	<p>https://sfregionalcouncil.org/wp-content/uploads/2022/11/2022-2027-SFRPC-South-Florida-Comprehensive-Economic-Development-Strategy-FINAL-For-Binding-11-14-2022.pdf</p> <p>The CEDS highlights key economic challenges and opportunities facing Miami-Dade, Broward, and Monroe counties and its population of 4.7 million residents. The CEDS also contains an articulation of the key issues and strategic direction the region's leaders should pursue to advance economic development, equitable access to opportunity, and prosperity in South Florida in the future.</p>
SFRTA Building Stronger Connections 2019-2028 TDP Major Update (2018) (update to be completed December 2023)	Recipients of the State of Florida Public Transit Block Grant Program are required to prepare a transit development plan (TDP) every 5-years, which documents the community's transit needs for the next 10-years.	Goals outlined include the vision to take a leadership role to expand and promote premium regional transit and multimobility, developing public and private partnerships, maximizing system performance, improving SFRTA's commuter bus service, improving Tri-Rail passenger experience, implementing safety and security measures, sustainable funding, and facilitating economic growth throughout the region. Needs include a new Boca Tri-Rail Station near Glades Road, Tri-Rail Coastal Link extensions in Jupiter, Palm Beach, Broward, the Northeast Corridor in Miami-Dade, Northern CSX to VA Hospital, Kendall/Homestead, Dolphin Ludlam Corridor, Kendall, Okeechobee, US 1 from Dadeland to Homestead, and MIA to PortMiami. Existing station needs include parking lot improvements at the Deerfield Beach station, and a pedestrian bridge at the Golden Glades station. Tri-Rail service to Downtown Miami (MiamiCentral) is expected to begin in November 2023.
SFRPC Seven50: SE Florida Prosperity Plan (2014)	Led by the South Florida and Treasure Coast Regional Planning Councils, the Partnership is developing "Seven50," a seven county, 50-year, SE Florida Prosperity Plan that allows local leaders to imagine and design how to best accomplish sustainable development and prosperity.	Assesses the region today and presents a preferred future and steps to attain that future. Envisions a paved path for cyclists and pedestrians from Key West to Sebastian Inlet. Currently our region offers a patchwork of trails. As All Aboard Florida connects the region with rail, with municipal assistance it could also provide a trail to further connect the region. Few other single projects could unite the region as much as a continuous path connecting all its cities.
SFWMD Central and Southern Florida (C&SF) System Section 216 Flood Resiliency Study	The South Florida Water Management District (SFWMD) and the U.S. Army Corps of Engineers (USACE) are partnering to advance the Central and Southern Florida Flood Resiliency Study under Section 216 of the Flood Control Act of 1970. The C&SF Flood Resiliency Study will recommend flood risk management projects to build flood resiliency, now and into the future, and reduce flood risks that affect population, property, and critical infrastructure in the communities served by the C&SF water management system within the lower southeast coast of Florida in Palm Beach, Broward and Miami-Dade Counties.	<p>FAQs about how this study is integrated to the SFWMD Sea Level Rise and Flood Resiliency Plan and the Flood Protection Level of Service Program.</p> <p>In June 2023, the SFWMD and USACE came to an agreement on the scope of the study and the deliverable schedule. The final recommended study scope focuses on enhancing the capacity of the most vulnerable coastal water control structures and adjacent primary canals.</p> <p>The target completion date for the study will align in time to be incorporated into the publication of the 2026 Water Resources Development Act, a bill that Congress authorizes every two years for new water infrastructure projects and improvements to water programs across the country.</p>

Miami-Dade, Broward and Palm Beach Plans and Policies

Each MPO represented their local-level plans and policies within their respective 2050 LRTP/MTP efforts. To not duplicate efforts, the 2050 RTP team reviewed local LRTP/MTPs for synergy and consistency across the region and with federal, state and regional efforts.