

CHAPTER 8 – THE TRANSPORTATION PLANNING PROCESS

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Introduction

It is important for all Project Managers to understand the basic planning process used to identify needs and projects undertaken by the Florida Department of Transportation (FDOT). The planning process involves working with many public and private partners to balance federal, state, regional, metropolitan and local needs. This chapter provides a brief explanation of the transportation planning process used in Florida.

Current trends show that economic activity and transportation demand in Florida will outpace the growth of the state's population. According to the [2060 Florida Transportation Plan \(FTP\)](#), by 2060 the system is expected to projected population of 34 million residents, 14 million jobs, and a significant increase in freight movement. Florida's planning process has been developed to help plan for these needs, now and in the future.

Federal Involvement

The federal government establishes transportation policies and funding levels for all transportation programs that are eligible for federal transportation funds. Federal laws and regulations directly affect transportation decision making. Most federal transportation programs in Florida are administered by the following agencies:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Aviation Administration (FAA)
- Federal Railroad Administration (FRA)

Another federal agency that directly affects transportation decision making is the Environmental Protection Agency (EPA), which carries out most federal responsibilities related to the environment, particularly those related to air and water quality.

Statewide Planning

State Comprehensive Plan: The State Comprehensive Plan sets forth the land use and growth management goals and policies for the entire state. It is Florida's highest level planning document. The plan is published in its entirety in state law.

Florida Department of Economic Opportunity: The Florida Department of Economic Opportunity (DEO) works closely with FDOT, local and regional agencies, and the private sector on transportation decisions that affect development, the environment and other issues. The DEO administers the process of determining whether local government comprehensive plans are in

compliance with state regulations. Each year the DEO reviews the FDOT Five-Year Work Program and Metropolitan Planning Organization Transportation Improvement Programs to ensure that they are consistent with local government comprehensive plans.

Florida Department of Environmental Protection: The Florida Department of Environmental Protection (DEP) works closely with FDOT and local governments on statewide resource plans and policies for various natural resources, air quality and other environmental issues. The DEP's involvement in the decision-making process occurs early-on in the project planning process through the Efficient Transportation Decision Making (ETDM) process and continues through project development, design and construction activities. Other state agencies and organizations participate in transportation decision making on issues such as economic development and human services.

FDOT: The FDOT, through the seven districts and Florida's Turnpike Enterprise, is responsible for planning, operating and maintaining the State Highway System. FDOT is also the lead agency responsible for interregional, interstate, and international mobility, but must work closely through shared decision making with modal partners, other state agencies, Metropolitan Planning Organizations (MPOs), and local governments to meet these needs. Regional entities – ranging from regional transportation authorities to MPO alliances to new types of organizations that may not exist today – play the lead role in identifying and addressing regional mobility needs, in partnership with FDOT and local governments. Local governments have the primary responsibility for identifying and addressing local mobility needs, in partnership with FDOT and regional entities.

Florida's Transportation Plan (FTP)

Under state law, the Florida Transportation Plan (FTP) must be updated at least every five years. The 2060 FTP extends the planning horizon to look forward over the next 50 years to the year 2060. The 2060 FTP will develop a vision of Florida's transportation system to help ensure our economy, environment, and communities are sustainable for future generations.

The 2060 FTP is the policy framework for allocating over \$150 billion in funding which will be spent to meet the transportation needs of residents, tourists, and business people between now and 2060. The 2060 FTP serves as Florida's statewide transportation plan and identifies the mission, goals and objectives for the next 20 years to address the needs of the entire state transportation system. The 2060 FTP is a plan for all of Florida, not just the FDOT, and it will take the collective efforts of many entities to implement the 2060 FTP. The 2060 FTP is supported by modal plans for aviation, rail, seaports, transit and highway.

The 2060 FTP includes 6 long range goals and 23 objectives. These goals are related and mutually supportive; indeed, all goals must be accomplished to

effectively address the challenges the state will face. These goals and objectives are:

Economic Competitiveness: *Invest in transportation systems to support a prosperous, globally competitive economy.* The following objectives support the goal of economic competitiveness:

- Maximize Florida's position as a strategic hub for international and domestic trade, visitors, and investment by developing, enhancing, and funding Florida's Strategic Intermodal System (SIS).
- Improve transportation connectivity for people and freight to established and emerging regional employment centers in rural and urban areas.
- Plan and develop transportation systems to provide adequate connectivity to economically productive rural lands.
- Invest in transportation capacity improvements to meet future demand for moving people and freight.
- Be a worldwide leader in development and implementation of innovative transportation technologies and systems.

Quality of Life: *Make transportation decisions to support and enhance livable communities.* The following objectives support the goal:

- Develop transportation plans and make investments to support the goals of the FTP and other statewide plans, as well as regional and community visions and plans.
- Coordinate transportation investments with other public and private decisions to foster livable communities.
- Coordinate transportation and land use decisions to support livable rural and urban communities.

Quality Places: *Make transportation decisions to promote responsible environmental stewardship.* The following objectives support this goal:

- Plan and develop transportation systems and facilities in a manner which protects and, where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts.
- Plan and develop transportation systems to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions.

Safety and Security: *Provide a safe and secure transportation system for all users.* Three sets of objectives support this goal:

- Eliminate fatalities and minimize injuries on the transportation system.
- Improve the security of Florida's transportation system.

- Improve Florida's ability to use the transportation system to respond to emergencies and security risks.

Maintenance and Operations: *Maintain and operate Florida's transportation system proactively.* This goal is supported by the following objectives:

- Achieve and maintain a state of good repair for transportation assets for all modes.
- Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of climate trends and events.
- Minimize damage to infrastructure from transportation vehicles.
- Optimize the efficiency of the transportation system for all modes.

Mobility and Connectivity: *Improve mobility and connectivity for people and freight.* This goal is supported by the following objectives:

- Expand transportation options for residents, visitors, and businesses.
- Reinforce and transform Florida's Strategic Intermodal System facilities to provide multimodal options for moving people and freight.
- Develop and operate a statewide high speed and intercity passenger rail system connecting all regions of the state and linking to public transportation systems in rural and urban areas.
- Expand and integrate regional public transit systems in Florida's urban areas.
- Increase the efficiency and reliability of travel for people and freight.
- Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.

The Annual Performance Report The Annual Performance Report serves as the Florida Department of Transportation's annual strategic plan. It documents the Department's short-term objectives and strategies to implement the goals and long-term objectives of the Florida Transportation Plan. It specifies how those objectives are being measured and provides the policy framework for the department's budget and work program.

More detailed information on the relationships among 2060 FTP goals and long range objectives, short range objectives, focus areas, lead programs and measures is available on the [Office of Policy Planning](#) website.

FDOT Mission and Vision: The mission of the FDOT is:

The Department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

The FDOT's vision is:

Serving the people of Florida by delivering a transportation system that is fatality and congestion free.

Florida's Strategic Intermodal System Plan (SIS)

The SIS is a statewide system of high-priority transportation facilities. It includes the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities carry more than 99 percent of all enplaned commercial air passengers in the state, 99 percent of all waterborne freight tonnage, almost 100 percent of all freight moving on the rail system, more than 70 percent of all truck traffic and 55 percent of total traffic on the State Highway System. With the exception of some localized commuting, recreational and shopping trips, most trips in Florida are impacted by the SIS. Virtually every freight shipment in the state, as well as nearly every visitor and business traveler, will use the SIS at some point in its journey.

The SIS Strategic Plan provides policy direction for implementing the SIS and serves as the foundation for a new way of planning and managing Florida's transportation system. Developed by the FDOT in cooperation with nearly 40 statewide transportation partners, as well as numerous regional and local partners, this plan:

- **Redefines the state's primary role in transportation** as focusing on international, interstate and interregional travel of passengers and goods, with emphasis on the SIS. At the same time, stronger regional partnerships will identify and invest in regionally significant transportation facilities, while local governments will have more flexibility to address purely local transportation needs.
- **Advances a multimodal approach to planning** to increase mobility for people and freight on complete end-to-end trips. Rather than focusing on individual modes and facilities, state funding will be used to improve connectivity among individual modes, eliminate bottlenecks and unnecessary delay, improve travel time reliability and expand the options available for interregional travel.
- **Links the state's transportation planning and investment decisions to statewide economic policies**, with emphasis on

Florida's Strategic Plan for Economic Development. The SIS will support interregional, interstate and international transportation services that support the diversification of Florida's economy by reducing transportation and logistics costs, improving access to markets from urban and rural areas and supporting growth in trade and tourist flows.

- **Shifts from reactive to proactive planning of future transportation investments:** In the past, transportation investments too often have responded to development instead of proactively advancing statewide goals related to economic growth, rural development, urban revitalization and environmental preservation. The SIS will provide a foundation for managing growth in the future by focusing the state's transportation investments.

Traditionally, transportation systems are planned by mode, by facility and by ownership. These perspectives all are important, but often they are invisible in the movement of passengers and freight from point A to point B. The SIS introduces a new approach for planning transportation, focusing on the function of each element of the system:

- **Statewide or interregional significance:** The SIS includes the facilities and services that play a critical role in moving people and goods to and from other states and nations, as well as among economic regions within Florida. SIS facilities and services are those most critical to Florida's transportation system and economy; generally, they support the major flows of interregional, interstate and international trips. Emerging SIS facilities and services are of statewide or interregional significance but do not currently meet the criteria and thresholds for SIS designation; generally, they serve fast-growing economic regions and Rural Areas of Critical Economic Concern. The state (lead by FDOT) will play the lead role in planning and managing the SIS, working with partners.
- **Regional significance:** Facilities and services of regional (intercity/intercounty) significance connect rural, transitioning and urban areas within multi-county regions. They also provide connections from regional economic centers to the SIS. Planning and management of these systems will be led by regional partnerships that augment existing MPO and local government planning activities and reflect regional priorities.
- **Local significance:** Facilities and services of local significance primarily serve local (intracity/intracounty) trips. Planning and management of local systems will be led by MPOs, counties or cities through existing planning processes.

The SIS includes three different types of facilities, each of which forms one component of an interconnected transportation system:

- **Hubs** are ports and terminals that move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world. These include commercial service airports, deepwater seaports, spaceports, interregional rail and bus terminals and freight rail terminals.
- **Corridors** are highways, rail lines and waterways that connect major markets within Florida or between Florida and other states or nations.
- **Connectors** are highways, rail lines or waterways that connect hubs and corridors.

FDOT and its partners are expected to be:

- **Strategic** – focused on addressing statewide and regionally significant facilities that support Florida’s economic competitiveness and economic diversification.
- **Intermodal** – addressing all forms of transportation for moving both people and goods.
- **Systematic** – looking at an entire, integrated transportation network, not just individual modes and projects.
- **Efficient** – expediting consensus projects.
- **Open** – proactively providing information.
- **Inclusive** – seeking out the participation of all.
- **Continuous** – looking at how to improve the system on an ongoing basis.

Detailed information about SIS and SIS Strategic Plan is available at [Florida's Strategic Intermodal System](#) website.

Modal Planning

Guided by the SIS Plan, the FDOT coordinates statewide planning for each transportation mode.

Highway: The highway component of SIS is 4000 miles of the 12,000-mile State Highway System. Its primary purpose is to serve interstate and regional commerce and long-distance trips. The SIS Highway Component makes up only 3 percent of Florida’s public roads but carries 31 percent of the traffic. FDOT prepares a SIS Funding Strategy for the Highway Component and other modes which include three interrelated sequential documents: First Five Year Plan (FDOT Five Year Work Program SIS capacity funded projects), Second Five Year Plan, and Cost Feasible Plan. Each year the Florida Transportation

Commission reports to the Legislature and the public on the status of the annual assessment of the progress that the FDOT and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the SIS.

The FDOT systems planning office periodically updates the SIS Cost Feasible Plan. During the updates, the FDOT works with local governments, MPOs and authorities to ensure that the SIS Cost Feasible Plan and proposed projects are consistent, to the maximum extent feasible, with local government comprehensive plans and MPO Long Range Transportation Plans. Public involvement opportunities are primarily associated with updates or amendments to the local government and MPO plans.

Transit: The Transit Strategic Plan (TSP) serves as the transit element of the Florida Transportation Plan. The primary purpose is to support the development of a statewide transit system that provides Floridians and visitors with an effective, efficient and customer-friendly transit service in a transit-friendly environment. As such, it helps provide the policy framework that links Florida's transit goals and objectives with other modal plans and the Five-Year Work Program. The Plan's policies support the development of a transit systems comprised of shuttle buses, vanpools, local bus, express bus, rail transit, people movers, bus rapid transit, commuter rail, and water ferries that are integrated with the overall transportation system. An Executive Summary of ***Transit 2020 Plan; Florida's Strategic Plan for Public Transportation*** is available at the [Transit Office](#) website.

Additionally, 28 local and regional transit agencies in Florida operate and maintain transit systems. In accordance with Florida Statutes, each agency is required to prepare a Transit Development Plan to guide the overall operation and development of the local or regional transit system. These plans are required to have a 10-year planning horizon, be consistent with local comprehensive plans and contain a financial element for continued maintenance and enhancement of the system.

Aviation: The Florida Aviation System Plan (FASP) serves as the aviation element of the Florida Transportation Plan. The FASP ensures that Florida's airports provide a link to the global air transportation system, work together effectively as a statewide transportation system and integrate with other transportation systems including rail and transit systems. It identifies the runways, taxiways and access roads required at public airports to meet future aviation needs. FDOT updates the FASP about every five years.

Rail: The majority of Florida's railroad lines, terminals and other rail facilities are owned by private companies, except for 81 miles owned by the State of Florida. FDOT develops the Rail System Plan (RSP) in cooperation with these private companies, the private sector, local governments, MPOs and local rail authorities. This plan emphasizes the use of existing facilities and coordination

with other modes of transportation. The RSP addresses the proper maintenance, safety, revitalization and expansion of highway/rail grade crossings and signals. The plan also includes identification of priorities, programs and funding required to meet state needs. The RSP is updated every two years.

Seaports: FDOT developed the first FDOT-sponsored Seaport System Plan in 2009 to support the goals and objectives of the Florida Transportation Plan and the Strategic Intermodal System Plan. This Plan was developed in cooperation with the seaports, the private sector, MPOs and other partners. The Plan includes an existing seaport system profile, the vision, goals and objectives driving the Plan, examines needs, describes the process used to guide investment decisions and includes recommendations for strategic long term system preservation optimization.

A Florida Seaport Mission Plan (“A Five-Year Plan to Accomplish the Mission of Florida’s Seaports”) is prepared by members of the Florida Seaport Transportation and Economic Development (FSTED) Council through their third-party administrator, the Florida Ports Council and is updated annually. The Seaport Mission Plan must be updated every year and a copy provided to the President of the Senate, Speaker of the House and Governor. The goals and objectives included in the Mission Plan by the seaports are considered and addressed as appropriate in the Seaport System Plan prepared by FDOT to guide state seaport investments.

Additionally, FDOT works closely with the Florida Seaport Transportation and Economic Development (FSTED) Council and with members from each of the 14 deep-water ports on issues related to ports and port needs.

Intermodal: Highways, airports, seaports, transit systems, railroads, truck terminals, and so forth are owned and operated by a wide array of local and state governments, authorities and private transportation companies. Therefore, planning and coordination are very complex. The SIS was developed as a way to address these complexities. The SIS represents a fundamental shift in the way Florida views the development of—and makes investments in—its transportation system. Development of the SIS reflects an effort to focus on complete end-to-end trips, rather than individual modes or facilities. It reflects an effort to link Florida’s transportation policies and investments to the state’s economic development strategy, in keeping with the Governor’s strategic imperative of diversifying Florida’s economy. Finally it reflects an effort to redefine roles and responsibilities in the planning and managing of Florida’s transportation—with the state focused primarily on statewide and interregional trips and strengthened regional partnerships that provide a structure to identify and implement regional priorities.

Under 341.053, F.S., FDOT is authorized to provide funds to the districts, on a formula basis, to assist local governments in funding certain intermodal projects as defined in statute.

The SIS as well as individual mode plans can be found at the [Public Transportation](#) website.

Other Modes: There are no long range statewide plans for bicycle and pedestrian facilities. FDOT Bicycle and Pedestrian Coordinators are responsible for bicycle and pedestrian safety programs and for the implementation of bicycle and pedestrian facilities on construction projects. Bicycle and pedestrian projects may be scheduled as part of the many “3-R” (Resurfacing, Restoration and Rehabilitation) projects FDOT carries out. In addition, local governments and MPOs can apply for funds for these projects under the Enhancement Program.

The Commission for the Transportation Disadvantaged is an independent commission established by state law. The mission of the Commission is to ensure the availability of efficient, cost-effective and quality transportation services for transportation disadvantaged persons. The Commission has prepared 5-year and 20-year plans for transportation disadvantaged services.

Regional Planning

While state government is taking the lead to improve the SIS, and local governments are using new tools to manage growth and local travel, the state, local governments and the private sector can be partners in complementing those efforts to better meet the increasing demand for regional travel and commerce. As part of a major initiative to improve growth management planning and funding, 2005 legislation created a new program to help accomplish that objective. The [Transportation Regional Incentive Program \(TRIP\)](#) was created to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The FDOT will pay for 50 percent of project costs.

Regional Planning Councils (RPCs) comprised of local elected and appointed officials, consider planning and development issues from a multi-county perspective. Florida’s RPCs review and comment on local government comprehensive plans, particularly for regional issues. RPCs administer Development of Regional Impact (DRI) applications and reviews. They are responsible for the development of Strategic Regional Policy Plans that contain regional goals and policies for regional transportation, economic development, natural resources and other issues.

Five Water Management Districts are responsible for water quality and quantity issues. Their most significant role in transportation is in their assessment of impacts on water resources during project development, design and construction activities.

Metropolitan Planning Organizations

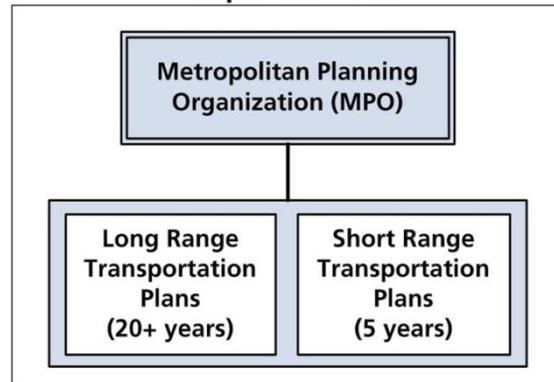
Transportation planning in metropolitan areas is the responsibility of Metropolitan Planning Organizations. The diagram on the right, **Metropolitan Planning Council Responsibilities**, shows the major tasks that the MPO oversees.

MPO boards consist of elected representatives of local governments. MPOs have a professional staff and are assisted by various committees, such as a Technical Advisory Committee, which includes professionals from local agencies and FDOT, and a Citizen Advisory Committee. A list of the Florida

MPOs and links to individual websites can be found on the website of the

[Metropolitan Planning Organization Advisory Council](#).

Metropolitan Planning Council Responsibilities



Urban transportation planning and the advent of MPOs began with the passage of the Federal-Aid Highway Act of 1962. This act required, as a condition of federal financial assistance, that transportation projects in urbanized areas with a population of 50,000 or more be based upon a continuing, comprehensive, and cooperative (or “3-C”) planning process undertaken cooperatively by state and local governments. Subsequent acts have added to the original, but the basic principles of a continuing, comprehensive and cooperative planning process have remained constant. The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** and its predecessors, Transportation Equity Act of the 21 Century (TEA-21), and the Intermodal Surface Transportation Act (ISTEA), further strengthened the process by adding additional responsibilities to both the MPOs and the state transportation agencies. Detailed information on can be found on the [SAFETEA-LU](#) website.

The federal requirements concerning MPOs have evolved over the years. A great deal of flexibility exists in the specific manner the MPOs are organized and operate. However, all must produce a cost feasible long range plan and a short range Transportation Improvement Program. The latest legislation requires that the Long Range Transportation Plans (LRTPs) be based on a 20-year planning horizon and be cost-feasible, using reasonably expected revenue projections. SAFETEA-LU requires that the long range planning process focus on eight broad planning considerations:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
- Promote efficient system management and operation.
- Emphasize preservation of the existing transportation system.

SAFETEA-LU also requires that any Intelligent Transportation System (ITS) projects be in conformance with the National ITS Architecture and Standards. To implement this requirement, FHWA requires each MPO area to have a regional ITS architecture and the MPO Long Range Transportation Plan to have an ITS element.

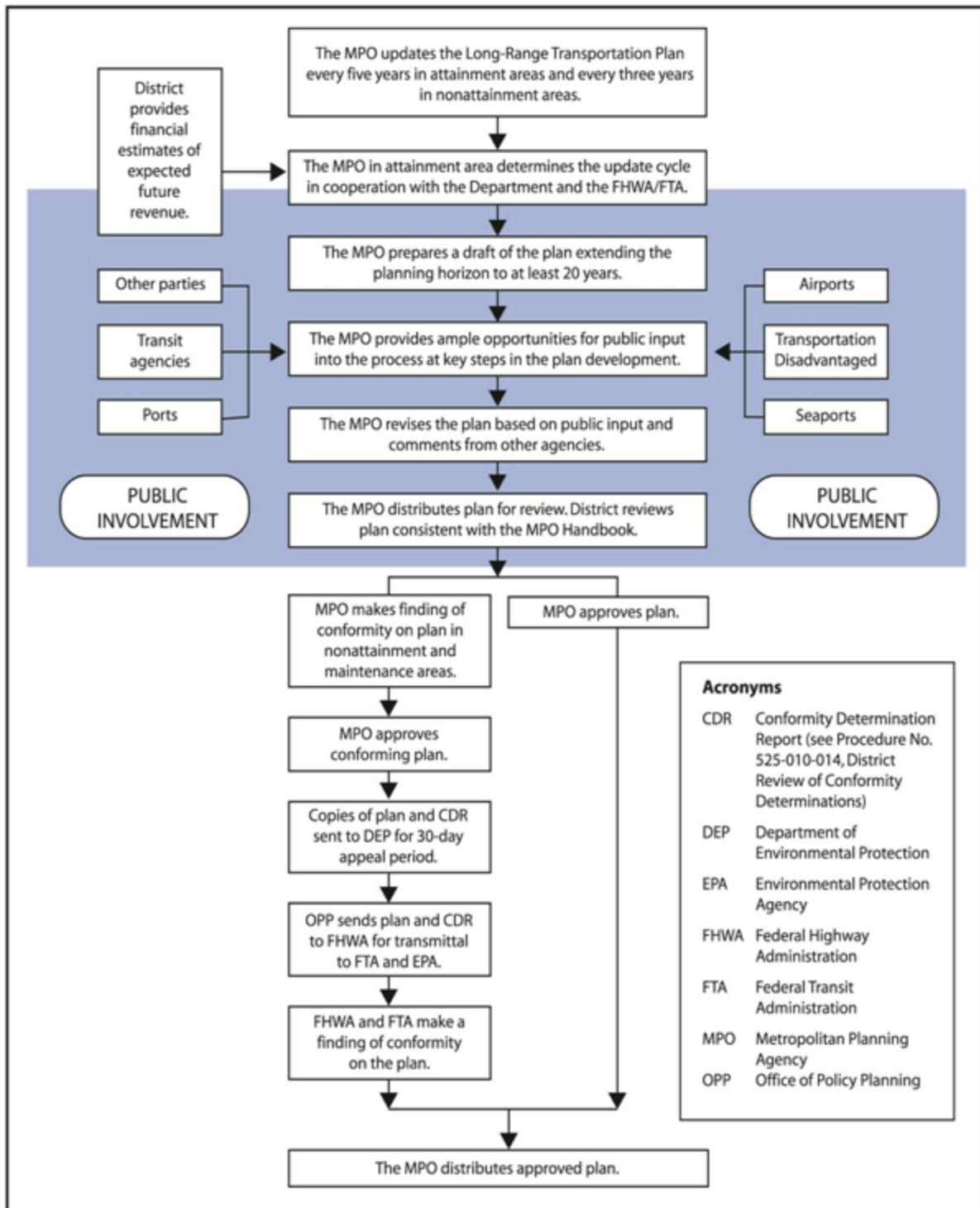
Metropolitan Long Range Planning: There is no single methodology or process that must be used for developing long range transportation plans. A Long Range Transportation Plan (LRTP) should reflect the goals, objectives and values of each community. At the beginning of the process each community must establish factors considered important to the local citizenry and address state and federal requirements. These factors should also be consistent with the Florida Transportation Plan (FTP).

The MPO is responsible for developing the LRTP in urbanized areas. Figure 1, **Plan Development and Approval Process**, illustrates the general process used to develop the LRTP. The intent and purpose of the LRTP is to encourage and promote the safe and efficient management, operation, and development of a cost feasible intermodal transportation system that will serve the mobility needs of people and freight within and through urbanized areas of this state, while minimizing transportation-related fuel consumption, greenhouse gases and air pollution.

The LRTP must include long range and short range strategies consistent with state and local goals and objectives. The LRTP addresses at least a 20-year planning horizon. An interim period (usually 10 years) can also be included, particularly in areas that do not meet the national ambient air quality standards, as enforced by the Environmental Protection Agency (EPA). “Non-attainment” areas do not meet the standards; “attainment” areas meet the standards; and

“maintenance” areas previously were non-attainment but re-designated as attainment, subject to implementation of a maintenance plan. The plan should include both long range and short range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.

Figure 1 Plan Development and Approval Process



The LRTP is reviewed and updated at least every five years in attainment areas and at least every four years in non-attainment and maintenance areas. Updates extend the forecast period and confirm the validity and consistency of the LRTP with current and forecast transportation and land-use conditions and trends.

The LRTP may be amended at any time. The plan amendment process is subject to all the requirements of a plan update, including public involvement. Documentation shall include, but is not limited to: a revised analysis of the impacts of the proposed plan revision to the transportation system and air quality (for non-attainment areas), documentation of the public involvement process, new maps, documentation and data files of the revised model and/or technique, and a revised balancing of project costs versus forecast revenues. The MPO must adopt long range transportation plan amendments. Amendments may result from changes to the financial plan, the addition of new projects, and changed priorities (for example, moving projects from the Needs Plan to the Cost Feasible Plan). A Needs Plan is a transportation plan that contains all needed projects including those that are funded as well as unfunded. A cost feasible plan contains only those that are funded based on projected revenue. As the need for a project becomes greater, its priority ranking increases versus that of other projects, and it is moved forward into a short range planning document, the Transportation Improvement Program (TIP) and the work program.

The Efficient Transportation Decision Making (ETDM) planning screen is used for major projects in the LRTP. The tool allows for interagency and public comment early on in the planning process for identification of fatal flaws with the project prior to being moved into the Needs Plan and/or the Cost Feasible Plan of the LRTP.

An LRTP is not required for non-urbanized areas. Transportation improvements in these areas are based on plans developed by local agencies and, for state roads, the work program.

Transportation Models: All metropolitan long range transportation plans at some stage require an analysis to differentiate among competing needs and to document the impact of projects on congestion, air quality and land use. For such analysis, the FDOT has developed a standard transportation model structure that is available for use by all Florida MPOs. The methodology used in the Florida Standard Urban Transportation Model Structure (FSUTMS) is documented in numerous technical memoranda published by the FDOT. The MPO may use any analytical techniques and/or models after consultation with the FDOT. The MPO should provide documentation in the LRTP of the models used. In addition, the MPO should prepare a series of technical memoranda explaining model use and detailing how these techniques can be used in various planning applications. Consultants and the FDOT can then duplicate and use the preferred MPO model.

Short Range Planning: While the LRTP provides a long term guide for the development of a regional transportation system, a short range program, known as a Transportation Improvement Program (TIP), actually programs and schedules projects. This five-year, prioritized plan describes specifically which transportation improvements will be implemented and when. The TIP is updated every year to remove those projects completed, add new projects and reflect changed priorities of the MPO. The TIP includes many local agency projects as well as those for the FDOT. Federally funded projects (highway and transit) must be included in the TIP to secure federal funding. The MPO establishes a list of priority projects for FDOT to include in its five-year work program. This list is submitted to the FDOT in October of each year to be incorporated into the FDOT's Work Program. The FDOT will use the list of projects to define the new fifth year of the work program. The MPOs are notified of projects to be included in the new fifth year so that they can be incorporated in future TIPs. TIPs are not required for non-urbanized areas.

Local Government Planning

Florida's 67 counties and over 400 municipalities play significant roles in planning and providing transportation services. Each local government has adopted, and periodically revises, a comprehensive plan to guide growth, development and the provision of government services for periods of 5 to 20 years. Future development and public facilities such as those for transportation must be consistent with those plans. Figure 2, **Local Government Planning Responsibilities**, shows the major tasks that the local government oversees.

Figure 2, **Local Government Planning Responsibilities**



Counties are responsible for building and maintaining county road systems, which comprise about 69,000 of the 114,000 miles of Florida's public roads and streets. Municipalities are responsible for another 33,000 miles of streets. Together, they carry about one-third of Florida's daily traffic. Local governments are responsible for most public transit systems, airports and seaports either directly or in conjunction with special authorities created to manage and provide services. Some local authorities—such as expressway authorities—operate independently from local governments, although most authority board members are usually appointed by local governments. A few, such as the Tri-County Commuter Rail Authority in southeast Florida, serve more than one county.

Transportation authorities in many areas of the state manage specific transportation services such as toll bridges and expressways, public transit, commuter rail, aviation and seaports. These authorities may establish long range plans for their facilities and services, such as expressway system plans, commuter rail system plans, and master plans for airports and seaports. Public involvement opportunities vary among the authorities and according to the types of plans that are being prepared or updated.

Transportation Statistics

All of our planning is built on a foundation of data. If we don't know what we have now, we won't know what to expect or need in the future. Transportation Statistics Office (TranStat), in the Planning office is responsible for compiling and maintaining much of the FDOT's data.

Traffic Data: Traffic data include detailed current and historical Annual Average Daily Traffic (AADT).

Data sources include both continuous and non-continuous counts. The continuous count stations are operated by TranStat. Most of them also classify traffic: provide separate totals for autos, motorcycles, small trucks and buses, and various configurations of large trucks. Some provide weigh-in-motion (WIM) equipment as well. Non-continuous counts are made at thousands of locations around the state, typically on 1 or 2 days per year. They are factored up or down to be represent annual average daily traffic using continuous counts from appropriate nearby continuous counters.

Roadway Data: Most roadway data are collected and input by District personnel and their consultants. TranStat provides procedures, handbooks, training, and quality assurance. Kinds of roadway data include:

- **Administrative:** Roadway ID, SR/CR/US/Interstate number, designations for the SIS, and National Highway System (NHS), functional classification, federal aid eligibility, and other labels and categories.

- Geometric: Widths of the road, shoulder & median, number of lanes, intersection locations, interchanges, and other linear features.
- Physical: Pavement type & depth, shoulder & median type, and other quantitative measures
- Operational: Traffic counts and factors, speed limit, and other data on how the road is used.

Inventoried roads include all of the State Highway System, non-State roads that are functionally classified as Rural Major Collectors/Urban Collectors and above, and small non-State roads that are on the SIS or have bridges on them, or are otherwise of interest to the FDOT.